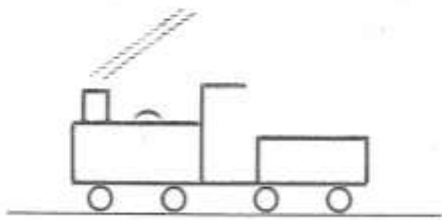




THE CIRCULAR



No. 14

MARCH 1947

The Bradford Railway Circle

The Centre, Manningham Station, Bradford.

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Editorial.

On the 12th. March the Circle will be favoured by a visit of Mr. V. Boyd-Carpenter, a gentleman well known and highly esteemed in model railway circles. Mr. Boyd-Carpenter is bringing a friend, Mr. G. W. Lush (of Leeds), and they will lead a discussion on that controversial feature of model railway engineering "Two Rail Propulsion", Mr. Boyd-Carpenter taking the contra side. As our guest-speaker has to return to Worksop, sixty miles away, it is proposed to start the meeting promptly at 7-15 p.m., so as to enable him to leave for home at a reasonable hour. It will be noted that this meeting is extra to the usual fortnightly ones, and it is confidently expected that members will give support to the best of their several abilities.

By courtesy of Mr. A. G. Thompson and kind permission of the Bradford Cine Circle, a film show of railway interest is to be given in the private film theatre, Cambridge House Annex, Little Horton Lane, Bradford, on the 19th. March. For the benefit of those who intend availing themselves of this evening's entertainment, a synopsis of the films to be

shown is included in the "Looking Ahead" section, and a sketch map showing the location of the venue will be found inside the back cover. In this instance, also, the proceedings will start at 7-15 p.m.. Ladies are specially invited and will be most welcome, but as accomodation is limited members are asked not to bring more than one visitor.

As most readers will now be aware, Manningham motive power has recently been enriched by two ex-Caledonian Railway 0-4-4 tank engines, designed by the McIntosh of glorious memory. The implication behind the advent of these locomotives is that the small tank engines indigenous to Derby and Horwich are now becoming too few in number to do all that is required of them, and that for the working of certain services outside assistance has become necessary. It is, of course, possible that the allocation of more powerful engines to the Northern Division has displaced a number of the smaller machines, which are thus finding a new sphere of activity on "foreign" lines. Whether these "Caley" tanks will prove to be merely migratory birds of passage or the spear-head of an "invasion by infiltration" remains to be seen.

The Editors regret that in Mr. Butland's report of the talk by Mr. A. Shackleton, on page 10 of the January issue, a typing mistake occurred in the third line of the second paragraph, which should, of course, read "unique in possessing several named 0-6-0 tender engines" Editorial apologies are offered to these gentlemen.

At the meeting held on 5th February it was a great pleasure to see present two of our professional members, Fireman Brian Field and Signalman "Percy" Marles. The continued interest of the "Manningham men" is most gratifying to the other members.

Mr. David Oates is now serving in the armed forces of the Crown. Best wishes, Mr. Oates!

Two Thousand Miles in One Week on the L.M.S.R.
By R. L. Clare.

Continued from page 5, February issue.

Tuesday, September 27th, 1938.

9-10 a.m. saw me leave Blackpool (Central) for Bolton, arriving 10-33; departing at 10-44, Manchester (Victoria) was the destination at 11-3. Crossing to Exchange Station (incidentally walking along the longest platform in the country - 2,194 ft. long between the tops of the ramps) I joined the 11 a.m. Liverpool-Hull cross-country express (SE), leaving Exchange at 11-48, 3 min. late. I felt somewhat strange, by the way, imbibing cider in an L.N.E.R. Buffet-car during my week "on the L.M.S.R.". Up the hill to Standedge tunnel we went - this bore must be unique, I should say, in having water-troughs laid down actually in the tunnel. The feelings of any p. w. men working in the tunnel just when an express happens to be taking water at speed near them must be better imagined than described! Down the bank, mostly at 1 in 105, we sped, Huddersfield being reached almost "on time" at 12-33.

Having previously spotted what promised to be an interesting excursion, I boarded the special "half-day" to Morecambe via Leeds (City L.N.E.R) which departed Huddersfield at 12-45 p.m.. After picking up happy-looking trippers en route, we turned direction at Leeds and jogged merrily along as far as the loop turning out just north of Bingley box, where we were, as befits "smaller fry", parked for the nonce. Not for long, however, as in a few moments along came the "Thames-Clyde", running "on time" again. I stuck my head so far out of the window to get a good front view of the oncoming "aristocrat" - doing well over 65, I should say - that the driver whistled in alarm: even a "Railway-ac" (not in the Dictionary but derived, I am told, from "Railway-maniac"!) must be wary of falling out of the window in front of one of his enamorata. A welcome rattle was heard, the "boards" were "off" again.

