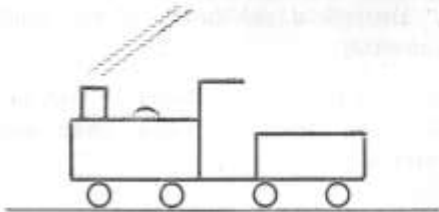




# THE CIRCULAR



No. 17

JUNE 1947

## BRADFORD RAILWAY CIRCLE.

The Centre, Up Platform, Manningham Station, Bradford.

---

President :	CHARLES HUTTON, Esq.
Vice-Presidents :	FRANK H. LEA, Esq. G. E. JAMES, Esq.
Hon. Secretary :	G. H. BUTLAND, "Kintallen," The Moorway, Tranmere Park, Guiseley, Yorkshire. Phones : Guiseley 600 and Bradford 23051.
Hon. Treasurer :	C. E. SCHOLEY, 20, Brae Avenue, Bolton Lane, Bradford.
Committee Members :	D. BUTTERFIELD and A. SHACKLETON.
Editors of "The Circular" :	E. H. HALLIWELL and J. THORNHILL, 6, Fern Hill Mount, Shipley.
"The Circular," Distributed by :	D. BUTTERFIELD, 11, Chatsworth Road, Thornbury, Bradford.

---

"The Circular," the official publication of the Bradford Railway Circle, is published monthly.

Articles and letters to the Editors should be sent to the Editorial address, 6, Fern Hill Mount, Shipley, three clear weeks before publication on the first of the month.

Short advertisements can be accepted.

## :: :: EDITORIAL :: ::

In the interests of economy, and after consultation with the Committee, the Editors have decided to reduce the number of pages in "The Circular" to twelve, this becoming effective in the next issue.

The re-allocation of space having been carefully considered, it is deemed expedient to omit accounts of shed visits and indoor meetings. Shed visits will, of course, continue to be admirably covered by Mr. Butland's detailed reports, always available for inspection at the Centre; whilst the indoor meetings will be placed on record by brief references in the Editorial.

Each month an average of three pages will be devoted to editorial and secretarial matters, leaving nine pages available for members' articles, notes and correspondence. It is particularly desired that members will make more extensive use of "The Postbag" as this affords them an opportunity of promulgating their news and views, to the interest of all. Although letters should be signed as a mark of good faith they will be published under a nom-de-plume if desired.

It is with much regret that one records the death of Mr. Butterfield, father of our member Mr. Douglas Butterfield, after a distressing illness. Keenly interested in model railways, Mr. Butterfield from time to time exercised a talent in the construction of scale rolling stock, and this branch of our hobby will be so much the poorer by his passing. Sincere sympathy is offered to his widow and son.

This month is published an article, by Mr. Brian Field, on the Compound express passenger locomotives of the Great Northern Railway (Ireland). Few professional railwaymen appear to have an academic interest in the locomotives outside their particular sphere of activity and it is pleasing to receive evidence of informed enthusiasm on the footplate of a Manningham engine.

During the coming summer Manningham station is competing for a prize in the station gardens com-

petition. Flowering plants, etc., are urgently required by the station staff and any such gifts will be greatly appreciated. One would like to see "our" station figure among the successful contestants, and an appeal for assistance is made to the horticultural element of our membership.

With this issue is enclosed an up-to-date List of Members. The Editors trust the information it contains will be useful and that inter-communication between the members will be facilitated.

It would appear the days of the L.N.E.R. M 0-6-2 tank engines are now numbered as the integrity of the class was breached during week ending February 22nd. last by the scrapping of No. 9438 (old No. 4558, G.N.R. No. 1558), allocated to Bowling shed.

For many years representatives of this class have rendered yeoman service on the steeply graded West Riding Lines of the former G.N.R., and inter alia have been responsible for the haulage of the "West Riding Limited" between Bradford and Leeds and vice-versa - a service they invariably worked in couples. In earlier years one often provided the motive power for the two-car Bradford portion of the "West Riding Pullman".

A Spalding reader is desirous of exchanging original locomotive photographs with members of the Circle. He has specialised on the engines working in the Spalding district and has to offer a representative selection of H.G.H.J.R., M.R., G.C.R., G.E.R., G.N.R., and post-grouping types taken in that area. L.N.W.R., S.R. constituents and L.H.S.R. types have also received his attention. Any members interested in this matter are invited to contact Mr. Thornhill from whom all particulars may be obtained.

