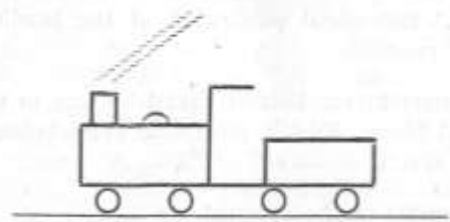




THE CIRCULAR



No. 21

OCTOBER 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.
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"The Circular," Distributed by :	D. BUTTERFIELD, 11, Chatsworth Road, Thornbury, Bradford.

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

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Short advertisements can be accepted.

:: SECOND BIRTHDAY OF THE CIRCLE ::

On the 18th. October the Circle will be two years of age.

Although young in years the Society is quite mature in development and experience and it continues to meet a long felt want in the recreational requirements of the city.

To briefly mark the anniversary the Editors have solicited articles from the Hon. Secretary, Mr. G. H. Butland, and the Founder-Member, Mr. F. H. Lea.

"WE ARE TWO" :: :: :: By G. H. Butland

On the 18th. October the Circle will attain its second birthday and it is more than gratifying to be able to record another year of steady progress.

Truly, we are now an established society and in the words of our former President we have "grown from strength to strength". Perhaps more than anyone, I am in the unique position of being able to assess the sure foundations upon which my predecessor laid plans for our association and to grasp the vast amount of painstaking work he put into its first year's activities.

To follow Mr. Lea has been both easy and difficult: easy because I took over a ready made job with a host of contacts and associations already in being, and difficult because he set such a cracking high standard.

I must pay tribute, too, to the continued hard work so cheerfully put in by the committee and particularly by our Joint Editors. Nor must the routine work involved each month in the distribution of our magazine be forgotten. "The Circular" has improved tremendously since our last birthday and has won for itself a position of high esteem in many places outside the Society, and in the Circle itself a place of great affection.

The financial side of our activities has been again in the sure hands of Mr. Scholey and our thanks are due to him for much work done behind the scenes.

If asked to give the main contributory cause for our undoubted success, I think I would say it is be-

cause so many members have come to look upon the Circle as one of the most important things in their lives and no effort has been too great for them in its interests.

Our thanks are due also to the Railway Companies. Heaven knows, their job is difficult enough these days, and yet, we have met with nothing but courtesy and genuine interest at their hands. We, as unofficial ambassadors of the railways should, on our part, strive to enhance their good name at each and every opportunity.

In conclusion, thanks to all who have rallied round and worked so hard for the common good, and to the Bradford Railway Circle, Very Many Happy Returns of the Day!

MILEPOST TWO

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By F. H. Lea

Travelling by train, the passing of Milepost Two is, more often than not, quite unnoticed. If the journey is a long one the train is hardly under way, getting clear of the starting point, and the first mile is usually spent working across points and getting on to the proper road for the run.

So with our Society. We successfully got clear of our start and reached Milepost One with the prospect of a good run. Now we are passing Milepost Two. We have a good crew in charge, a good head of steam and we are well under way.

Who can possibly say that this second mile has been other than very successful? Our programme, outdoor and in has catered for everybody, and our Society was indeed fortunate in getting Mr. G. H. Butland as its Secretary, for with his flair for finding good things for us, and his (?) permanent happy geniality, our affairs have progressed with a smoothness that is a positive joy.

So on to Milepost Three, and the successive posts that follow!

CIRCULAR TOUR

The speaker on the 20th. August was Mr. Butterfield, who read a carefully prepared paper on "British Atlantics".

The 4-4-2 engines of the former Great Northern Railway formed the main subject matter and were dealt with in some detail, the "Atlantic" designs of the other companies being more superficially reviewed.

It is rumoured that Mr. Butterfield is contemplating a paper on "British Pacifics" and one looks forward to the fruition of this project.

On the 3rd. September the Circle was entertained by Mr. F. H. Lea, Vice-President, whose subject was "Forty Years of Railway Reminiscences".

Informally seating himself on the edge of the table without notes or illustrations Mr. Lea contrived to hold the concentrated interest of his listeners for well over the hour whilst he discoursed on his railway experiences.

At the close a spontaneous and unusually warm burst of applause testified alike to the excellence of the talk and the esteem in which the speaker is held.