Skipton was my next changing point. I had hoped we should stop there as just nice time was available for me to join the 2-58 from that station to Carnforth via Arkholme, thus enabling me to travel on some new ground, namely the stretch from Wennington junction to Carnforth. This train, I noted, is one of the few regular bookings, apart from Scottish expresses, running through Hellifield without calling. Arriving at Carnforth at 4-7, I had no time to have a look at the new signalling arrangements as at 4-15 in came my express for Carlisle, only two min. late after its 236.3 miles run.

Signals being "off" for the Up "Coronation Scot", which passed us a few moments after leaving Carnforth, I tarried awhile in the corridor, and felt very sorry for a small boy who had had his eyes glued to the other line all the way from Warrington but missed his object through crossing the carriage for a large chocolate extended on the maternal palm.

An interesting run ensued along to Carlisle, good running being done on the drop from Shap; but as the schedule demanded nothing outstanding, space forbids detailed annotation.

Steak and chips at the same place in Carlisle, the return journey was again by the 7-2 ex-Citadel, Blackpool (North) being reached at 9-33 on the 8-56 from Preston, the existence of which I had unfortunately overlooked on the previous evening!

(To be continued)

Thank You!

Mr. W. Hubert Foster has recently presented to the Circle a coloured print of the L.N.E.R. former 2-8-2 locomotive "Cock o' the North". This will be a valued addition to our collection, Mr. Foster!

L.M.S.R. New Class '5' 4-6-0s.

It is gathered from a reputable source that the L.M.S.R. are building ten class '5' 4-6-0s fitted with Caprotti valve gear, and incorporating roller bearings. Evidently the Caprotti gear is not the failure that some of us had thought.

The London and North Western "Claughtons" and their subsequent Development.

By David Ibbotson.

(Concluded from page 13, February issue)

Unfortunately, a number of defects became apparent, mainly due, no doubt, to the larger boiler being mounted on the original frames, and certain front end difficulties. The rebuilds have not outlived the un-rebuilt engines by very long as only one remains, No. 6004, formerly "Princess Louise", this name now being carried by No. 6204 of the "Princess Royal" class.

During 1930 it was decided to completely rebuild two of the original "Claughtons" as three-cylindered engines, these being No. 5971 "Croxteth" and No. 5902 "Sir Frank Ree", formerly L.N.W.R. Nos. 1191 and 2511. Parts of the original engines were used - the wheels, axles and certain other components - the rest being new. These were an immediate success, and after exhaustive tests had been carried out, a further forty were rebuilt, spread over a period of about three years; later, in 1934, ten new engines were also built. The later series of the rebuilds were virtually new engines, although until 1934 they carried the numbers of the "Claughtons" they replaced.

Shortly after their introduction many of these machines were working the fastest trains on the L.M.S.R. and were - and still are - great favourites with the drivers. They are worked on full regulator with a short cut-off - a regular practise on the G.W.R. for over a quarter of a century - made possible by the higher boiler pressure and long travel valves, which go a long way toward the free steaming of the class.

In appearance they are a smaller edition of the "Royal Scots", the cab, footplating and driving wheel splashers being similar, and they were consequently nick-named "Baby Scots". The initial engine of the class, No. 5500, being named "Patriot" they are now known as the "Patriot" class, the name "Baby Scot" being officially discouraged. The name

originally carried by No. 5500 was "Croxteth" (as previously mentioned) but when rebuilt it first ran for a considerable time without a name.

Until the "Jubilee" engines of Mr. Stanier appeared in 1934 the "Patriot" class were extensively used on the principal expresses of the Midland Division, and also on the Manchester to Euston via Stoke trains, on which service the "Royal Scots" are prohibited by reason of weight.

The "Jubilees" are a tapered boiler version of the "Patriots", but having a slightly higher boiler pressure - 225 lbs. per sq. inch as against the 200 lbs. per sq. inch. of the earlier machines. To offset this, the cylinder diameter was reduced from the 18" of the "Patriots" to the 17-1/2" of the "Jubilees". A very slight increase in tractive power rests with the "Jubilees", the "Patriots" having 26,520 lbs. and the "Jubilees" 26,610 lbs. at 85% B.P.