Part two of "The Midland Railway and Morecambe" is now in course of preparation and will be published at an early date. Also being prepared is a short article on the history of the lines in the Starbeck district, of interest to those who discussed the matter when visiting Starbeck shed.

THE LONDON AND NORTH WESTERN EIGHT-COUPLED GOODS ENGINES :: :: :: :: :: By G.E.James

The L.N.W.R. claimed (with questionable justification) to be the Premier railway of Great Britain; and in 1923 it contributed more traffic engines to the L.H.S.R. stud than any other constituent railway, there being 3,355 of Crewe design plus about 150 acquired engines (ex North London Railway and ex R.O.D. "Robinson" 2-8-0s).

Out of this vast number only one class has been retained as a standard on the L.H.S.R. and remains intact, that is the large-boiler 0-8-0 goods.

Although all are now of one design, many of them originated in very different forms, and the chassis and smaller parts of some date back fifty years.

At one time there were ten different varieties, distinguishable by a letter classification, and specimens of all but one of these were still extant at the time of grouping.

They presented a confusing array unless clearly understood, and the following is an attempt to set out their main differences in concise form.

At the outset it may be stated that all classes had cylinders of 24" stroke and driving wheels of 4'-5.1/2" diameter.

Class A were Webb's three-cylinder compounds built in 1893-1900. Between 1904 and 1912, forty-nine were converted to two-cylinder simple; some with 19-1/2" cylinders and reclassified C, others with 18-1/2" cylinders and reclassified Cl. The remaining sixty-three were converted to two-cyl. simple in 1906-9 at the same time given a new type of large boiler 5' 0" diameter with a pressure of 175lb., the cylinders being 19-1/2"; this became class D.

In 1901-4 a larger class of compound was built, having four cylinders, this being classified B. Between 1904 and 1908, thirty-six of the 170 engines of this variety received a leading pony truck (becoming 2-8-0), some retaining the former boiler and reclassified E, others given the new 5' 0" boiler and reclassified F; but all remained four-cylinder compound

In 1906, a start was made on converting the four-cylinder compounds to two-cylinder simple and fitting them with the large boiler. These were then reclassified G, and were practically the same as the D class, but as the cylinders were 20-1/2" the boiler pressure was only 160 lb. In 1910 sixty engines were built new to the class G specification.

In 1912, a further variety was introduced, having superheater and longer smokebox; the cylinders and boiler pressure being the same as class G. This new variety was classified G1. From 1912 to 1922 new engines were gradually built of class G1, and many of the older classes rebuilt to it; some being rebuilt from classes B, D and F, others from their already rebuilt form as class G.

In 1921-2, sixty new engines were built to this variety but having boiler pressure of 175 lb., these being classified G2.

All the foregoing engines were still at work at the time of grouping except one four-cylinder compound which exploded at Buxton in 1920 and was then scrapped.

It would be a tedious matter to give the L.N.W. numbers of all these engines, but the several numbers allotted by the L.M.S.R. may be of interest, and are as follows:-

Class B, 8900 to 8952; C, 8953 to 8967; G1 8968 to 9001; D, 9002 to 9064; E, 9600 to 9609; F, 9610 to 9615; G, 9065 to 9153 (both new engines and converted engines renumbered in the order of turning out from Crewe works as class G, whether new or rebuilt); G1, 9154 to 9394 (both new and converted or rebuilt engines); G2, 9395 to 9454. Class A had become extinct by 1912 owing to rebuilding and conversion, as previously stated.

After the grouping the L.M.S.R. continued the rebuilding and conversion policy, and adopted the Bel-paire firebox for all new boilers; the following were the results:- By 1928 forty-three of class B, and eight of classes E and F had been rebuilt to G1, and the remainder of all three classes were scrapped by 1929.

By 1927, five of class C had become G1 and the rest of C and all of G1 were scrapped by 1933. By

HORSEPOWER :: :: :: By Charles E. Scholey

Probably the most unusual line in the British Isles is the Fintona branch operated by the Irish Great Northern Railway.