Our guest-speaker on the 17th. September was Dr. W.A. Tuplin, D.Sc., M.I. Mech. E., who came over from Huddersfield to speak about "Engines Good and Bad".

Well illustrated by a selection of photographs from Mr. W.H. Whitworth's famed collection, the talk was delivered in characteristic Tuplinian style, if one may say so without offence, and proved both informative and entertaining, always to the point and often very amusing.

One fully supports Mr. Butland's hope that Dr. Tuplin will visit the Centre again some day to lecture on "More Engines Good and Bad".

At the mid-October meeting we shall have the pleasure of a visit from Mr. W.B. Yeadon, of Heckmondwike, who is to speak on the passenger train workings in the Hull district under the original and intriguing title "From Waterburys to Antelopes".

THE POSTBAG.

To the Editors.

Dear Sirs, Re the "Premier" Line

Having read with interest the letter by your correspondent "Precursor" and later by "Durrant Hill" I would like to express my opinions on the matter as follows:-

- (a) In regard to locomotive designs, Crewe locomotive features were used in locomotive building on a number of railways.
- (b) In spite of L.N.W.R. engines being accused of indifferent performance, and some of the classes on starting setting off in both directions at once, L.N.W.R. loco. work was of a very high order generally, and was second to none, especially when the loads hauled during the last years of the line are taken into consideration.
- (c) The "Cornish Riviera" and "Flying Scotsman" are much later innovations than the 2 p.m. "Corridor", though the latter had been running as an unnamed train and in a much less grandiose way since the late 'fifties. The 2 p.m. "Corridor", however, can claim to have been the first train running comprised entirely of vestibuled corridor stock throughout its length.
- (d) L.N.W.R. routes to and from Ireland and Scotland - the latter in conjunction with the Caledonian - were without doubt in their time the most patronised and the most popular as well as the most direct routes to and from the places named.
- (e) Another famous L.N.W.R. train introducing new features was the "City to City" service, which included a business man's office car affording the experienced services of a travelling shorthand typist, enabling business men to deal with their correspondence en route.
- (f) An amalgamated constituent of the L.N.W.R. can lay claim to being one of the oldest of our early railways, this was a 28 miles long line in the Sirhowy valley, which received its Act in 1802, and was a true railway, being largely laid with edge rails. On this line in 1829, the year before the opening of the Liverpool & Manchester Railway, an early steam loco. of Stephenson's build was put

to work. The line was built for the conveyance of coal and iron and, although prior to 1829 it was worked by horses, it had by process of amalgamation become part of the L.N.W.R. system, enabling that company to lay claim to great, if not the greatest, antiquity.

(g) By process of extensive amalgamation, the Grand Junction Railway became Britain's largest and most important railway. In 1846 it, along with the Manchester and Birmingham and the London and Birmingham, was amalgamated into the L.N.W.R. which continued to enjoy the position of "Premier Line".

In regard to "Durrant Hill's" remark that the G.W.R. might lay claim to the title of "Premier Line", I do not think so; the G.W.R. has often been nicknamed "The Grand Old English Gentleman" which, particularly in the closing years of the last century, aptly suited it. But in my opinion, the L.N.W.R. was undoubtedly the "Premier Line", although of my own choice it is certainly not my favourite line.

Yours faithfully,
"MIDNIGHT GOODS"

Gentlemen, Re Two Whistles

Apropos the reference which appeared in the May and July issues of "The Circular" to the use of two whistles on locomotives, I would like to point out that this was quite a common practice in the last century. In addition to the L.Y.R. which was specially mentioned, the following railways used it for passenger engines between the dates shown:- Midland, 1870-1902; L.N.W.R. 1875-1900 (some southern division engines as early as 1854); L.T. & S.R., 1880-1903; Maryport and Carlisle, 1880-1910; M.S. & L.R. (C.C.), 1890-1904, including many goods engines. Prior to about 1890 the M.S. & L. engines had a bell in the right hand side of the tender instead of the second whistle.

The foregoing list is not necessarily complete, and the dates are only approximate.

