THE

TRANSORD RAILWAY CIRCLE

CIRCULAR

10 - 10 10 V D I I D R 1 9 4 6 "The Centre" - Manninghan Station - Dradford

President: R.C.FLOWINDEN, USQ. Vice President: CHARLES HUTTON, DSQ.

Committee:

Secretary: Mr.P.H.Lea, -145 Apperley Road,

Idle, radford.

Treasurer: Recorder: Ir.C.I.Scholey. Ir.G.H. Dutland

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EDITORIAL

After the October "Circular" had one to "press" a messale of con ratulation and good wishes was received from Mr. George Dow, Press Helations Officer of the LETE. This is published on page four.

The attention of members is particularly directed to pale nineteer, on which will be found the Secretary's notes relarding the Annual General Leeting and the election of officers for 1947.

Recently the committee purchased a foolscap size flat-hed duplicator on which to produce the journal and manifold communications of the Circle. The producers very much appreciate this new equipment as it makes all the difference between the duplicating height a toil and a pleasure. Certain minor improvements are embodied in this issue but it is rejected that substantial betterment is impossible until the use of a more up-to-date typewriter is obtained.

Host of our members who were good enough to

re ly to the editorial questionaire circulated with by "Circular" profised to send in something for publication. any of these premises have not yet been fulfilled and whilst the editors are not exactly waiting for natter it will be appreciated fore items are sublitted for inclusion in the journal. The Editors are putting forward every effort to make this the arenity that everyone looks for, and it will be encouraing to have a few articles "on the shelf". Incidentally, the correspondence columns are available for the expression of each personal views; only "r.h.D. rearley and "G.L.Janes have so far taken advantage of this modility.

A constraint of the reaction to the local street decision to aintall its local otives lack has been one of acute disapointment. The locasion coasioned by this step is, however, ore than offset by the stimulation influence of the excellent new and reconditioned rellian stock of evidence on many trains and in lost carriage and is. In this respect the L'Share keeping well the lead, and in living up to their she as of the "Shooth and Confortable Travel" are per equation of the standard Confortable Travel are per equations.

It is, however, one's considered opinion that the constant of the travelling public is nore or less insele to the niceties of coach arrangement and
in , and that the use of lagire woods, to
one feature, savours so enhat of casting
one is before swine. This may be an extravagent
that then one considers the gross misuse to
independ the nost palatial of our relling stock is
mosted there is definite grounds for the stateone. The partarities of some of the pre-grouping
makes were not less appreciated.

A lessa e from ir. George Dow Press relations Officer, Luk

It lives he great pleasure to be able to commatulate the Tradford Railway Circle upon its first a miversary and I hope I hay be privileged to send equally sincere compratulations when it attains its

Lajority.

It is all to the good when a hand of yours, and not so your, enthusiasts, hany of whom have no official connection at all with railways, are keen enough, not only to study railway matters and to seek u -to-date and authoritative infor ation on various aspects of railway working, but to publish their own northly periodical as do the Tradford Railway Circle, and I wish you every success in these directions in the new year which lies before you.

I have always re arded railway enthusiasts as some of the most loval advocates and publicists the railways possess. I therefore believe that or a .isatic s such as yours have a useful future, irasmuch as the railways will have a very important part to play in the life of the nation for hany years to come and the well-informed member can ofte help to explore some of the fallacies about

the which, unfortunately, still exist.

To Le, railways have been the only holby that matters since I could walk to see the and talk about then, and it was not long before I began to draw then as well. Portunately I was wise enough not to write about them until I had aquired some knowled e of their history, development and many ralifications which, to me, make the study of railways so intensely a sorbing and so full of interest.

Therefore, if I may venture to surest how you call et the lest out of the lest holly of all, I would say "Study the railways from their birth. Study the careers of the nen who, in the face of opposition, much of it i rorant, ralicious and selfish, persevered and succeeded in creating a Lethod of trasport which has meant so much to the world. Study the entineering problems that had to

to evercome and the eventual development which. from small individual beginnings, has preduced the four great railways of the present day. Such study will repay you and probably surprise you too".