Half a mile in length, it runs from Fintona Jc. on the Omagh-Bundoran Junction section of the old Londonderry and Enniskillen Railway to Fintona, and was the only branch ever built by that company.

Constructed only after pressure had been applied by the local inhabitants, who had discovered the company's intention to by-pass the place, the branch was opened on 15th. June, 1853, and Fintona for a short time became the terminus of the main line as far as then complete. In 1854, however, extension of the main line swung away at Fintona Junction, leaving Fintona at the end of a branch; steam trains ceased to run over it, and from day to this the branch has been worked by a flesh and blood horse instead of an iron one.

Passengers are conveyed in a double-deck horse tram, No.74, having 1st. and 2nd. class accommodation inside and presumably 3rd. on top outside. This vehicle meets trains at Fintona Junction at 10-45 a.m., 2-44 p.m. and 8-20 p.m., the journey to and from the terminus taking some 16 minutes. The 8-20 p.m., however, apparently runs "express" taking only twelve minutes!

1936 all of D and G had been rebuilt to G1. This left only classes G1 and G2 extant, and reduced the 0-8-0 goods to one design with a total of 509 engines.

Many of the G1 have had the boiler pressure raised to 175lb., like G2, and been classified G2a; and re-boiling has now almost obliterated the old round top firebox. The whole lot are being gradually fitted with a new pattern of tapered chimney, much resembling that of the former Furness large boiler engines.

It must be mentioned that in 1930, the eight rebuilt engines between 9600 and 9615 were renumbered 8892 to 8899 to make way for the new Fowler 0-8-0 engines then being built, but apart from these all retain the numbers that were allotted to them in August, 1923.

The observant traveller on British railways will probably have noticed many unusual features of railway operation during the course of his journeys. Let one consider then, a few items of railway working which may be classified under the title of railway curiosities.

At St. David's station, Exeter, for example, it is possible to see an up train of one company running in the same direction as the down train of another; the G.W.R. from Paddington coming in from a northerly direction, whilst the S.R. main line approaches from the south. Again at Plymouth (North Road) the G.W.R. approaches from the east by way of the coast, whilst the S.R. enters from the west. As the result of a similar example at Chester, where the L.M.S. line from Holyhead joins the G.W.R. lines from the south, an L.M.S. train to London can be encountered running into Chester in the same direction as a G.W.R. train from London.

Speaking of Chester reminds one of the operation of the joint line from Chester to Birkenhead, where it is possible to observe trains of L.M.S. stock in charge of a G.W.R. locomotive and vice-versa.

At Dartmouth station, G.W.R., there are no railway tracks or signals visible. This is because the particular station mentioned is the starting point of a ferry steamer. As the result of the river flowing between Dartmouth and Kingswear, passengers have to cross the river by means of the steamer in order to join the train at Kingswear.

A rather unusual operation was performed on the G.W.R. in that locomotives regularly took water from the canal carried over the railway by an aqueduct on the Alcester and Bearley line in Warwickshire. Whether or not this practice is continued now I cannot say. Perhaps one of our members may have details.

A remarkable train service which was in operation at a London station before the second world war is worthy of mention. At 4-41 p.m., it was possible to see three trains leaving the high level section of the station at the same time, and all travelling in the same direction; the destinations being respect-

ively Gravesend, Dartford and Sevenoaks.

I would like to describe now some of the interesting and unusual locomotive loans which have taken place on British railways.

In the 1914-1918 war the S.E.C.R. experienced a severe locomotive shortage, and to overcome this difficulty, the Hull and Barnsley Railway lent a number of locomotives, with the result that designs of members of the same family were to be seen running side by side, the locomotives of the H.B.R. having been designed by Matthew Stirling, nephew of the S.E.C.R.'s Locomotive Superintendent, James Stirling.