Mr. Scholey's statement that one whistle was operated by the train communication cord agrees with what I was told by a Midland driver over forty years ago, but the strange point is that the modern form of communication
(concluded on page 12)

A TRIP IN PRE-GROUPING SCOTLAND : By Charles Hutton

In the summer of 1921, with rumours of grouping in the offing, I determined to pay another visit to a section of each of the Scottish railways while they were still independent. Having some business in Aberdeen, I decided to combine business with pleasure and work out a trip to fulfil my idea.

Leaving Bradford on the 17th. August, my first destination was Perth. From Bradford to Leeds for the Edinburgh train: Bradford dep. 12-22 p.m., calling at Shipley and Apperley, Leeds arr. 12-43. Engine, class 2 Belpaire boiler 4-4-0, No.451; train, seven M.R. eight-wheelers, one twelve-wheeled dining car.

Leeds to Edinburgh (Waverley)- Engine, class 2 Deeley round-topped boiler No.471, rebuilt from Johnson 6ft. 6 in. 4-4-0, 2203 class; train, one six-wheeler, five eight-wheelers, one twelve-wheeled dining car, M. & N.B. stock. Leeds dep. 1-37½ (2½ min. late), Shipley, North box pass 1-52½, Skipton pass 2-10, Hellifield arr. 2-23½. Engine off. Engine on, class 2 Belpaire 4-4-0, No.468. Hellifield dep. 2-30, Settle Jc. pass 2-35, Settle pass 2-36½, Horton pass 2-46, Ribbleshead pass 2-54½, Blea Moor tunnel, enter 2-58½, exit 3-1. Dent pass 3-4, Hawes Jc. 3-7¾, Aisgill Box pass 3-10¾, Mallerstang pass 3-14¼, Kirkby Stephen pass 3-17¼, Appleby pass 3-27¼, Langwathby pass 3-37, Scotby pass 3-53, Carlisle arr. 3-57 (three minutes early), a good run. Engine off. Engine on, N.B.R. 4-4-2, No.879, "Abbotsford", and one N.B. 8-wheeler. Carlisle dep. 4-5, Silloth Jc. pass 4-8, Riddings Jc. pass 4-23¾, Newcastleton pass 4-37¾, Riccarton Jc. pass 4-53, Hawick arr. 5-12¾. Hawick dep. 5-18, St.Boswells pass 5-35¾, Galashiels arr. 5-45, dep. 5-48, Falahill Box pass 6-14¼, Portobello pass 6-32¼, signal check here, Edinburgh arr. 6-37 p.m.

Whilst changing here for the Perth train, the "Flying Scotsman" came in, and from the Bay platform on the north side, where the Perth train was drawn up, I was able to see the shunting of engines and the breaking up of the train. First the engine of the Glasgow train picked up the leading three coaches of the "Scotsman" and backed them on the Glasgow train; then the engine of the Perth train picked up the Perth

coach and backed it on to the Perth train. Meanwhile a shunting engine had drawn the Aberdeen coaches from the rear of the "Scotsman" and put them on the rear of the Aberdeen train. The long platform at Waverley station with the outside running line and the scissors cross-over in the middle greatly facilitated this as the main portion of the Aberdeen train was already in position at the end of the platform. The trains then departed in this order:

First the Glasgow, behind a "Scot", then the Aberdeen behind an "Atlantic", and then the Perth train, with me aboard, behind "Glen Garry", N.B. 4-4-0 No. 270; train eight N.B. eight-wheelers, non.corridor, and one E.C.J.S. eight-wheeler. Edinburgh dep. 6-55 p.m., enter Forth Bridge, 7-9, signal check Ferry Hill, Inverkeithing pass 7-15¼, Dunfermline arr. 7-22¾. Four eight-wheelers off. Dunfermline dep. 7-27, Perth arr. 8-12¾ (3½ min. early).

Here I stayed the night at the Station Hotel. After an after-diner stroll I went into the station to see the departure of one of the Night Mails of the Caledonian Railway for the South.

A feature of Caledonian days was always the testing of the brakes when a fresh engine came on; the fireman used to signal the guard with an oil flare, always an interesting proceeding.

The train mentioned went out behind one of the "Dunalastairs".

The next day, August 18th., I went from Perth to Killiecrankie on the Highland Railway. H.R. engine, 4-4-0 No.97, "Glenmore"; train, five H.R. six-wheelers and four H.R. eight-wheelers.