In due course it was found that the "Jubilees" could not always maintain a sufficient supply of steam, and on the Leeds-Carlisle route it has been known for these engines to stall. In 1942 two engines, Nos. 5735-6, were rebuilt with a larger boiler of 250 lbs. per sq. inch pressure, the cylinders remaining at 17-1/2" diameter, and the tractive effort increasing to 29,590 lbs. at 85% B.P.. They were originally in power class 5XP but shortly after rebuilding were given power class 'n 6P as a result of their vastly improved performance.

The following year, in 1943, No. 6103 of the "Royal Scot" class received a similar boiler to those fitted to Nos. 5735-6; the cylinders were renewed and a double chimney fitted. Such was the success of the rebuilding that before long the whole of the "Royal Scot" and "Jubilee" classes will be dealt with similarly, and a start has now been made on the rebuilding of the "Patriot" class with these new cylinders and taper boilers.

Whether any part of the original "Cloughtons" will remain in this stage of the rebuilding one cannot say - and what the next stage will be only time will tell.

(Concluded).

"Locomotives Designed and Built at Horwich"

On the 22nd. January, Mr. C.E. Scholey read a technical paper by the late Mr. George Hughes, dated July 1909.

Mr. Hughes was at that time Chief Mechanical Engineer of the Lancashire & Yorkshire Railway, and in his paper he dealt extensively with the locomotives built to his designs and those of his immediate predecessor, Mr. J.A. Aspinall.

The various machines first reviewed were the "radial" tanks (1889) and the 0-6-0 goods engines (1889), both well known classes, ultimately numbering 270 and 440 respectively. It was mentioned that the 2-4-2 tanks at that time worked 56 per cent of the total passenger mileage. Following these, the 7'-3" 4-4-0s (1891); various shunting tank engines (1891-1893); the "Atlantics" (1899) and the 0-8-0 coal engines (1900) were described.

Mr. Hughes dealt with Mr. Hoy's rather ugly 2-6-2 tank engines (1903), and then went on to refer to his own contributions to L.Y.R. stock. These were the Belpaire boilered 2-4-2 tanks (1905); the steam rail-cars (1906); the compound coal engine (1907); 0-8-2 banking engines (1908); and, finally, his magnum opus, the large 4-6-0 "Dreadnoughts" (1908).

Reference was made to the Drutt-Halpin thermal storage tank (1902) fitted to six "radial" tanks, and to experiments made with Schmidt superheaters, corrugated flue boilers, smoke boxes and exhaust arrangements. Mr. Hughes also touched upon the design of crank axles and the wear and tear of boilers, describing some of his experiments in connection with the latter. The paper concluded with a description of the work the L.Y.R. locomotives were called upon to do.

Mr. Scholey used a selection of his own admirable collection of L.Y.R. photographs to illustrate the paper, and drew on the blackboard several rough sketches in explanation of technical points.

Mr. Hutton, in thanking the speaker, referred to him as the Circle's L.Y.R. expert, an expression cordially endorsed by several members present. J.T.

Some Railway First Impression of the West Riding.
By E. J. Tyler, (London).

I had chosen to come down to the West Riding on the 8-55 ex-King's Cross, and never having been any further north than Peterborough before was keenly looking forward to seeing some of the locomotive types not appearing in London. Hardly was Peterboro' passed than my wish was granted in the shape of an ex-N.E.R. 0-6-0, Class J25. At Doncaster the J50 ex-G.N.R. 0-6-0 tank engines became plentiful; apart from an isolated example at Hornsey in 1937 the J50's are unknown in London on the G.N.R. line, although there are one or two at Temple Mills Yard, Stratford.

At Wakefield the train divided and the Bradford portion was taken on by an N1 0-6-2T. These engines are common to London although it is a rarity to see them employed on passenger trains; and the London engines are all fitted with condenser apparatus for working over the Metropolitan widened lines to the Southern Rly., consequently West Riding engines of this class appear to have something missing.

At Bradford (Ex) I got a first glimpse of the West Riding local stock - ancient six-wheeler bodies mounted on bogies and formed into articulated sets. Around London all local stock is standard Gresley design, articulated in eight coach sets. Some of the worst coaching stock in the Metropolitan area is to be found on the G.E.R. suburban lines, but these West Riding coaches were far worse than anything seen there.