Finally, if I, on behalf of the Lim, can ever to of assistance in the supply of information or i providing matters of interest for the radford milway Circle, either for discussion or enlightennot. I shall be as happy to do so as I am to send those my best wishes.

COLUMN SPONDENCE

me _ditors, the "Circular". Dear Sirs,

In the discussion following my recent talk to the Circle it was a reed that the evolution. of wheels went from double-flamed to inside-flamed one at the resting could recall ever having meard of a true outside-flamed railway. The rollowing information has now come into my possessto for which I am indepted to Ir. a. W. Kidner: -"An outside-flam'e railway ran from the Sa Lear Swallscorpe to a point on the Thanes about two miles distant. The pauce was 3'-5.1/2"; it was opened a out 1870 and converted to standard gauge of the or al type in 1929. There were still some of the old wa ols in 1938, but they may have been broken up during the war. The owners are hits lorks, A.P.C.I., Smallscombe. The old locomotives were by Stephen Lewin, De linton, Tayleur, Kilmarnock . ite Co., and Aveling and Porter"

If the latter is true, and I have no reason to doubt it, the locomotive stock must indeed have beea very interesting and virtually unique collection. I we trying to obtain further details of both the It is and the locomotives. I should be very pleased to hear from any member interested.

> Yours faithfully, R. D. TICALLY.

THE CONSTITUENT COMPANIES OF THE L.Y.R. AND THEIR LOCOLOTIVES

Ty Charles L. Scholey.

Introduction

All railway enthusiasts have their own special favourite line upon which they lavish innumerable hours of leisure time, seeking out information and preparity records which they hope some day to complete.

Ty own speciality is the old Lancashire and Yorkshire hailway, "Lazy and Yawning", the "usiness Line", just plain "Lanky", or what you will. A line with a reputation in many respects unenviable,

but interesting for all that.

I have no wish to "Lankify" any one, or to fill the "Circular" with any unwanted "vapourings" from a Horwich safety valve, but as these articles are being prepared for my own pleasure, it is my wish to pass them on to our Editors for inclusion so long as the demand exists.

In conclusion, I must acknowledge the invaluable assistance given by my friend in. Ter and Fielding, of Halifax, and others, without whose co-operation the compilation of these articles would have been

lon delayed.

(I) The Panchester, Tolton and Tury Railway and Canal Comany.

Incorporated in 1831, this little company with its high-sounding title and ten niles of track was of considerable importance in later years in affording access to Preston for the Manchester and Leeds and Lancachire and Yorkshire Companies, also achieving notoriety in another direction of which hore and.

Its ori inal project had been the draining of the Manchester, Jolton and Jury Canal, but this idea failed to naterialise, the line being laid alon side the canal to Clifton whence it hade a direct attack on olton, the connection to Tury

heing conveniently abandoned.
The line was opened throughout from its terminus

in New Chapel Street, Salford, to lotton on the 29th lay 1838, and ran without incident until 1843 and the opening of the lotton and Preston Railway, which Company had running powers from Buxton to Preston over North Union metals. A new and shorter route was now possible from lanchester to Preston vin the land and lace P. lines which the two companies lost no time in developing in competition with the North Union, over whose road they entered Preston.

This in ediately precipitated a "railway rate war", and hany were the artifices used to put each other cut of business, the line L. and D.a P. finally using state coaches to get their passengers

from Lixton to Preston

This storm, all over a six liles shorter journey, was ultimately dissipated by the lanchester and Leeds nailway in 1846; the L. & P. Becoming Borth Union projecty. The L. & L. concern, a year later, care into the L.Y.A. combine, the Borth Union becoming joint L.H. and L.Y.A. property.

The loco, stud of this ten hile like was very stall, and consisted of two simple driver passemer elikes and eight four coupled goods machines, all of the "ury" patter, and under the charge of John Hawkshaw. All engines carried makes instead of muniers. The simples were built in 1831 by G. Forrester and Co., of Liverpool; they had outside cylinders 11" diameter x 18" stroke, 60 lis. per sq. inch of steam pressure, the hollers having a heatiourface of 353 sq.ft., the driving wheels being 4'-9" diameter.

For were taken into the L.Y.L. stock in 1847 mundered 189 and 190, later Nos. 1 & 2, being finally cut up in 1866 and 1870 respectively.