It was the day of the Aberfeldy Games and the 8-wheelers were for that branch; they were all well filled and included a Pipe Band. We started about 5 minutes late and I was in one of the six-wheelers. It was one of the old first-class coaches with a Coupe at each end and, of course, I travelled in the front Coupe to see a bit more! Perth dep. 9-25 a.m., Stanley Jc. dep. 9-45, stopping at all stations. The four eight-wheelers came off at Ballinluig and were taken to Aberfeldy by a "Loch". We arrived Killiecrankie at 11.

It was a perfect morning and I left the train here

and went to Queen's View where I got a good photograph. I then climbed down to the bed of the River Tummel where I took photographs of the "Soldier's Leap" and the viaduct. I returned to Killiecrankie station for the 12-27 p.m. train. The engine and train were the same as on the outward journey. We stopped at all stations to Stanley Junction and picked up a G.W.R. eight-wheeler at Ballinluig. Perth arr. 1-50.

After lunch I set out for Aberdeen. The train consisted of five large C.R. eight-wheelers, "Grampian" stock, one twelve-wheel Pullman Car, and one small C.R. eight-wheeler. Engine, 4-4-0 No.44. Perth dep. 3-30, Cupar Angus arr. 3-51 dep. 3-53, Alyth arr. 4-4 dep. 4-6½, Forfar arr. 4-22 dep. 4-24½, Guthrie arr. 4-34½ dep. 4-36½, Bridge of Dun arr 4-48 dep. 4-50, Kinnaber Jo. pass 4-57½, Laurencekirk arr. 5-8 dep. 5-10, Fordoun arr. 5-15 dep. 5-16, Stonehaven arr. 5-32½ dep. 5-36½.

A sea fret came on just after leaving Stonehaven which quite spoilt the view from the top of the cliffs approaching Aberdeen, where we arrived at 5-58 p.m.

I had heard a lot about the very smart running of the Aberdeen suburban trains of the Great North of Scotland Railway so after dinner I thought I would try them. The train of my choice consisted of four G.N.S. six-wheelers, with G.N.S. 0-4-4T, No.90. It left Aberdeen at 7-30 and really the acceleration between each station, and the station work, was exceedingly good. I arrived at Culter at 7-52. I returned from Culter by a train which had come from Ballater. G.N.S. engine, 4-4-0, No.47, "Sir David Stewart"; train six six-wheelers and one eight-wheeler. Culter dep. 8-43, Aberdeen arr. 9 p.m., stopping at Holborn Street only.

I was up in good time next morning as I knew the Royal Train was to arrive soon after 8 a.m. and I found a good vantage point in a street on the north side of the station. Shortly after 8 o'clock, the pilot engine - a Caledonian Pickersgill 4-4-0 - came round the bend by the engine shed. There were two officials on the footplate besides the driver and fireman. Some ten minutes later came the Royal Train itself. It was in charge of two engines - the same

class as the pilot - as the train was a heavy one. Besides the usual Royal Train rake of eight vehicles there were several extra sleeping cars, dining cars and a van, for the whole Court was travelling in addition to the various high railway officials who would be on the train.

When I returned to my room in the Palace Hotel, before going down to breakfast I found, as I had surmised, that on looking out of the window I could see right on top of the train. I could have dropped a stone down the chimney of the leading engine, but of course, owing to the umbrella roofing, I could see little of what was going on on the platform.

I spent the rest of the morning attending to the business which had brought me to Aberdeen, where I met our traveller, who by the way, had come by boat from Hull, calling in at Newcastle on the way.

I found that the Great North of Scotland Railway had an excursion to Ballater advertised for that afternoon, a Saturday, so I decided to try this as the G.N.S. excursions were always good.

The train consisted of three eight-wheel saloons, and six six-wheelers; G.N.S. engine, 4-4-0 No.107. Just before we left Aberdeen the Royal Train came into the station on its return journey to Waverton. The G.N.S. engines working it were two of the latest designed by Mr. Hoywood, one "Andrew Bain" and the other "Hatton Castle", and as we drew out of the station the Caledonian engines which had brought it in in the morning were backing on to take it south. We left Aberdeen at 1-20 p.m. and arrived at Ballater at 2-50, calling at Aboyne and Banchory. After spending a nice afternoon on Deeside we returned from Ballater at 8-15 and picking up five extra six-wheelers at Banchory arrived in Aberdeen at 9-45 p.m.