My first L.M.S.R. journey in Yorkshire was from Bradford to Leeds behind 2-6-4T No. 2377. The stock was modern, clean and comfortable, contrasting very much with that seen at Exchange station. It was at Forster Sq. station that I noted my first L.Y.R. engines, some of the ubiquitous 2-4-2T's, and on arriving at Leeds an L.Y.R. 0-6-0 goods engine also.

From Leeds I proceeded to York and was lucky enough to be pulled by L.E.E.R. No. 511 "Airborne", a first run behind a Thompson "Pacific". These engines have a reputation of slipping badly when

starting, but 511 made a perfect get-away every time even on the notoriously bad start from York at the north end of number nine platform.

York is certainly one of the most fascinating centres for the railway enthusiast. The ex-N.E.R. "R" class 4-4-0s were quite new to me, and also the ex-N.E.R. 0-6-0Ts. A rebuilt B16 came through the station and I also saw some of the "T" class 0-8-0s which impressed me favourably.

The return to Leeds was made behind ex-N.E.R. "Atlantic" No. 2207 on an assortment of eleven coaches ex-Scarborough, including large and small N.E. types, also a G.E.R. vehicle and several standard corridors. No. 2207 gave us a very fast run and but for signals would have secured a prompt arrival at Leeds (City) station.

As all the main London stations are termini, engine changing is a practise we do not see, and at Leeds it was quite fascinating to see a train come in behind, say, an L.M.S.R. 5XP and go out with a "Shire", or some other equally interesting change. Incidentally, the "Shires" and "Hunts" are unknown in London.

Later in the week I sampled the G.N.R. route from Bradford to Leeds, and the afore mentioned rolling stock. The loco. was No. 4557 and the load only three coaches, so we sped along in fine style. The return train, too, was headed by an N1, No. 4592, and it was quite entertaining to see the way this class dash along after seeing them employed only on local goods and shunting work in the London area. Each way the only stop was at Stanningley so the engines had a chance to show what they could do. At Leeds (Central) I saw another class very rare in London, namely the C12 ex-G.N.R. 4-4-2T.

Coming events cast their shadows before at York, in the shape of a new B1 class No. 1074; and No. 1062 of the same class was seen at Leeds (City). I count myself fortunate in having made the acquaintance of the North Eastern area while the N.E.R. types are still to be seen.
(October, 1946)

The Royal Train for the Tour of
South Africa by the Royal Family.

If any further proof were needed that "Britain Can Make It" this is amply endorsed in the Royal Train to be used by the Royal Family on their tour of South Africa. Every conceivable device which ingenuity can apply for the comfort, safety and well-being of Their Majesties has been incorporated. For instance, there are no fewer than 69 telephones installed throughout the train and these can be connected to the local and national telephone systems at places en route. The train is air-conditioned throughout with a system of pre-selected constant temperature control.

The rake will consist of fourteen steel vehicles six of which are existing South African "Blue Train" stock, the remaining eight having been built by the Metropolitan-Cammell Carriage and Wagon Co., Ltd., of Saltley. The internal decorations and furnishings are of Empire products, most of the polished wood panelling being in African timber. Special attention has been paid to sound and shock proofing, and a series of fully equipped bathrooms is incorporated. Externally the finish is in cream and gold with the Royal monogram, and the whole train will undoubtedly form a striking testimony that British craftsmanship and design is still second to none.

"Atlas"

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An Appreciation.

The following extract is from a letter written by a serving member, Mr. D. Dickinson:

"Just a line congratulating you on 'The Circular' attaining its first birthday. I think it comes well up to the standard of most railway publications and that is something to be proud of"

Wanted!

A quantity of black-out material sufficient to perfectly screen the windows of the Centre is urgently wanted. Can YOU help in this direction?

"The Locomotives of the Midland Railway
in the Twentieth Century"

On Wednesday, 5th. February, sixteen members and a visitor braved the worst wintry weather conditions experienced since 1933 and turned up at the Centre to hear the first part of Mr. G. E. James's talk under the above title: this being devoted to the passenger classes built or still at work in some force after 1900.

At the outset Mr. James mentioned that he intended to omit any extended reference to the various class "2P" 4-4-0s and the Compounds, as these had recently been adequately covered in other directions.

From this point he went on to briefly review the several designs of chimney and features of external fittings, such as cabs, also the styles of livery, adopted by the M.R. for its passenger engines during the period under consideration.