In the late war, of course, there have been many locomotives loaned from one company to another, but to attempt to give details of all such transactions would not be possible, although a few are recalled here. Most interesting I think was the loaning to the L.N.E. and G.W.R. of a number of Southern express types, at a time when the former companies were short of what might be termed "a general purpose locomotive". To the L.N.E.R. the Southern loaned ten N15 4-6-0s, King Arthurs, these being used extensively in the north-east. I saw a number of them on the Leeds-Harrogate and Northallerton route. These engines were returned in 1943. The G.W.R. received the N15X class 4-6-0s, rebuilds of the former "Remembrance" tanks, and four 4-6-0s of class S15, Nos. 496 to 499. Several 0-6-0s of class J25 of the L.N.E.R. and class 2F of the L.M.S.R. were also loaned to the G.W.R., and the War Department used several ex-G.E.R. 2-4-2 tanks for working armoured trains near the coast. Finally, it may be of interest that two standard L.M.S. 0-6-0 shunting tanks Nos. 7456 and 7553 were withdrawn and converted to 5' 3" gauge, before being transferred to the Northern Counties Committee section of the L.M.S.R. in Ireland.

#### DUTY ROTA

May 29th.	-	June 10th.	::	S. M. Patchitt.
June 12th.	-	June 24th.	::	J. W. Richmond.
June 26th.	-	July 8th.	::	C. E. Scholey.
July 10th.	-	July 22nd.	::	A. Shackleton.

COMPOUND EXPRESS LOCOMOTIVES OF THE GREAT NORTHERN  
RAILWAY OF IRELAND : : : : By Brian Field

The reconstruction and strengthening of the large steel viaduct carrying the main line of the Great Northern Railway over the river Boyne at Drogheda, completed in 1932, enabled the Dublin-Belfast expresses to be accelerated, and it was for these services that new locomotives were required.

In the same year Mr. G. T. Glover, M.I.C.E., late Mechanical Engineer of the Great Northern Railway, introduced a three-cylinder compound 4-4-0 locomotive built to his own design by Beyer, Peacock & Co., Ltd.

The system of three-cylinder compounding adopted was originally designed by the late Mr. W. H. Smith, of the North Eastern Railway. This system of compounding was then introduced on the erstwhile Midland

Railway, and the details have been elaborated in many directions from time to time, until it stands as one of the most successful and economical types in existence for its size, for trains up to 300 to 350 tons behind the tender. For powers beyond that, the limits imposed by the construction gauge in the British Isles prevent sufficiently large cylinders being applied.

In Ireland where all coal is imported, the need for fuel economy is vital. Superheating has therefore been extensively applied on the Great Northern Railway, no less than 76 per cent of the Company's locomotive stock being fitted with superheaters of the return tube Robinson type, which has given every satisfaction in boilers up to 200lb. per sq. in.

In view of the satisfactory results of superheating it was decided to obtain further economies in fuel consumption by the adoption of a higher boiler pressure than 200lb. per sq. in., and the Great Northern engines have, therefore, been designed for a working pressure of 250lb. per sq. in.; and to obtain the maximum advantage of high pressure and superheat combined, the compound principle was desirable. This adoption of a high pressure was assisted by the good quality of the boiler water supplied, the majority of it being obtained from moorland sources, containing a very small amount of scale formers.

The "Derby" arrangement of regulator has much to do with the successful operation of these engines, as no extra skill is required by the driver. The regulator is worked as in a simple locomotive, the first 32 degrees traversed by the regulator handle putting the engine into semi-compound, whilst the remaining arc up to full open position controls compound working.

The inside high-pressure cylinder is 17-1/4" diameter with a stroke of 26", while the two outside low-pressure cylinders are 19" diameter by 26" stroke. The valve gear is link motion of the Stephenson type; a separate set to each cylinder.

Having coupled wheels 6' 7" in diameter, the tractive effort at 80 per cent boiler pressure in the low-pressure cylinders is 23,762 lb.

There is a total heating surface of 1251 sq. ft., made up as follows:- Firebox 162 sq. ft.; 375 sq. ft. large 5-1/4" tubes; 714 sq. ft. small 1-3/4" tubes. The superheating surface is 276.5 sq. ft., and the grate area 25.22 sq. ft.

The weight of the engine in working order is 65 tons 1 cwt., and the weight of the tender 38 tons 10 cwt., making a total of 103 tons 11 cwt.

A high axle loading limit of 21 tons per axle has been permitted owing to the fact that the balancing with three-cylinder engines is so good that a hammer blow of only 1.45 tons is obtained for the whole engine.

The tenders are of the standard G. N. type, carrying 3,500 gallons of water.

The locomotives of this class - there are five of them - are numbered from 83 to 87 and named Eagle, Falcon, Merlin, Peregrine and Kestrel respectively.