The next day, August 21st., I left Aberdeen for Edinburgh by the 2-40 p.m. train, which was a pretty big one as follows:- Four eight-wheelers, M. & N.B.R., one twelve-wheel dining car, N.B.R., five eight-wheel corridors N.B.R., one eight-wheel corridor E.C.J.S., one six-wheel van N.B.R., one eight-wheel van E.C.J.S., one six-wheel van N.B.R., and one four-wheel van N.B.R. G.N.S. engines, 4-4-2, No.875, "Midlothian" and 4-4-0, No.338, "Helen MacGregor". In accordance with North

British practice, which has since been adopted on the L.N.E.R., the engine which is rostered to take the train goes in front, with the assisting engine next to the train. This means of course, that the driver, whose train it really is, has the responsibility.

The N.B. dining car was one of two all-steel cars owned by that company, and which were the heaviest dining cars in Great Britain. Although quite comfortable to ride in with their interior decoration just plain painted steel they rather gave one the impression of riding in an armoured train!

Just before leaving Aberdeen I was interested to see the "King's Messenger" train, G.N.S.R., arrive from Ballater; a 4-4-0 engine and four coaches.

Aberdeen depart 2-40 $\frac{1}{2}$ p.m., Stonehaven pass 3-3 $\frac{1}{2}$, Arbroath arr. 4-3 dep. 4-10, Dundee arr. 4-33. Here dropped the four-wheeler and picked up two N.B.R. non-corridor eight-wheelers. Dundee dep. 4-47, Cupar arr. 5-8, had to draw up as train too long for platform, dep. 5-12, Kirkaldy arr. 5-39, drew up again, dep. 5-45. Inverkeithing pass 6-2, Forth Bridge about 6-7, Edinburgh arr. 6-23 p.m.

Edinburgh to Glasgow, August 23nd., the train, seven N.B.R. large non-corridor eight-wheelers, engine 4-4-0, No.414, "Dugal Dalgettie". Edinburgh dep. 9-5 a.m., Haymarket dep. 9-10, Linlithgow pass 9-32, Polmont pass 9-40, Cowlares pass 10-5 $\frac{1}{2}$, Glasgow (Queen St.) arr. 10-10.

After completing business in Glasgow, I returned to Leeds from St. Enoch's. The train consisted of six M. & G.S.W. eight-wheeled corridors, two twelve-wheeled dining cars, M. & G.S.W., one six-wheeled van, M. & G.S.W. and one G.S.W. eight-wheeled corridor. Train engine G.S.W.R. 4-6-0, No.497; pilot, small Manson 4-4-0, No.397, with 6'-9" driving wheels.

Glasgow dep. 12 noon, Gorbals pass 12-2 $\frac{1}{2}$, Strathbungo pass 12-4, Pollockshaws pass 12-5, Kennishead pass 12-7 $\frac{1}{2}$, Nitshill pass 12-9 $\frac{1}{4}$, Barrhead pass 12-11, Weirhead pass 12-15, Bank Top pass 12-19, Caldwell pass 12-21, Lugton pass 12-22 $\frac{3}{4}$, Dunlop pass 12-25 $\frac{1}{2}$, Stewarton pass 12-28, Kilmuir pass 12-31 $\frac{1}{2}$, Kilmarnock arr. 12-35, pilot off. Kilmarnock dep. 12-40, Mauchiehill pass 12-59 $\frac{1}{2}$, Old Cumnock pass 1-8, New Cumnock pass 1-16 $\frac{1}{4}$, Kirkconnel pass 1-24 $\frac{1}{4}$, Sanquhar pass 1-27 $\frac{3}{4}$ - 8 min. late - Dumfries arr. 1-54. 4 min. late, dep. 2-1,

min. late - Dumfries arr. 1-54, 4 min. late, dep. 2-1, 6 min. late, Annan pass 2-23, Gretna Jc. pass 2-32, Carlisle arr. 2-42 $\frac{3}{4}$, 5-3/4 min. late. G.S.W. engine off. Engines on, M.R. Compound 4-4-0, No.1025, pilot Class 2 4-4-0, non-Belpaire.