The 0-4-0s, eight in nurger, were built during 1838/9 and had inside cylinders 12" diameter x 18" stroke worked by 65 lbs. per sq.inch steam pressure, the boilers having a heating surface of 432 sq.ft., driving wheels bein 5'-0" in diameter.

"WATCHING THE TRAINS GO TY" Ty "Linesman"

Which of us, when a child, and being near a railway bride or some other vantage point and hearing a train approaching, has not run to watch it rass? Some of us still do, and a few make trips specially to some suitable stretch of line is order to include in "watching the trains "@ by".

I have several favourite spots, some mear, some distant, and have spent many happy hours in summer with the heat shim ering over the track, which now and a ain enits a sharp "click" due to expansion; and there is present in the air that shell which is a combination of warm crossote and rusty steel, an sometimes, if there is a turnel mouth near, that strange acrid, suphury shell which only emalates from a railway turnel.

There there is the thrill of the swish the sirral wires take, or even the sound of the bell sirrals and that strange clan in thud as the levers are pulled over in the frame if there is a sirral bex

within earshot.

There follows, if one is not conversant with the time table the pleasurable anticipation as to what the en ine will be; and then faintly the first sound of the train, varying with the location and, to a certain extent, with the type of train.

At one sect I know the line is dead straight and level for several niles either way, and scretimes the train, or rather the snoke from it, can be see before there is any auditle sign of its approach. For a long time it seems to get no hearer, until all at once, it appears to shoot towards you and in the case of expresses, flashes by and the whole

process repeats itself inversely.

Another haunt, a famous spet this, lies half-way up a gradient. Here, trains in the Down direction are auditle some miles away on a still day or if the wind is favourable. They come rearing along the level bottom of the valley at 70-80 M.P.H., and one catches a nomentary climpse of them between low hills. A second or two later they are lost to sight and the sound dies away to be report a little

while later in changed form as the train comes into view coming up the rise in full majesty. Gone now, is the headlong rush one saw in the distance a few minutes previously, and the big Pacific with its rake of sixteen coaches or so has lost half its speed by the time it reaches one and is down to 25-30 M.P.H., as it passes through the cutting and out of sight and sound at the summit.

The there are many opportunities most of us have of "watching the trains to by" at some bistation. Here the circumstances are very different. One is in much more intimate contact with everything -- trains stoppin, trains starting and trains standing. One can view the engine at close quarters and catch a whiff of that majic arona of hot oil and steam.

"Yes, there is much more in it than meets the eye;

In 'watching the trains 'y 'y' "

COITCIDMMCTH

On January 19th. 1918 a landslide occurred hear Little Salkel. on the Settle and Carlisle section of the Lidland hailway, and an express drawn by Compound hunger 1010 was derailed, seven passengers with killed. Fifteen years later, on July 10th. 1933, an Up express, the 12-44 p.m. from Carlisle, running under a clear distant si hal, collided with a goods train shunting at Little Salkeld station, the driver of which was killed. The accident was caused by irregular block working - and the engine of the express was Compound hunger 1010!

plb YOU KNO.? that during the cold weather in Fovenber 1904, a Great Forthern express arrived at King's Cross with the smokehox door red hot, whilst the buffer bear was covered with show and ice - a so ewhat striking contrast.

By Alan Shackleton.

Ly activities in model railways be an in 1919, with a gauge I clockwork and steal layout, crude compared to the standards of today, but one which gave a good deal of pleasure to the owner.

My father had been the deciding factor in my interest in the holly, and it was he who bought and fitted up the first line which was the herinaing of my present one. The first equipment had been purchased at Jassett Lowke's shop in London, and conprised a small layout of the one-time "Simpull" track for the floor. Four goods vehicles with the lidland railway goods trake, three lidland hailway clerestory coaches, a clockwork Hidland style 2-4-0 like a "700" class "one wrong" and, finally, an externally fired L. steam Clau htom. These models, although of the mass produced timplate variety them prevailing, did great credit to their makers and it is not necessary to say that their new owner was "thrilled to hits".