They are finished in a blue livery, and classified V. The gradients over which these locomotives work are not severe, the worst bank being between Dundalk and Goragwood, averaging for ten miles about 1 in 120, maximum 1 in 90 northwards, and a maximum of 1 in 100 southwards. A high average speed is, however, much hampered by the numerous speed restrictions due to curves which have to be carefully observed, there being no less than five in 112-1/2 miles, namely:- Drogheda 10 m.p.h.; Poyntypass 30 m.p.h.; Scarva 30 m.p.h.; Portadown 15 m.p.h.; Lisburn (1 mile) 45 m.p.h.

"RAILWAY PHOTOGRAPHY"

On 30th. April, our members gathered at the Centre for the occasion of Canon Treacy's talk on "Railway Photography".

Again we had a large turn-up, and getting away to a late start, our speaker more than made up for it by treating us to a most exhilarating evening.

Following a brief resume of experiences over a space of fourteen years, various types of cameras were enlarged upon, with a recommendation for the Zeiss-Contessa with a 6" lens, in combination with Kodak P. 1200 plates; the correct stance in using also being ably demonstrated.

In non-technical language we were taken over all the important factors governing good work, viewpoint, exposure, suitable sites for operation, obtaining of the necessary permits, and even the commercial aspect was not left out.

The lecture was brought to an end by the circulation of examples of Canon Treacy's work, which were greatly admired, whilst our speaker ably dealt with technicalities raised at question time.

Delivered throughout in racy style, informative always and often highly amusing, the talk was enjoyed by all, and the speaker's suggestion that he become a member of the society at an early date was received with acclamation.

The evening was rounded off by our reverend friend gratefully accepting the collection (usually taken for the typewriter fund) for use in connection with a charitable organisation in his parish. C.E.S.

COMPOUND EXPRESS LOCOMOTIVES - CONTINUED.

The weights of the trains vary from 180 to 350 tons

Although some very fine running is undertaken on the Great Northern (Ireland) main line, the customs examinations at Goraghwood prevent non-stop runs of any appreciable distance.

"TWO-RAIL PROPULSION"

On Wednesday, 7th. May, we had a most interesting discussion on the above subject by Mr. V. Boyd-Carpenter, contra, and Mr. G. W. H. Lush, pro. Mr. Boyd-Carpenter commenced by tracing the history of the model electric locomotive from its inception in 1895, when Mr. Jehu Garlick of America produced a primitive electric mechanism built into a body of electric outline. This was such a novelty that Garlick fitted a glass window in one side to display the spinning armature.

Several early efforts in two-rail propulsion were described, including a model built for the World's Fair, Chicago, 1903, which operated throughout the exhibition. Then to the early efforts in Germany, when in 1911, the firm of Bing experimented with and abandoned work on the two-rail system. In 1913, Marklin tried in O gauge but abandoned it later because of the war.

And so to Mr. Boyd-Carpenter's own experiences and ultimate return to the third rail when he found it unsatisfactory.

Mr. Lush then replied by criticising points raised by the contra speaker, and said that it was hopeless to try and convert existing layouts; the best way being to have a clean start. He pointed out some disadvantages and proved them to be surmountable. Locomotive insulation, track cleanliness and controllers were discussed and Mr. Lush concluded by pointing out that there were no real snags but many advantages, and in his opinion, improved appearance.

The speakers had with them some beautiful models. The gauge O including some Exley-built coaches and a Pacific built to South American design by that great firm. Mr. Lush brought some excellent examples of OO gauge trackwork, one the layout for a small country station including siding accommodation, and two fine OO gauge locomotives - a Horwich mogul and a 2-6-4 tank-and passenger and goods vehicles.

Altogether the evening was much enjoyed, and we look forward to a future talk by these two gentlemen.

F.H.H.

Mr. S. W. M. Hind, of the Press Relations Dept., L.N.E.R., York, paid a second visit to the Centre on 14th. May, when he favoured an appreciative audience with an excellent paper on the above subject.

The speaker opened his talk with a reference to the industrial depression and labour unrest of 1866 in which the North Eastern train crews agitated for a ten-hour day and finally struck work upon the issue. The subsequent history of the company was then briefly outlined, events rather than personalities being the theme of the paper.

