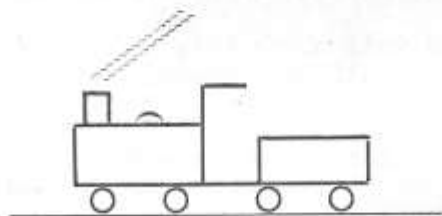




THE CIRCULAR



No. 16

MAY 1947

BRADFORD RAILWAY CIRCLE.

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EDITORIAL.

On the 14th. May the North Eastern Representative of the L.N.E.R. Press Relations Department, Mr. S. W. M. Hind, will speak on "The Later Days of the North Eastern Railway". Having pleasant memories of Mr. Hind's previous visit, one looks forward to seeing him again and to hearing something more of the great railway which is the topic of his paper.

Mr. F. J. Hibbert, District Operating Manager, L.M.S.R., Leeds, is to address the Circle on the 18th. May. His very interesting subject will, no doubt, reveal further details of the splendid railway organisation which played so crucial a part in the winning of the recent war.

The L.M.S.R. authorities are heartily thanked for their kindness in allowing the Circle to visit Horwich Works on the 12th. April. The occasion was a great success in every way and all taking part enjoyed themselves, the only regret being that our L. & Y. enthusiast and specialist was unable to be with the party. Much of surpassing interest was seen

during the tour of the Works, and it was an especial joy to observe old "Copper Hob" once again resplendent in Furness Railway livery. A detailed report, from the pen of our Recorder, Mr. G. H. Butland, is published elsewhere in this issue.

Some months ago, in the editorial notes, one commented rather adversely upon the abandoning of the well loved Midland lake livery for the L.M.S.R. locomotives and rolling stock. Examples of the new colour scheme were seen in the paint shops at Horwich, and it must be admitted that the result is smarter and more effective than one thought. The lined digits and letters of the new class "5" 4-6-0 compared very favourably with the older fashioned shaded block lettering of the rebuilt "Dreadnought" 4-6-0 alongside, and one is now of the opinion that if they were kept clean the black-and-straw and maroon-and-straw liveries certainly have their good points.

In order that members may fully take advantage of the cheap day-return ticket facilities offered for parties of eight or more (representing a saving of 25%) it is desired that not less than TEN DAYS' notice be given to the Secretary by those intending to take part in any out-door activity entailing other than a purely local journey. A block allocation of tickets will be obtained and issued to the participants by the Secretary - members must NOT make individual application at the booking office. It is emphasised that the satisfactory working of this scheme depends entirely upon the full and spontaneous co-operation of the members.

The arrangement of the heavy and varied syllabus which the Circle is at present enjoying has imposed upon the Secretary a considerable amount of labour and one would here put in a very grateful word of thanks. Mr. Butland, like his predecessor, is carrying his administrative burden very cheerfully and one may say with evident truth that the smooth and efficient discharge of the Circle's routine business is mainly due to his enthusiasm and capacity

"WHISTLE WHILE YOU WORK." :: :: By "Precursor".

So say the words of a popular song. The Locomotive Engine is no exception to anything else for it often whistles while it works.

In an article entitled "The Railway Age", published some little time ago in a weekly periodical, the following appeared as caption to a picture of Trevithick's "Catch-me-who-can" which ran in a side-show at Euston:-

"... The year 1808, the freak, Trevithick's portable steam engine. A rush of steam made scoffers gasp. Cynics paled at the whistles scream . . . " Of course the remark on the "whistle's scream" is ridiculous and typical of the observations of the lay press on the subject of railways. Any student of railways knows well enough that the whistle (or steam trumpet as it was then called) did not appear until 1833, when owing to an accident which occurred on the Leicester and Swannington Railway, later amalgamated into the Midland Railway, the remark was made by the manager, Mr. Ashlen Bagster, to the famous George Stephenson, the largest shareholder, "Is it not possible to have a whistle fitted in the engine which steam can blow?", to which George Stephenson replied "A very good thought, go and have one made." Mr. Bagster went to a musical instrument maker in Leicester who constructed a "steam trumpet" which was fitted in ten days and tried in the presence of the Board of Directors. The size was 1'-6" high and 6" diameter at the top. Thus the whistle was born.