By father, after a short time handed over conlete control of the model line, and by 1922 the railway had developed into a more arbitious affair.

large a scale for the space available, and consequently a charge-over to the more suitable gauge 0 was at once put in hand. All the gauge I locos, and rolling stock were disposed of and replaced gradually by angle 0 stock, likewise all buildings, stations, etc., were replaced, only track, largely lassett Lowke shall scale permanent way, was retained.

The present layout, laid at 2'-10" from floor level in a room 17ft. square is now all electric, although until recently steam power still worked all traffic. In passing, it may be mentioned that the writer experimented a great deal over a long period with various problems in steam motive power, including electrical heating of the feed water, greatly improving operational possibilities.

Mevertheless it was eventually realized that, for the writer's collection of good class scale models, samething better in operation was called for than chasing about after steam locos, which, incidentally, were none too true in scale size and detail.

A very definite Reconstration of What can be done with an all-electric layout had been witnessed in seeing the operation on the model line of the writer's best friend. This finally prompted conversion to electricity. At one time eight steam loces, were in traffic - these being partly built or re-built by the writer. There now remains but one retired on a length of track on the wall, this a model, over 20 years old, of the L.H.W.R. 4-4-0 No. 1902 "clack Prince".

The present rollin stock consists of the usual modeller's collection of P.O. and Co's open and covered walons, cattle walons, horseloxes, oil and timber walons and goods trakes, mostly pre-grouping vehicles. The passenger rolling stock comprises pre-grouping models of the G., LM., Tidland, Caledonian, Hi hland and LS. railways, also a number of low-waisted LTS models. The coaching stock, many of which are laxley products include diming, sleeping and Pullman cars, and many of the vehicles are interior fitted. The present stud of locos. comprises:-

Standard L'S class 4F 0-6-0 (Lxley)
Standard L'S class 2F 4-4-0 (Lills) now being rebuilt by and fitted with Lxley mechanism.
L&Y 3F 0-6-0 (Hollrooke) with Leeds mechanism.
L&Y 0-6-2T (Leeds)

Life 4-6-0 "Prince of Jales" class (Exley)
Gun 0-6-0 Dean Joods (Hillar Swan, Mills mech.)
Gun 4-4-0 "Claud Hamilton" (James S. Jeeson)
Gun 4-6-0 "Lord Faringdon" (Leeds, Bond's mech.)
Gun 4-4-2 "Henry Oakley" (Exley)

LLL 4-6-2 Corridor tender Pacific "Harvester" (Exley.)

SOME OLSHWATIONS ON PART OF THE MANCHESTIR-SHIFFILD LIME OF THE FORTER GREAT CHETRAL RLY. y David Oates.

On the afternoon of September 14th. I visited this famous main line of the LNIA; I must confess at the outset that I made the journey by read.

to the re-limity of woodhead Turnel the Down line was out of corrission and simple line working was in operation. According to a poster displayed on the Up platform a curtailed passener service had been in operation since Au ust 24th. in connection with these works.

I spent some time admiring the castellated entrance to the tunnel, and noted the permanent speed restriction of 60 m., h. on the Down line through the turnel indicated by a hold "60", the temporary speed restriction si hs, and the facility and trailing crossovers to ether with special seraphore si tals for simple line workin .. The signals are of Lary varieties at Durford Tridge, comprising old GCm si rals, upper quadrant serapheres, and a colour li ht on the UT line cutside the turnel. Mear the turnel entrance a red fla was stretched acros the like out of condicion, and just to forestall any obstitute loconctives a length of rail had been re_oved. I also o served a sand drag on the Down like east of the statich, this I thought peculiar as it is on a rising rade.

buring my stay of about three-quarters of an hour several trains passed through. Firstly an Up express headed by 2-6-0 class K3, Fo.178, ex Lincoln shed, hauling 8 standard Line corridor coaches. After depositing the staff, the acceleration, aided

ly the falling rade, was very noticable.

Very scor afterwards a veteral appeared on a Down express train, 4-4-2 class 31, No.4402, exponents shed, passing slowly in order to pick up the staff. The load was one of 8 coaches which included one GMm cherestory coach. A following train hauled by class V2, No.4888, ex Gorton shed, was held up by simals for some minutes while 4402

cleared the tunnel, and then proceeded to the accompanies t of that delightful Gresley 3 cylinder exhaust heat. The load was ten coaches including a buffet car.