Mr. Hind referred to the circumstances in which the N.E.R. started to work the East Coast expresses over N.B.R. metals with its own motive power; and the works of the "New" station at Leeds, opened in 1869, received detailed attention.

The general managership of Henry Tennant (1871-1891) apparently saw much progress. Steel track was tentatively laid, bogie coaches appeared, the block system of signalling was introduced and facing points were first equipped with locking bars. In spite of mechanical improvements this period was marred by two of the most disastrous accidents the N.E.R. ever experienced, these occurring at Thirsk and Brockley Thins.

Among many interesting matters touched upon may be mentioned the "Railway Races" of 1888 and 1895, in which the N.E.R. played no inconsiderable part; the electrification of the Tyneside line in 1904; and the opening of the company's crowning engineering triumph, the King Edward VII bridge at Newcastle, in 1906.

Almost at the close of the pre-grouping era the Hull and Barnsley Railway was absorbed, the speaker mentioning that this eliminated a very determined opposition.

Finally, a personal regret that the N.E.R. apple-green and maroon liveries had been submerged under the less pleasing G.N.R. green and varnished teak was expressed, a regret audibly supported by many members present.

Gentlemen;

I have read with interest Mr. Tyler's explanation of the chimney-first working ex London termini, and whilst agreeing there may be something in his argument, feel sure the reason is much deeper rooted than that.

Having had some footplate experience on a private line at the works where I am employed, I find that any engine, particularly express tender types, perform better chimney or "engine" first, for the reason that they are built that way and the valves set accordingly.

There is not much risk of a British driver or fireman "dropping" a fusible plug when running tender first up a grade, however steep it may be, but he will doubtless prefer to work engine first when possible, for the following reasons:

- (1) His loco. will tackle the job better;
- (2) He can work with less water in the boiler, obviating priming in the drawing of water into the cylinders along with the steam, a tendency most pronounced under heavy working with a full boiler.

The most inexplicable part of the whole affair is why the chimney first ruling should apply invariably ex King's Cross and Liverpool Street, when over the West Riding switchbacks, where grades of one in fifty are encountered both with and against the motive power, no special regulations are in force, and engines work out of the termini just as they came in.

To the best of my knowledge even the Lancashire and Yorkshire, notorious for heavy banks, made no exception in the case of the Werneth incline of one-in twenty-seven.

Yours faithfully,  
CHARLES E. SCHOLEY.

As "The Circular" will in future be sent out in wrappers the necessity of returning the envelopes no longer exists.

J.T.



VISIT TO LEEDS (20A) MOTIVE POWER DEPOT.

On Sunday, 20th. April 1947, fifteen members visited Leeds (20A) depot.

Among the engines awaiting repair was ex-C.R. cl. 2P 0-4-4T No.15169 with stovepipe chimney. This still carried the 20B (Edinburgh) shed plates. No. 720, ex-M.R. cl. 3P 4-4-0, was noted minus tender; also ex-M.R. cl. 1P 0-4-4T No.1315, fitted with condensing apparatus and flared bunker top having coal rails higher than normal. The yard pilot was another ex-M.R. 0-4-4T No.1247, one of the few remaining with 5' 7" driving wheels.

In the yard was cl. 8F 2-8-0 No.8548, with disc wheels fitted to the tender, this being built by the L.N.E.R. at Darlington Works. The only rebuilt "Scot" in evidence was No.6109 "Royal Engineer", which later worked a Scotch express forward upon its arrival from St. Pancras.

Inside the shed was cl. 5XP No.5706 "Empress", carrying 26A (Newton Heath) shed plates. This had cast brass plaques underneath the name plates, taking the form of a shield with winged Mercury depicted thereon and surmounted by the crown of the Royal Navy. A few locomotives were being repaired, ex-M.R. Compound No.1004 having its bogie removed.

The engines undergoing repair in the workshop were ex-M.R. cl. 1F 0-6-0T No.1804, cl. 3F 0-6-0 No.3783 and cl. 4F 0-6-0 No.3989, also ex-M.R. cl. 2P 4-4-0 No.472 and L.M.S.R. cl. 3F 0-6-0T No.7570.