Turning to the locomotive classes, Mr. James started with the antiques, the remaining 2-2-2s, from which he worked his way through to the last designs put on the road by R.N. Deeley, and the Fowler rebuilds. The "86A" class of small 2-4-0; the "170", "156" and "800" classes of larger double-frames 2-4-0s; the "890", "1070" and "1282" classes of single-framed 2-4-0s; the "1312" ("Kitson Bogies") class of 4-4-0, and the engines directly derived from it, were each quickly reviewed and some indication given of their duties and allocations.

Then the more modern "700" and "999" classes of 4-4-0 and the various 4-2-2 types were dealt with, these being followed by the 0-4-4 tank classes and the much maligned class of 0-6-4 tank engine.

Reference was also made to the steam rail-car built for service on the Morecambe-Heysham line.

The evening concluded with an animated discussion and the members dispersed looking forward with keen interest to the second part of the talk.

On the following page, as an indication of the high quality of Mr. James's matter, will be found a short article on the "700" class, this being substantially the speaker's own notes arranged for publication.

J.T.

The Midland Railway "700" ("Belpaire") Class.

Late in 1900, S. W. Johnson designed for the Midland Railway an entirely new class of 4-4-0 engine, having a large 4' 9" diameter boiler and Belpaire fire-box; and between that time and 1905 a total of eighty machines were put into service, becoming, in 1907, numbers 700 to 779.

The different batches differed slightly in constructional details but all were of practically the same size, having 6' 9" driving wheels and 19" x 26" cylinders, with a boiler pressure of 180 lbs.

The first batch incorporated a shortened variety of Johnson's 1890 design of chimney, but the 1903 and subsequent lots were fitted with a new type of taper chimney. The safety valve casing applied to the initial batch also differed somewhat from the straight sided type later adopted.

The first ten engines had double-bogie tenders with a water capacity of 4,000 gallons, and the following forty machines had similar but larger tenders having a capacity of 4,500 gallons. The remaining thirty engines, of 1904/5, had modified Johnson six-wheel tenders holding 3,500 gallons of water, as water troughs were then being laid down on the Midland main lines and the heavy bogie tenders became unnecessary.

During 1908-1912 these bogie tenders were withdrawn and replaced by Deeley six-wheel 3,500 gallon tenders of much the same design as those recently introduced with the Deeley compounds. At the same time the cab roof was extended backwards thus becoming similar to the Compound cab but having narrower side sheets; also Deeley's new standard chimney and smokebox door were gradually fitted.

In 1913 a start was made with the re-building of these engines with super-heaters and 20-1/2" dia. cylinders, though the boiler pressure remained at 180 lbs. Outwardly the only important difference was a larger smokebox. A new cab of the same dimensions as the Compound cab was fitted, this being placed upon the original lower side-sheets forming the rear splashers.

This rebuilding went on gradually until 1925 when

B.R.C. Centenary Run Driver in Shipley Rail Mishap.

Driver Thomas Hart of Manningham shed, who drove the B.R.C. Leeds and Bradford Railway Centenary Celebration Run train from Bradford to Leeds in July of last year, sustained a cut eye in a minor mishap at Shipley station on 4th. February.

According to the "Telegraph & Argus", when the 6-35 a.m. passenger train from Skipton to Bradford, hauled by class 3P 2-6-2T No. 184, was leaving Shipley it fouled a light engine, class 3F 0-6-0T No. 7419, at Bradford Junction. Both engines were derailed and it was not until the afternoon that the breakdown crane from Leeds succeeded in clearing the fast lines. In the meantime, all traffic was diverted to the goods lines.

It is hoped that Driver Hart will have fully recovered long before this account appears in print.

No. 7419 appears to be an unlucky engine, as it was undergoing repair as the result of a collision with class 3F 0-6-0 No. 3783, when the Circle visited Manningham shed in December 1945. G.H.B.

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Fowler condemned the whole class on the grounds that a passenger tender engine of power intermediate between the class 2P 4-4-0s and the class 4P Compounds was not required. There were then six engines still un-rebuilt (Nos. 737, 742, 749, 770, 777 and 779) and these were scrapped in the following year.

It may be of interest to mention that around 1914 Nos. 700 and 768 were fitted with Weir feed-water apparatus, and then about 1927 Nos. 702 and 706 were fitted with the Dabeg apparatus.

A gradual scrapping has taken place since 1930 and now only about thirty engines remain.

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Correspondence and notes intended for immediate publication should be in the Editors' hands not later than the 7th. of the month. If received later than this date publication may be difficult.

Constituent Companies of the L.Y.R. No. 2.

The Preston & Wyre Railway, Dock and Harbour Co.

