



# Programme & Souvenir



OF THE

Leeds & Hunslet  
Schoolboys' Trip




TO THE

Rugby League Cup Final



At Wembley.

April 18th, 1936.



# How the CHILDREN love to go to LEWIS'S!

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## NOTE THESE INSTRUCTIONS!

You must bring this Handbook with you—it is as important as the Badge you must wear.

Bring your overcoat.

You are in charge of a Teacher, and prompt obedience to all his instructions is necessary—your behaviour determines the success of the trip.

You must be on the Platform 15 minutes before the train is due to start.

**In the Train:** *Don't wander aimlessly about the train.*

*Don't play in the corridors between the coaches.*

*Don't open the windows.*

*Don't touch the Communication Cord.*

*Don't drink the water out of the lavatories.*

*Keep the carriages tidy, and place all waste paper, etc., in the receptacles provided.*

**At the Match—**keep in your own party.

**In the 'Buses—**remember to stand and raise your cap as you pass the Conductor.

If you should get lost, show your Badge and this Handbook to a policeman, and ask him to take you to King's Cross Station before 7.30 p.m.

From LEEDS (Central) to LONDON (King's Cross).

Almost as soon as leaving Leeds, the high level Station at Hilbeck is reached, where one station is built over another. Wakefield (7 miles), with the Prison on the right and the Cathedral on the left, plainly to be seen, is the next place of interest. Notice the Viaduct  $1\frac{1}{2}$  miles long where the railway crosses the Calder Valley. Just outside Doncaster (27 miles), the line joins the L.N.E.R. main line, London to Scotland, the route of the "Flying Scotsman." Between Bawtry and Scrooby, look out for the water troughs between the rails, where engines can take in water when travelling at high speed. The Valley of the Trent is followed for several miles before the river is crossed just outside Newark (62 miles), and then the countryside becomes more hilly and pretty. The high spire of the Parish Church at Grantham (77 miles) is seen; and now the train climbs for 5 miles to the highest point on the G.N. main line. Having passed through the tunnel, the train should

From Leeds Central to London (King's Cross)—cont.

reach the highest speed of its run, the line gradually falling to Peterborough (106 miles), famous for its fine Cathedral, seen on the left. The many chimneys in this neighbourhood belong to Brickworks. Huntingdon (134 miles) and Hitchin (150 miles) are important Towns in Agricultural areas; note Welwyn Viaduct (100 ft. high) and Welwyn Garden City (162 miles), where "Shredded Wheat" is made. Brookman's Park is near the Regional Station of the B.B.C., the masts of which can be clearly seen. Two miles from the journey's end, Finsbury Park Junction, one of the busiest in London, is passed, and then—King's Cross (182 miles from Leeds), and its tremendous signal-box which contains 232 levers, the largest signal-box on the G.N. Section of the L.N.E.R.

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The Late Party will do this journey in reverse, that is, from King's Cross to Leeds.

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## FOREWORD.

As Captain of the Leeds Rugby League Club, it gives me much pleasure to make this small contribution to the Souvenir Programme of the Leeds-Hunslet Schools' Rugby League, in recognition of the part it has played in fostering the development of the handling code among boys. When it is realised that by its efforts such local players as Arthur Binks, Harry Beverley, Les Adams, "Ginger" Thomas and George Todd, are products of local school football, the value of such effort can be more readily assessed, and the following pen-pictures of the Leeds Rugby League players is made with the desire to reciprocate the encouragement I have received since coming to Leeds in 1925.

### ERIC HARRIS.

"Eric," as he is familiarly and affectionately known to his fellow-players, is one of the most outstanding Wing Threequarters I have ever known. His phenomenal speed, deceptive acceleration and elusive side-step, have contributed to his reputation as a "Scoring Machine."

### FRED HARRIS.

Now one of the finest Centres playing. With Eric Harris has combined in developing a wing unequalled by any other team. Possessing speed, nerve and football genius, is likely to prove an outstanding success "down under."

### GWYN PARKER.

Brother of the former Wigan Centre, Tom Parker. A versatile player and capable of initiating attacking movements.

### STAN. BROGDEN.

One of the successes of the last Australian Tour, and of whom much is expected on the forthcoming Tour. Brilliant in both defence and attack, and versatile, having played successfully at Centre, Outside-half and Wing.

### STAN. SMITH.

One of the speediest Wing Threequarters playing. A product of Wakefield local football. Popular in Australia, where he was termed during the last Tour as the "Flying Phantom." A good defensive, as well as attacking player.

### EVAN WILLIAMS.

Signed on for Leeds in 1925 and has proved one of the Club's best investments. Reliable, both in defence and attack, and a good tactician. An exponent of the open play. A former Rugby Union International, playing for Wales against England when I played Full-back for England.