Before leaving cl. 5XP 4-6-0 "Ceylon" came in and was coaled up, and the break-down train went by on the main line, hauled by a standard 2-8-0.

VISIT TO STARBECK SHED.

The nucleus of the party met at Forster Square station for this extremely interesting visit, two members joining in at Shipley, one at Guiseley and two at Harrogate. The weather was perfect and after a short bus journey from Harrogate we arrived at our venue. To our satisfaction, the shed foreman told us to go where we pleased, and this we did

Several interesting locomotives were on shed, and after a short while roaming round, No. 1020, "Gemsbok", arrived on the main line with a lengthy goods train. Naturally this was the subject of great interest, and the electric generator driven from the rear bogie wheel axle caused much discussion.

One of the most interesting engines was No. 9793, 4-6-2 tank, which arrived on a goods train. These engines - there were ten of them built, and all are still running - were originally turned out as 4-6-0 tanks but later the bunker capacity was increased and a pair of trailing wheels added. They were class "U" in N.E.R. days and colloquially known as the "Whitby Tanks".

Having left it rather late we had to run from the bus to the station and were soon speeding on our way home. As in the morning various members left the train at Guiseley and Shipley and we returned home with a feeling of satisfaction at having, so to speak, come very near to once again treading the paths of pre-grouping times. G.H.B.

=====

"L.N.E.R. MILE BY MILE" By S. W. Pike ::: 2/-

"TITANS OF THE TRACK" L.N.E.R. No.2 ::: 1/-  
(This new "Titans" is a very good one)

"LOCOMOTIVES OF SIR NIGEL GRESLEY" By O.S.Hock.  
I have now in stock a few more copies  
of this fine book - - - - - also

"OUR RAILWAY HISTORY", price 15/-, is  
well worth your consideration.

ORDER YOUR RAILWAY BOOKS FROM:

THE HOBBIES SHOP, 202, KEIGHLEY ROAD,

BRIZINGHALL, BRADFORD.

## LOOKING AHEAD!

- Sunday,  
1st. June: Visit to Newton Heath (26A) Shed.  
9-20 Manch'r train from Exchange Stn.
- Tuesday,  
10th. June: Committee Meeting at 7-30 p.m.  
(Committee members only).
- Wednesday,  
11th. June: Visit to Keighley Museum for final  
view of Railway Centenary Exhibition.  
6-55 train from Forster Square Stn.,  
due Keighley 7-17.
- Sunday,  
22nd. June: Visit to Sheffield (19A) L.N.S.R. and  
Darnall L.N.E.R. Sheds.  
9-15 train from Forster Square Stn.,  
Shipley 9-25, Apperley Bridge 9-32,  
arrive Sheffield 10-59.  
Note! The Secretary requires at least  
TEN DAYS' notice from those who wish  
to obtain cheap day-return tickets.
- Wednesday,  
25th. June: A talk by the President. 7-30 p.m.  
"British 0-4-2 Locomotives"
- Tuesday,  
8th. July: Committee Meeting at 7-30 p.m.  
(Committee members only).
- Wednesday,  
9th. July: A talk by Mr. G. E. James on the  
7-30 p.m. Locomotives of the London, Tilbury and  
Southend Railway, North London Rail-  
way, and Port of London Authority;  
with an account of the respective sys-  
tems.
- Sunday,  
13th. July: Visit to Neville Hill Shed. 11-0  
train from Forster Square Stn.  
(Shipley 11-11).
- Sunday,  
17th. August: Visit to Shipton (20F) Shed.  
Details later.
- Saturday,  
6th. Sept'r: Visit to Ardsley L.N.E.R. Shed.  
Details later.

The Bradford Railway Circle was formed in 1945 to bring together those who are enthusiastically interested in Railways.

It has its own headquarters, "The Centre," on Manningham Station, L.M.S., where regular meetings are held on alternate Wednesdays throughout the year. There is always an interesting talk, lecture, or discussion on Railway matters—Topical, Technical, Historical or General—and in addition shed visits, lineside observation and other outdoor activities are arranged at frequent intervals.

Membership is open to all enthusiasts of 16 years of age upwards, and the annual subscription is 12/6 per annum (or 3/9 per quarter), which includes a copy of "The Circular."

Application for membership should be addressed to the Hon. Secretary, whose name and address appear on page 2 of this cover.