The formation of the company in 1835 under the enterprising guidance of Sir Peter Hesketh Fleetwood, was for the most part in the interests of the port of that name which arose out of the benefits brought by rail transport.

The line itself was opened between Preston and Fleetwood on the 20th. July, 1840, and by 1841 the seaboard town was a flourishing place, with both cargo and passenger services to Belfast. In 1846, the line from Kirkham to Lytham was opened for traffic, and two years later Poulton Junction and the branch to Blackpool (Talbot Road) came into being. This was rather a hard blow for Fleetwood which already had aspirations as a seaside resort.

In 1863 the Coast line was extended from Lytham to Blackpool (Central) with stations at St. Annes and Ansdell.

The Manchester and Leeds Railway, in 1846, took over the lease of the Preston & Wyre Railway, but under pressure from the L.N.W.R., that company was granted a one-third share three years later.

Of course, in 1847, the Manchester and Leeds Rly. became the L. Y. R., which company, in 1888, along with the L.N.W.R., bought out the Preston & Wyre in the proportion of two-thirds to one-third respectively.

Locomotives of the Preston & Wyre Railway.

The locomotive stud of the company consisted of fifteen engines of no less than four wheel arrangements, all being taken into the L.Y.R. stock in 1847. (These are tabulated on opposite page).

In 1850, however, by virtue of their one-third share in the capital expenditure, the L.N.W.R. negotiated the transfer of five engines, marked ϕ in the table.

Locomotives of the Preston & Wyre Railway.

Type	Built	Maker	1847	1850	Scrap.
			L.Y.R.	L.Y.R.	
2-2-0	6/1845	Bury	215	9	1871 ϕ
"	2/1846	"	214	8	1871
"	6/1847	Hawthorn	207	217	ϕ
"	9/1847	Haigh	216	5	
"	2/1847	Bury	218	13	1866
"	9/1847	"	219	14	1867
"	10/1848	"	209	4	1870
0-4-0	12/1845	"	211	126	ϕ
"	8/1847	Tayleur	208	125	1868
"	4/1848	"	217	153	1879
0-4-2	4/1845	Hawthorn	212	150	1868
"	6/1847	"	220	151	1873
"	6/1847	"	221	152	1880
0-6-0	6/1842	"	210	218	ϕ
"	6/1845	"	213	219	ϕ

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Now in Stock at "The Hobbies Shop"

"The Railway Handbook" 1946-7. Price: 5/-

"The Locomotive Stock Book" - published by the Railway Correspondence & Travel Society - Price: 7/6.

"The Queen Mary of the Iron Road" - this is a very fine book, being the life-story of Driver Fred C. Bishop - the man who drove the "Coronation Scot" in America - Price: 12/6

"Trains Annual 1947" by Cecil J. Allen. Price: 7/6

"ABC. L.N.E.R. Renumbering" Ian Allen. Price: 2/-

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Looking Ahead!

- Wednesday, 5th. March: A Talk by Mr. D. Ibbotson on "Our Pennine Tunnels", at 7-30 p.m.
- Tuesday, 11th. March: Committee Meeting at 7-30 p.m. (Committee members please note)
- Wednesday, 12th. March: A Discussion on "Two-Rail Propulsion" led by Mr. G. W. Lush, of Leeds, (pro) and Mr. V. Boyd-Carpenter (contra). (See Editorial)
7-15 p.m.
- Wednesday, 19th. March: A Film Show. (See Editorial)
7-15 p.m. Mr. A. G. Thompson will project his films "Trains" and "The Western Highlands", the latter being taken on the West Highland Railway. Also an L.N.E.R. official film, in 4 reels, "The Building of 4-6-2 No. 6207" Length of show 2 to 2-1/2 hours.
- Wednesday, 2nd. April: A Paper by Mr. A. Shackleton on "The History of the Otley and Ilkley Joint Railway and Associated Lines"
7-30 p.m.
- Wednesday, 16th. April: A Lantern Lecture by Mr. George Dow, Press Relations Officer, L.N.E.R. "Some Gems from the L.N.E.R. Headquarters Photographic Record"
7-30 p.m.
- Wednesday, 30th. April: A Lecture by the Rev. Canon Eric Treacy (Rector of Keighley) on "Photographing Trains"
7-30 p.m.
- =====

Duty Rota.

March 6th. - March 12th. : E. H. Halliwell.
 March 13th. - April 2nd. : W. R. Hayes.
 April 3rd. - April 16th. : J. E. Jagger.
 April 17th. - April 30th. : G. E. James.