As boiler pressures increased so did the blast of the whistle. It is a far cry from the beautiful sonorous tone of the Great Central, harmonising perfectly with its full-throated exhaust, to the shrill toll of the London and North Western which was so much in keeping with the thrashing of those gallant little engines, and seemed impatiently to say "Hurry up with the pinch bars and let me be off!" Then the "Caley" with its uncommon "purp-prp" hooter, symbolic to the sleepy night traveller on a West Coast express at Carlisle in the early hours, announcing the approach of a fresh steed - a long, sleek, blue one - and another land.

There are not many lengthy tunnels on the former North Eastern Railway, the longest being the Bramhope on the one-time Leeds and Thirsk Railway, opened about 1849.

The northern portal, adjacent to Arthington station, may well claim to be the most handsome entrance in Great Britain, its closest rivals, in the writer's opinion, being Shugborough and Pennmen Rhos, both of the former L.N.W.R.

In the sinking of the shafts, of which there are four, a large quantity of water was encountered amid beds of shale and sandstone, and in the construction of the tunnel an accident occurred in which several men unfortunately lost their lives. In Otley churchyard a unique memorial was placed over their graves this taking the form of the handsome portal of the tunnel in miniature.

The tunnel, 2 miles 243 yards long, is on a gradient of 1 in 94, and each of the shafts are forty feet in diameter. As in the case of Hadden tunnel on the Midland Railway, a certain landowner would not permit the railway to cross his property unless covered in, consequently the tunnel was made considerably longer than absolutely necessary.

"WHISTLE WHILE YOU WORK" - continued.

Some older engines sport two whistles, one for shunting purposes, a luxury surely in these days of speeding up, the Lancashire and Yorkshire drivers invariably sounded a "peep" when starting from a station and on entering a tunnel; and often on the line side we see notices with the command "Whistle".

And so to the modern Stanier hooter - a deeper version of the "Caley" - and the musical Chime Whistle of the L.N.E.R. streamliner. All have individuality, and the fascination of the whistle spreads to the toy steam engine of childhood days, for on presentation of one to eager offspring the first question generally is "has it a whistle?".

Mr. Alan Shackleton is to be congratulated on a very interesting and comprehensive paper about the jointly owned Otley and Ilkley Railway and its associated lines, read at the Centre on the 2nd April.

The paper opened with a detailed description of the road coaches serving the district in the years anterior to the opening of the railway, and it was mentioned that the last "stage" coaches to operate in Yorkshire were those from Leeds to Ilkley and Harrogate.

From this point Mr. Shackleton went on to say that about 1860 the Midland and North Eastern railway companies were both desirous of extending their reach to the Wharfedale spa, but instead of embarking on a cut-throat policy of competition they wisely decided to jointly construct and operate the line through the debatable territory, this resulting in the Otley and Ilkley Joint Railway, opened on the 1st August 1865.

The histories of the various connecting lines from Leeds and Bradford, also the line forward to Skipton, and the Yorkshire Dales Railway, were outlined, and the stations on the Joint Line and at Guiseley were described at some length.

Extended reference was made to the train services in operation through Ilkley at various times. The more notable workings were the through coach service from St. Pancras (discontinued in 1914) and the St. Pancras-Edinburgh express routed via Ilkley on Saturdays only during the summers of 1908/1914. Other interesting services mentioned were the pre-grouping excursions from Manchester which brought L.Y.R. locomotives and rolling stock into Ilkley; and the numerous excursion workings of the North Eastern to points beyond Skipton. It was also mentioned that the Midland's Royal train for a long period of years annually conveyed his late Majesty King George V and Queen Mary to and from Bolton Abbey.

Much detailed information about the locomotive classes, both Midland and North Eastern, that had worked into Ilkley in earlier days was also imparted.

J.T.

"GEMS FROM THE L.N.E.R. HEADQUARTERS RECORDS."

Mr. George Dow, Public Relations Officer of the L.N.E.R., was the guest-speaker on Wednesday, 16th. April, and his presence at the Centre drew a large audience.

In his introductory remarks Mr. Dow mentioned the function of his office was to keep the public informed upon the past and present activities of the L.N.E.R., and to facilitate this work recourse was increasingly made to visual means. This had resulted in the gathering together at his headquarters of a considerable collection of photographs, some of them very rare and of outstanding historical value.

For his lecture to the Circle Mr. Dow had selected about a hundred "gems" - and scintillating jewels they were! Commencing with some views of railway opening ceremonies, including one of the Otley and Ilkley Joint line, slides depicting every aspect of our hobby were projected, these being almost wholly of pre-grouping interest. Coats-of-arms, bridges, stations, locomotives, crane engines, service stock, early dining cars, royal trains, signals, and even an ivory pass, a uniform button and railway tickets, were items in Mr. Dow's catholic selection.