During this time an 0-6-0, class J39, and train and heel stowed away on the Down reception sidings and at last the simulate beckened it forth. The loconctive made a steady start without sliping, it was no.4734, affectionately and unofficially named "Gladys". Preparatory to starting there had been an emchanic of "crows" between "Gladys" and the larker, which was 0-6-0, No.5228, of GCR vintage. 5228 was working hard, but the couplings of the trucks remained taut. She returned to the sidile without repotiating the crossover on to the single line section. I thought it a conclinent to the J39 that its load was the substantial one of 74 loaded warons.

About the sale time 4-6-0 class 77, Fo.5475, a GCA 5'-7" four cylinder loco. put in an affearance on the Up line in charge of all 8 coach express, nainly of standard LELA stock with one GLA clerestory creidor coach; 5475 is stationed at Gorton.

After this I left Dunford Trid e and nade my way to socihead where I had a look at the western fortal

of the tullel, and the station.

It was a very a inated scene which greeted me at woodnead. Jonsiderable marbers of worker are livin hear the station in temporary accommodation in the shape of old passes or coaches, huts and so on. There is a sidily behind the station on the Down side and upon this the aforementioned coaches were standing. At the back of the siding was an old Pulluan coach; it was perilously near the stream which flows under the mail line at this point (I think the sidily had been extended) and was standill upon rails which made me feel that they were only suitable for a 15" gauge railway. The coach was painted frey, the property of the "District ineer, Sheffield", and on the side was painted "LL.950252". The coach had six wheel logies and a axlebox bore the insription "Pullman, 1924".

Wext to the Pullman coach was a "Touring Camping

Coach" painted cream and reem. In addition to these, there were many more of widely differing types which would have delighted a commoisseur of coaching stock. In particular, there was one labelled "A-A-P Cleansing Unit". I trust the atmosthere is not quite so bad in the turnel! In addition to the coaches, on the Up side of the line were two lar e wooden buildings, also severl vehicles which, although possessing wheels, were standing on the round, and special vehicles which were presumally to inspect the turnel. There was a wealth of equipment for this task of such magnitude, which included a concrete mixer on a flat truck, an air compressor and quantities of timer. Electric lighting had been installed along the footpaths leading to the various living quarters.

railway crosses the stream ty a very low girder bride, and an employee of the Company told me the line was often flooded just at this point. The same gentleman also told me it would be five years yet before the electrification scheme is completed, which news will no doubt cheer the hearts of GCm.

enthusiasts.

I hight say that altough there is no sign of electrification at Dulford Tridge, for a considerable distance from codhead in the manchester direction, the jamtries to carry the overhead transmission wires have been in position for some time, and great care is being bestowed on them in the way of painting to prevent corrosion. The interesting photograph on page 42 of "The First mailway between lanchester and Sheffield" was taken just on the lanchester side of Frowden station, looking in the Up direction.

The first train I saw was a Down stop, ing train of five standard LMMs corridor coaches, headed by locomotive Mo.1651, "Derby County". I cannot say whether 1651 was in the 2 cylr. rebuilt form or a 3 cylr. machine of class T17. The train was very full, and soon after departing crossed over to the Down line, depositing the staff at the signal box. The next train was an Up express of 10 coaches with buffet car. the loco. Teing class V2. No.983, ex

A coodstrain had been standing on the Up reception sidings for some time and this followed 10.983 through the tunnel. The loce, was 2-6-0, class K3, 10.4005, ex I minthan shed, and it was at the head of a train of 48 vehicles, mainly vans. The train had a "pusher" - a very interesting one; it was 2-8-0, 10.8520, of L S desi h, and its shed was I min ham. The works plate on the frames read:-

"Luilt 'y and on loan to London and north Lastern hailway 1944. Do. caster Norks"

I did not consider that 8520 looked at home in its strange surroundings - it was very dirty, the only really dirty entire I saw, the Lander ines being in quite good tring.

There are rainly four lines from coodhead in the archester direction, a gradient post on the Down side west of the station indicating a steepening of the grade from 1 in 201 to 1 in 117. Once a aim there was a sand drag on the Up line on the rising grade.