### " DICKY " RALPH.

Considered to be one of the best Outside-halfs produced by recent Welsh football. Has a safe pair of hands, and is very elusive. He is an adept at "handling off," and a remarkable drop-kicker.

### JOHN HALL.

Has strengthened the Leeds pack and looked very successfully. More than useful in the loose.

### STAN. SATTERTHWAITE.

The only other Cumberland in the team. A stout hard-working Forward of the real Cumberland type. A safe tackler and ready to open out play.

### HARRY DYER.

A product of local football—one of the two local players in the team. A hard worker, good tackler, and a real 80-minutes player.

### KEN JUBB.

Always in the thick of it, and is considered to be unfortunate in not being selected for the Tour. One of the best tacklers in the game, and noted for his ability.

### AUBREY CASEWELL.

Has done much to strengthen the Leeds pack, and is outstanding at harrying the defence, being always up with play.

### I. ISAAC.

Another player who is unfortunate in not having been selected for the Tour. Can play successfully at Centre and Wing, as well as Loose Forward. Brilliant both in defence and attack.

### CLIFF. WHITEHEAD.

Another product of local football, having been discovered and developed by Hunslet from whom he was transferred to Leeds. A sound defensive player and a useful goal-kicker.

Yours sincerely,

JIM BROUGH.

\*JIM BROUGH, Captain of the Rugby League Australian Tour Team, is an English International under both the R.U. and R.L. codes.

The team which represented Warrington in the Semi-Final was :—

BAXTER,

GARRETT, HAWKER, DINGSDALE, HEESON;

NEWCOMB and GOODALL;

MILLER (Tourist), COTTON, HARDMAN, ARKWRIGHT  
(Tourist), FLANNERY, CHADWICK.

With the exception that Shankland (Australian) and Jenkins may displace Hawker and Heeson, this will probably be the team playing in the Final.

Referee: Mr. A. S. DORSON.

We desire to congratulate Mr. A. S. DORSON on his appointment as Referee of the Cup Final at Wembley. Mr. Dorson is an ex-Harriet School-boy, having attended Harriet Carr Council School, a School long noted for its prowess on the Rugby field.

#### MOTOR TOUR.

The Buses take us from King's Cross along Euston Road, through Bloomsbury into Southampton Row (note the entrance to the Tramway Tunnel which leads to the Embankment), and along Holborn, passing Staple Inn (part of the oldest property in London) to Holborn Viaduct, where one street crosses over another. Continuing, we pass the Central Criminal Court (on the site of the old Newgate Prison) and the General Post Office. Soon we reach Cheapside, where stands Bow Church, with its famous bells and memories of Dick Whittington; and then the Guildhall and the Mansion House, the residence of the Lord Mayor of London. On the left, notice the Bank of England, and farther on the Monument, which marks where the Fire of London started. Crossing the Thames by London Bridge, we return across Tower Bridge which opens to allow big ships to pass. Directly in front is the Tower of London, which was commenced by William the Conqueror. It has been successively Royal Residence, Fort, Prison, Barracks, and is now a Museum, housing amongst other things, the Crown Jewels. By Eastcheap and Cannon Street we proceed to St. Paul's Cathedral, built by Sir Christopher Wren after the Great Fire; then by Ludgate Hill and Fleet Street (Newspaperland) to Temple Bar, the boundary of the City of London proper. On we go to Trafalgar

Motor Tour—cont.

Square by way of the Strand and Charing Cross. The Square is dominated by Nelson's Column, and in the background is the National Gallery, with the Church of St. Martin's-in-the-Fields on our right. Now we are in Whitehall, where are most of the Government Offices. Look out for the Horse Guards Sentry sitting like a statue on his horse at the Horse-Guards on the right. Just before reaching the Cenotaph, Memorial to the Nation's dead, where our Chairman has, this morning, held a seventh, we pass Downing Street, where are the official homes of the Prime Minister (No. 10) and the Chancellor of the Exchequer (No. 11). We soon reach the Houses of Parliament, with the high clock tower in which is 'Big Ben,' and Westminster Abbey, and with a view of the tall-campanile of Westminster Cathedral, we pass Buckingham Palace on our way to Hyde Park Corner. Here we turn left along Knightsbridge and making a circle of Musamland, we pass the Royal Albert Hall as we return to the corner. Then we skirt the edge of the Park to the Marble Arch. Having completed our tour, we leave London for the excitement of the Match at Wembley.

The Late Party will take this Motor Tour in reverse, starting at Wembley after the match, and finishing at King's Cross.

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