A view of the disused Windhill and Shipley Station (G.N.R.) as adapted for religious purposes was of local interest, and the lecture came to a close with a photograph of a gargoyle on a face of the Woodhead tunnel, and another of the G.E.R. well known Audley End tunnel entrance.

The discussion stage being reached, Mr. Dow was subjected to a barrage of questions relating to the present and future policy of the L.N.E.R. Finally, the President (who, incidentally, kindly accommodated our guest for the night) moved a vote-of-thanks to Mr. Dow which was right heartily supported by the members present.

The L.N.E.R. is to be congratulated upon having so able and enthusiastic a Public Relations Officer, whilst to Mr. Dow is once again offered the very best of good wishes from the Bradford Railway Circle.

J.T.

LETTER TO THE EDITORS.

Gentlemen,

I must apologise for the slip in my article, pointed out by Mr. Lea, regarding articulated coach sets.

The eight coach trains are used on the G. N. lines, while the G. E. section use ten coach trains. Although five coach trains are used on the G. E. section in slack hours, the G. N. section local trains always consist of eight coaches whatever the time of day. It is now rare to see ten coach sets on the Enfield line; even in peak hours five coaches is the rule.

Regarding engines working chimney first out of London, I have heard it suggested that this is on account of the gradients being generally unfavourable on the outward journeys. If the engine worked bunker first there might be a danger of the water not covering the firebox when climbing the grades. On the G. N. section as well as the G. E. the invariable practice is for engines to work chimney first on outwards journeys.

Like Mr. Lea, I am a lover of the old G. E., but I must still maintain that the worst coaching stock in London is to be found on that section, in particular on the Loughton and Woolwich services. There is still a lot of stock in existence with no tops to the backs of the seats, and as recently as 1939 six-wheelers were a common sight in Liverpool Street.

Yours faithfully,
E. J. TYLER.

DUTY ROTA.

May 1st. -	May 7th. :: ::	F. H. Lea.
May 8th. -	May 14th. :: ::	A. Oddy.
May 15th. -	May 28th. :: ::	G. Lawson.
May 29th. -	June 11th. :: ::	S. M. Patchitt.
June 12th. -	June 25th. :: ::	J. W. Richmond.

VISIT TO HORWICH :: :: :: By G. H. Butland.

An eagerly awaited fixture formed the subject of the Circle's 16th. outdoor event when nineteen members visited Horwich Locomotive Works, on Saturday, 12th. April, 1947.

We arrived at the works entrance just on noon as the staff were leaving, and the permit was presented to the uniformed hall porter on duty at the door. While waiting we admired the neat lawns and flower beds in front of the building, and the cleanliness and orderly appearance of the building itself.

The porter showed us into a carpeted waiting room with a long polished table down the centre, and round the walls large picture frames containing portraits of former C.M.Es at Horwich and photographs of some of their products. Two young members of the staff acted as guides, the party being split into two, and after the Hon. Secretary had signed the visitors book on behalf of the Circle the tour of the works began.

Crossing the yard, which at this point contained several boilers of various types, the Boiler Shop was entered. Here, boilers of different sorts were in evidence with the engine numbers marked on in chalk. Some were in the process of having new stays or fireboxes fitted, and a very good insight was obtained into the methods of construction in the older types compared with the newer ones.

We were shown the electric oxy-acetylene cutting machine which was the cause of the protracted strike at Horwich some months previously. A template corresponding to the shape it is desired to cut is set into the machine which then automatically proceeds to burn out the requisite pattern.

Passing through the Boiler Smithy we came to the Foundry, where castings of various sorts were in evidence. An ascent was made of the cupola staging to where coke, limestone and worn-out brake blocks are fed in to melt up for the new castings.

Next, through the General Smithy to the Spring Smithy, where springs are manufactured and tested, and so on to the Cylinder Boring, Fitting and Machine Shops where at once a brighter and cleaner at-

mosphere is encountered and a higher degree of precision work is in evidence. Here many very fine and expensive machines, including the Negative Rake Millers, were examined. Then followed the Wheel Shop, where a varied assortment of wheels were to be seen including a few from electric stock with gear wheels on their axles.

Leaving this part of the works, the next department to be visited was the Erecting Shop, and here we felt that we were really getting down to business. The only new engines being built was a batch of Class 5 Mixed Traffic's, several of which were to be seen in varying degrees of completion.