I left woodhead and travelled to Crowden, the

Lext station in the landester direction.

The first train I saw at Growden was an Up train of fruit vans headed by 2-6-0, Class K2, Mo.4655. This was stored by adverse simals, the same as seen in the photograph to which I have referred. Presumally this is a regular service stop as water was taken from the column adjacent to the simals, and then the train was liven a clear road and noved off steadily.

train very soon appeared on the Down line, noving at a considerable pace and making full use of the gradient. The last train I saw was an Up express of 9 coaches. It was in charge of a loconctive of Edward Thompson's design - 4-6-0 No.1063 - travelling at quite a respectable speed and I was agreedly surprised at the apparent ease and comparative silence with which it was tackling its non too easy task. I have observed V2s over this same stretch of line pounding away with a very victurous "bark" although no doubt their load was rather note than time coaches.

VISIT TO LOW MOOR

On Sunday, 15th. September, the Circle re-visited Low Loor (25F) sheds. A dozen members assembled at Tradford Exchange station for the 9-20 a.m. Tanchester train and these were joined at Low Toor Ly others who had made their own way to the sheds.

The locomotive stock was generally speaking made up of standard and ex-LYM types, a lifeless feeling

being prevalent about the place

As on our previous visit in December last the operaturity was taken to inspect the carriage siding adjoining, but here again most of the stock was standard or of LYM ori in with a few ex-LHM vehicles, and there was nothing of outstanding note.

After ascending the coaling tower, from the top of which an excellent view was of tained of the surrounding countryside, the day being fine and clear, the party visited the carriage sidings in the triangle between the running lines to the south of the station where several interesting vehicles were seen.

The members returned by the 1-7 train after a visit that was voted a great success though it was a reed that the carriage sidings had provided the greater interest.

G.H.B.

Article 'y David Cates - @ Lcluded.

I will just add that the weather was what I have come to regard as normal in the midst of the High Pennines - a strong wind and driving rain. But doesn't this enhance the grandeur of this famous like?

The hailway thist Drive which was to have 'eel held on October 26th. in connection with the Circle's "Tirthday" had unfortunately to be cancelled owing to lack of support.

"THE LONDON UNDERGROUND"

The speaker at the neeting held on the 18th. September was Mr.F.H.Lea. and his subject was "The Lendon Underground" - one very near to his heart. Contencin by saying that it was not until he started collecting notes for his lecture that he realized the vast extent of the subject chosen. The speaker went on to say that the first line from which the present hugh system, now known as the Underground, developed ran from lishop's kead, Pandington, to Lishops ate in the east-end. This line, known as the hetropolitan, was of mixed jauje (troad and standard), was stear hauled, and originally operated by the GWA. From this point onwards ir.Lea built up on the blackboard a sketch map in coloured chalk, tracing out step by step the develor ent and extension of the various constituent Conpanies of the Under round. He showed us in most lucid for how in the early days these lines pushed out into rural areas around London and created resite tial districts, and later tapped built-up areas already there. Illustrations of rolling stock and stations were passed round and radually we were brought right up to the present day in a most fascinating namer. Afterwards the large audience present took part in an instructive and at times entertaining discussion. G.H.D.

	Attendances of	Connit	tee				
(Bleven meetings were held)		Pos	si	le.	Actu	al.	
	ace missed on HAT	duties)	775	11	10	-
Luttery	(resi Led 17/5/46) (resi Led 22/6/46)			97	3	1	
Carroll	(resied 22/6/45)	B Holm			5	5	
Halliwell	(co-orted)				5	5	
Kitchin	Act and the second of the second				11	3	
Lea	(Hon.Secretary)				11	11	
Scholey	(Hom. Treasurer)				11	6	
Shackleton	(co-orted)		2.	1	2	2	301
Thornhill	(co-cpted)	Charles A			7	6	
Wilson.	and a flavor district and			1	11	8	

"SITZHIAAD - THE PARADIS. OF THE RAIL AY

On Wednesday, October 2nd., we had a talk on the alove subject by Mr.G.H.Putland, who commenced by saying that he thought the lest way to justify the title of the talk was to take us on an inabiliary trip over one of the main lines of the Swiss Federal hailways, and with the aid of photographs, maps and diagrams to try and show us what is to be seen on a typical Swiss railway journey.