Carlisle dep. 2-49, 5 min. late, Scotby pass 2-54, Langwathby 3-14 $\frac{1}{2}$, Appleby pass 3-27, Ormside pass 3-29 $\frac{3}{4}$, Crosby Garrett pass 3-36 $\frac{3}{4}$, Kirkby Stephen pass 3-41 $\frac{1}{4}$, Aisgill Summit stop 3-51 $\frac{3}{8}$, pilot off, dep. 3-53 $\frac{1}{2}$ (note time for detaching pilot), Hawes Junction pass 3-58, Dent pass 4-1 $\frac{3}{4}$, Ribbleshead pass 4-7 $\frac{3}{4}$, Horton pass 4-11 $\frac{1}{2}$. Settle pass 4-16 $\frac{1}{2}$, Settle Jc. pass 4-18 $\frac{1}{4}$, Hellifield arr. 4-22 $\frac{1}{4}$. G.S.W.R. eight-wheeler and one M. & G.S.W. eight-wheeler off, dep. 4-25 $\frac{1}{4}$, Skipton pass 4-40, p.w. check Colne Jc., Shipley Jc. pass 4-55 $\frac{1}{2}$, signal check at Armsley, Leeds arr. 5-10 - on time.

Leeds to Laisterdyke, G.N.R. train, one non-corridor eight-wheeler, five six-wheelers and one large eight-wheeler, G.N.R. stock; engine 0-4-4T, No.963. Leeds dep. 5-20, stopped all stations, arr. Laisterdyke 5-40.

Total mileage:- Midland, 239; North British 323 $\frac{3}{4}$; Caledonian 89 $\frac{3}{4}$; Highland 64 $\frac{1}{2}$, Great North of Scotland 101 $\frac{1}{2}$, Glasgow and South Western 115 $\frac{1}{2}$ and Great Northern 3 $\frac{1}{2}$. It was a very interesting trip and the last time I made the journey on all the Scottish railways, in their independent state, at one time.

RIDGE BRIDGE STATION (Apropos Mr. Clinker's enquiry)

Ridge Bridge station is located between Garforth and Micklefield, about a mile to the west of the latter.

The sole justification for its existence is the adjacent New Micklefield colliery, and in view of the limited passenger traffic potentiality it is hard to understand why it was ever opened to the public.

The platforms, with "Ridge Bridge" name-boards, are still in existence, and one understands that a few trains still call for the convenience of the colliery workers.

J.T.

"The Circular" is published for YOUR benefit, what contribution can YOU make to ensure its continued success?

: : LOOKING AHEAD : :

Tuesday, 7th. October, at 7-30 p.m. :
Meeting of the Committee.

Wednesday, 15th. October, at 7-30 p.m. :
A talk by Mr. W. B. Yeadon (Heckmondwike) on
the passenger train workings in the Hull
district, entitled:
"From Waterburys to Antelopes".

Saturday, 18th. October :
An afternoon Goods Brake Van trip on the
Laisterdyke-Windhill line of the L.N.E.R.
(Members will be individually notified of
the arrangements made for this outing.)

Sunday, 26th. October :
Visit to L.M.S.R. Control Room, Leeds.
(By kind invitation of T.W.Polding, Esq.)
9-05 a.m. train from Forster Square station.

Wednesday, 29th. October, at 7-30 p.m. :
A paper by Mr. A. Shackleton, entitled:
"The Railways of the Isle of Wight".

Wednesday, 12th. November, at 7-30 p.m. :
A paper by Mr. J. Thornhill, entitled:
"Historic Locomotives Extant".

<u>DUTY ROTA</u>	Oct. 2nd. - Oct.14th. --- H. Walker
	Oct.16th. - Oct.28th. --- H. Wilkinson
	Oct.30th. - Nov.11th. --- J. Adams
	Nov.13th. - Nov.25th. --- A. Baum

THE POSTBAG - concluded.

action cord came into use not later than 1900, and the brackets on engine tenders to support the old cord were then withdrawn; but the two whistles were still fitted, even to new engines, for several years on some lines. I am not certain why this was so.

Yours faithfully,
G. E. JAMES.

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.