Adjoining the Erecting Shops is the Scrap Yard, containing rows of dead engines awaiting breaking up. We had hoped to see an ex-L.Y.R. "Baltic" tank or two as it was rumoured that the last of them were still there, together with one of the same type ex the Furness Railway. Alas, we were too late as all these interesting locomotives had perished, most of them during the strike mentioned earlier. As it was, all the types so forlornly standing there awaiting the breaker's hammer were entirely of L.Y.R. stock. The most interesting item were two tenders; one, still painted red, had once belonged to a "High-Flyer", and the other was ex F. R.

Retracing our steps we scuntered along to the part of the yard where the new and repaired engines were standing, inspecting sundry relics in the shape of old safety valves, dome covers, etc. on the way. Then, quite suddenly, we came across No. 12727, one of the few remaining Class 6F 0-8-0s with the small boiler. Resplendent in new paint, standing minus her tender, she made a striking picture.

A little farther along was a shed containing two more finds. Hughes Class 5P 4-6-0 No. 10432, and a new Mixed Traffic No. 4784. The latter was newly from the Paint Shop, complete with new style numbering. Under the classification number on the cab side sheets was a large, plain gilt "X", this denoting that the engine is fitted with manual blow-down valves. On either side, on the outside of the tender frames underneath the running plate, was fitted a large box with a valve wheel at the rear and a hinged

and clamped bottom cover. Running from these boxes, on the inside of the frames, underneath the tender flooring and towards the front, were two large diameter copper tubes from each, and we wondered if these were the blow-down valves mentioned above. On the cab step, at the driver's side, a brass plate was fixed. On this was engraved a notice to the effect that this particular engine was fitted with an experimental type of piston valve liners.

In the Paint Shop, visited next, was the famous F. R. No. 3 old "Copper Hob". This relic of former days which suffered as the result of Hitler's aerial activities has recently been restored. We climbed aboard and tried to imagine what it must have been like on the footplate in a blizzard or a howling gale! On an adjacent road stood some vehicles belonging to the Manchester, South Junction and Altrincham Railway, newly painted in that company's grass green livery with yellow lining, gold numerals and copper-plate monogram. Next to these was Class 5F 2-6-0 No. 2825 with Caprotti valve gear, reputed to be the last of the class to retain this type of motion, the others having been fitted with the Walschaerts gear.

The Fire Train is also housed in the Paint Shop. It consists of a rectangular tank mounted on an ex-L.Y.R. four-wheel chassis, an ex-M.R. six-wheel coach type van and an ex-L.N.W.R. vehicle of similar type mounted on two four-wheel bogies.

In search of the steam rail car we set off down the yard and eventually found it. The engine was No. 10600, and at the driver's invitation we eagerly climbed up into the driving compartment where he explained the working and gave us a short ride in the yard.

And with this we came to the end of what must rank as one of the most successful visits to date.

The foregoing article is extracted almost verbatim from the official account of the visit to Horwich filed in the Log. Mr. Butland is the indefatigable Recorder of these out-door events and members are invited to read his reports. Ed.

AN AFTERNOON ON THE L.P.T.B. :: :: by David Oates.

I spent my Christmas leave in Surrey, and whilst passing through London devoted some time to the recent underground extensions.

The first part of my journey was made by trolley bus and tram car; by trolley bus from King's Cross to Hag's Head, where I couldn't resist a trip on one of the few remaining tramcar routes north of the river Thames, to Archway Tavern.

The Archway tube station was close at hand, and I travelled northwards on the Northern Line to Highgate station, which was brought into use on 19th. January, 1941, in connection with the Northern Line extension to High Barnet. Platforms 1 and 2 deal with the tube trains, whilst platforms 3 and 4, at surface level, deal with the L.N.E.R. steam trains to and from Finsbury Park and Alexandra Palace. There is an escalator connection between the platforms. The surface platforms and buildings have been built to the usual L.P.T.B. design, but the L.N.E.R. wooden erection has been retained for the time being, pending extension of the Northern City line to Alexandra Palace. There are entrances to short tunnels at both ends of the platform, and the severe switchback grades suggest the suitability of electric rather than steam trains. At the London end there appeared to be some fourth rail in the tunnel. Colour light signals are in use on the surface lines.

I returned from Highgate, changing at Euston en route to King's Cross. Most High Barnet trains are routed via the West End, necessitating a change at Euston for the City. The City Line platform is an island in one large tunnel, with a scissors crossover at the south end, and having siding accommodation; a signal box spans both lines at the south end.