The route chosen was the St.Gotthard main line from Lucerne to the Italian frontier at Chiasso.

Of through routes in Switzerland Ir. utland said the St.Gotthard was the oldest, ori itally worked by stear, the Lucerne-Chiasso section heir electrified in 1918-1922. The were shown many illustrations including station architecture, rolling stock (passed or and goods), locomotives (stear and electric), si mals, etc., in use, and views on the line. He described some of the many engineering problems arising in the construction - 80 turnels totalling 28-1/2 miles in length, seven of them spiral, the St.Gotthard turnel itself - 3rd. lowest in the world - 9-1/4 miles - climbing up at either end on gradients averaging 1 in 48-1/2, with long sections of 1 in 37, 38-1/2, and involving 324 bridies.

informative talk by jiving a few brief descriptions of several types of mountain and funicular railways.

The talk was much enjoyed by the lar e number of members present, the evening being rounded off

by the usual alimated question time.

DUTY KOTA

Lembers are asked to note that in order to eliminate the duplication of effort in the cleaning of the Centre some revision of the Duty hota has been deemed advisable. Hembers will now be denerally responsible for forthightly periods.

AMBUAL GENERAL METTING

The Annual General Meeting will be held at the Centre on Wednesday, January 8th. 1947 at 7-30 p.m. All mathers are specially requested to attend this meeting as it is an injertant one, and one which decides generally by when, and how, the affairs of the Circle will be conducted during the following twelve meeths.

In accordance with the policy laid down at the inau ural neeting, the Officers and Committee hold office for one year, and automatically cease to do so after the A.G.M. The exception is the joint editors of the "Circular", as theirs being a technical job it is not held to be in the best interests of the Circle that they be changed as a routine leasure. A detailed list of attendances of committee leabers at committee neetings is given on

La e 17.

from any member, and a ballot will be taken to determine the new committee. Monimations MUST reach the Hom. Secretary by Move her 16th. The existing condittee all seek re-election, and need not be formally nominated. Dallot papers will be issued with the December "Circular" and these must reach the Hom. Secretary before the A.G. ..., or handed in at the A.G. ..., by those attending. Any member is entitled to be nominated by any other member.

INPORTANT NOT: The Hom. Secretary wishes it to be known that he does not seek re-election, and it is earnestly requested that a substitute be nominated, or volunteer, by the date of the A.G. ...

F.H.LLA. Hon. Secretary.

DUTY HOTA

Nov. 14th - Nov. 27th. Tr. utterfield. Nov. 28th - Dec. 11th. Tr. Cawdery.

Dec. 12th - ? Fr.Clough.

LOOKING AH DAD

Wednesday, hove her 13th. at 7-30 p.m.
A Lecture by Lr. J. L. entley:
"THE DEVILOP LAT OF THE MAIL AYS
IN THE TRADPORT DISTRICT"

Wednesday, Movember 27th, at 7-30 p.m.
A Paper by Mr. Alam Shackleton:
"Phil-Ghouping in Scotland"

Wednesday, January 8th. at 7-30 [.L. ALLUAL GLEBAL TENTILS.

(DUTY HOTA OF PAGES 18 & 19)

THE OLIV SHOP IN ENALFORD HIGH CATTLES FOR YOUR HO Y

H L H O : I L S S H O P

202 KLIGHLLY ROAD, PRIZI-GHALL

How to jet there: Take a Trolley or Test Yorkshire Tus to Ing Lane - THI HOT ILS SHOP is straight opposite Lister Park Forman Arch Gates

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L. & S.C.A. Locolotives (lurt) . 3/6
LOCOLOTIVE LIGHTLES OF THE L.E.A. (left) 3/The First hailway Across the Forder (Dow) . 2/5
GREAT HASTER LOCOLOTIVES, Past & Present . 7/6
Larrow Gauge hailways of Ireland (Payle) . 17/6
THE HULL AND TANISLEY HAIL AY (Parkes) 3/6
ritish Locolotive. Types 8/and Lary others

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