At King's Cross I ascended to the level of the Metropolitan Line. The Northern Line being the deepest level at this point, the Piccadilly line is between the other two. The Metro. station was completely rebuilt and the new building brought in use on 14th. March, 1941; complete with the usual offices.

The Metro., one of the oldest of the L.P.T.B. lines, intrigues me greatly, the "cut-and-cover" con-

struction being especially fascinating. The line continually dives in and out of tunnels. At one point I caught sight of an L.N.E.R. N2 0-6-2T, and at another point a goods train with two G.W.R. brake vans was standing; we dived into another tunnel and I was unable to see what was at the head of it. As we approached Moorgate station a down L.N.E.R. suburban train departed in charge of an N2. I suspect the terminal platforms at Moorgate suffered from German bombs, as the platform awnings seem to be of a temporary nature. We continued our journey to Liverpool Street, where I noted a Metro. electric locomotive on a passenger train. I left the Inner Circle train here. I may mention the stock was of the older type with manually operated doors.

A train of flared sided modern stock bound for Whitechapel followed my train, and I made a trip to Aldgate East and back. I particularly wanted to see this station which was moved eastwards to a new level in 1938.

From Liverpool Street I made my way to the Central line station and booked to Stratford - the latest L.P.T.B. extension, opened on 4th. December last. Liverpool Street station, Central Line, is one of the most dilapidated, dingy stations I know of, and the escalator down to the trains is a rickety wooden contraption of the type which "goes straight on" at the bottom whilst the passengers alight diagonally. We mentioned this type of escalator at a recent Circle discussion.

The intermediate stations on the new extension are Bethnal Green and Mile End; being spaced a fair distance apart. Bethnal Green contrasts amazingly with Liverpool Street; it is tiled throughout with staw-coloured tiles and illuminated by tubular discharge lamps, giving the effect of coming out into the daylight on entering the station. I must also mention a clock, the figures of which have been replaced with the familiar L.P.T.B. emblem. Superficial work remains to be done here. The line rises to the level of the Metropolitan and District lines at Mile End, where exchange facilities exist. This station has two island platforms, the Central London line trains running outside the Metro. lines. The

station here presents a more sombre appearance than Bethnal Green, ordinary illumination being used; it is very busy, Central and Metro. line trains perpetually chasing each other in and out.

The line goes down to deep level outside Mile End and rises to surface level at Stratford. This station consists of two island platforms. There is a subway connecting the L.P.T.B. platforms with the L.N.E.R. high level and low level stations. Eastbound trains use the inner face of the northern island and westbound trains use the outer face of the opposite one. L.N.E.R. trains use the other two faces of the L.P.T.B. platforms and direct interchange of passengers is carried on. I believe the Stratford-Fenchurch Street trains will ultimately share the L.P.T.B. platforms when the L.N.E.R. electrification programme is complete. During my stay here I saw several suburban trains in charge of ex-G.E.R. types, 0-6-2Ts and, in particular, a 2-4-2T with stovepipe chimney, whose days of active service must surely be numbered with the approach of the Shenfield electrification. Eastbound trains dive to deep level after leaving Stratford and pass beneath the L.N.E.R. main line, surfacing again at Leyton, the next station. The line is completed as far as Leyton but no service is in operation at present.

On my return journey I changed at Mile End and took a District Line train to Monument station. I intended here to take a Waterloo and City line train to Waterloo, but having descended by escalator to the Northern Line platforms, walked their full length, and ascended by lift to street level, I was still lost, so I resorted to a No. 76 bus and, alighting at Waterloo, my afternoon's travels on the L.P.T.B. were at an end.

CONGRATULATIONS.

The Editors feel sure that all will join them in offering to Mr. and Mrs. Charles E. Scholey the sincerest of congratulations upon the birth of their second daughter.

CONSTITUENT COMPANIES OF THE L.Y.R. - No. 3.The Liverpool, Crosby and Southport Railway.

This little company, in active operation in 1849, was absorbed into the Lancashire and Yorkshire combine in 1855, presenting that company with little other than an additional line in what was to become a rather important traffic area.

Locomotives of the L.C.S.R.

Very little is known of the motive power of this company, but its passenger engines were of the 2-2-2 notation, and of two distinct designs:-

2-2-2 Engines, Nos. 3 and 5.

These two, built in May 1844 by Stephenson & Co., were of the "long boiler" type in which all the wheels are placed in front of the firebox. They had outside cylinders, 14" diameter and 22" stroke, and 5'-6" driving wheels. Purchased in September, 1849, they originated on the Norfolk Railway and carried Nos. 3 and 5 of that company.

The subsequent history of these early machines is problematical, but it is believed they ultimately passed into the hands of F.W. Boulton, of Ashton-under-Lyne, well known in those days as a buyer of second-hand engines. No. 3 was rebuilt as a saddle tank with cylinders 13" diameter and 20" stroke, 2'6" diameter idle wheels and 3'-6" drivers; christened "Welbeck" and sold in 1871 to Gilbert and Sharpe of Salford. No. 5, however, was purchased from the L.Y.R. in 1867, converted into a saddle tank, named "Portland" and sold in 1872 to Butlin and Co., Wellingborough.

2-2-2 Passenger Engines.

Further "single driver" engines, four in number, were constructed in 1850 by the Haigh Foundry, and possessed inside frames and cylinders 14" diameter and 20" stroke. Their weight was 17 tons empty,

which, with a four-wheel tender of 6 tons 18 cwts. gave a total of 23 tons 18 cwts. 12 tons was available for adhesion. Of these four, one at least was purchased in March, 1869, by Boulton from a Mr. Butcher, of Sheffield, and named "Firefly"; she was converted into a stationary engine and sold in 1872 to S. & W. Wilson, of Barnsley.

The small locomotive stud of the L.C.S.R. also included three 0-4-2 engines built by the Vulcan Foundry, but evidently the entire stock was very quickly disposed of by the L.Y.R., for none of them appear in that company's early lists.

Author's Note. It is unusual indeed to finish an article of this nature with an apology, but one is certainly due on account of the paucity of information the writer has been able to impart; such details as are in his possession are included for the sake of continuity of the series. Should any reader be able to enlarge upon the above, the information will be very acceptable.

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"RAILWAY PICTORIAL" No. 2. will be ready early in May; be sure to place your order in good time for this fine new railway quarterly, by Greenlake Publications - - - - - 5/-

"NAMEPLATES OF L.M.S. LOCOMOTIVES" - here is a most interesting booklet which every L.M.S. enthusiast should have - - - - - 2/-

"LOCOMOTIVE ENGINEERS OF THE SOUTHERN RAILWAY", by Benn Webb; this is at last in stock - - 3/6

"RAILWAY MAGAZINE", May-June. A few to spare each issue for those who do not order - - - 2/-

PHOTOGRAPHS OF THE GREAT BLIZZARD ON THE SETTLE AND CARLISLE LINE, available about the middle of May. Postcard size - - 6d. EACH. Obtainable only at

"THE HOBBIES SHOP", 202 KEIGHLEY ROAD, FRIZINGHALL.

LOOKING AHEAD!

- Wednesday, "Two-rail Propulsion".
 7th. May: A Discussion led by Mr. Boyd-Carpenter
 7-15 p.m. (contra) and Mr. Lush (pro).
- Saturday, Visit to Starbeck Shed, L.N.E.R.
 10th. May: 12-23 Harrogate train from Forster Sq.
 Stn. (Shipley 12-30, Guiseley 12-41).
- Tuesday, Committee Meeting. 7-30 p.m.
 13th. May: (Committee members please note).
- Wednesday, "The Later Days of the North Eastern
 14th. May: Railway" - a paper by Mr. S.W.H. Hind,
 7-30 p.m. Press Relations Dept., York, L.N.E.R.
- Wednesday, "The Arrangements for 'D' Day from the
 28th. May: point of view of the Transit of War
 7-30 p.m. Stores by Rail" - a talk by Mr. F. J.
 Hibbert, District Operating Manager,
 L.M.S.R., Leeds.
- Sunday, Visit to Newton Heath (26A) Shed.
 1st. June: 9-20 Manchester train from Exchange Stn.
- Wednesday, Visit to the Keighley Museum for final
 11th. June: view of Railway Centenary Exhibition.
 6-55 train from Forster Sq. Stn.
 (Shipley 7-05, Keighley 7-17). Train
 times subject to confirmation.

FORTHCOMING SHED VISITS (Details later).

- Sunday, 22nd. June : : : Sheffield (10A) and
 Darnall.
 Sunday, 13th. July : : : Neville Hill.
 Sunday, 17th. August : : : Skipton (20F).
 Saturday, 6th. September : A dsley.

Note! It is intended to apply for an allocation of cheap day-return tickets for the Starbeck, Newton Heath, Sheffield and Skipton outings. The attention of members is directed to the Editorial note.