THE
-:-:-:-:-:BRADFORD RAILWAY CIRCLE
-:-:-:-:-:CIRCULAR

Gratis to members

FEBRUARY

Vol. I

1946

No. 1

THE BRADFORD RAILWAY CIRCLE

Headquarters:

"The Centre" Manningham Station Bradford - Yorkshire

Secretary: F. H. Lea, 145, Apperley Rd., Idle, Bradford.

Treasurer: C. E. Scholey, 20, Brae Avenue, Bolton Lane, Bradford.

Committee:

Secretary & Treasurer

Editor of the journal

Mesers. Butland, Buttery, Kitchin and Wilson

-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-

"The Circular"

Editor: G. Carroll, 26, Trenance Drive, Shipley.

Production & Distribution:
J. Thornhill,
17, Grenfell Road,
Breaford Moor,
Bradford.

Distribution Assistant: T. Bradley, 40, Beamsley Road Prizinghall, Bradford.

A NOTE FROM THE SECRETARY

Our secretary, Mr.F.H.Lea, writes:
"The news sheet is dead; in its place rises "The Bradford Railway Circle Circular". The news sheet served its purpose during its short life, but the new journal, in the hands of its competent "crew" will be a welcome addition to the amenities provided by the society. To the news sheet I bid a fond farewell. Its preparation caused many anxious moments and with it off my hands I breath a sigh of relief. To the journal I wish (and expect) great success"

-:-:-:-:-:-:-:-:-:-:-:-:-

SECREPARY'S NOTES

Looking Back.

The January fixtures went off very well, but all was not plain sailing. Mr. Mathieson was prevented from giving his talk on the 24th owing to illness, but Mr. Grey of the LMASR stepped in and provided an interesting impromptu talk. We wish Mr. Mathieson a speedy recovery.

At the January committee meeting it was agreed that the total membership of the society be limited to 40; that anyone seeking membership in future must be nominated by a member and accepted by the committee; and that a journal should be launched. The lease of "The Centre" was signed and sent off so we are now officially "in".

January and hope they will enjoy our activities.

Looking Ahead.

The following fixtures have been arranged for February:

Peb.14th. Lantern show of some interesting railway photographs - by Mr. Halliwell.

Feb. 21st. Open general meeting: A good turn up is requested as there are some

important points which MUST be settled. They include proposed alteration of meeting night; duty rota for "The Centre"; and a programme for the opening.

Feb.28th. Preparation for the opening on March 2nd. by the Divisional Operating Manager, IM&SR.

There should be an LM&SR and an L&NER shed visit but permits have not arrived at the time of going to press. A post card will be sent to members when details are fixed.

And finally here is a special advance note. On Thursday, April 4th., Mr. George Dow, Press Relations Officer of the L&NER, will give a lecture on locomotives of the L&NER. Mr. Dow ha already sent us photographs and a book and he is coming down from London to give this lecture.

VERY IMPORTANT NOTE

"PASSENGERS MUST NOT CROSS THE LINE EXCEPT BY THE FOOTBRIDGE" ----

Circle members, of course, would not do such a thing !!

EDITORIAL

The editor thanks Mr.Lea for his good wishe which appear at the top of the secretary's page. Providing members are willing to co-operate, particularly in regard to submitting items, the journal will be a success.

Mr.J.Thornhill will be responsible for the production and distribution, assisted by Mr.T. Bradley. All items for publication should be sent to Mr.Carroll; Mr.Bradley should be notified of any change of address, in addition to the secretary, and also in the event of a member

(continued on page 7)

THE CIRCLE'S OUTDOOR EVENTS

As true a record as possible, in brief form, of the Circle's various activities, including shed and station visite, lineside observations etc., is being compiled by Mr.G.H.—Butland. This "Chronicle" is to be kept at "The Centre" and it is hoped that it will prove of interest to those members who were not fortunate shough to participate in any particular event and also form a record on which to look back.

We have decided to publish from this "Chronicle", each month, shortened versions of the various reports. In this way every member will have a record.

This month we are publishing reports of the Circle's first two outdoor activities, both shed visits. These visits have already been briefly reported in the former news sheet but as space would not permit of much detail being given then we are reporting them again this month so that members will have a complete and fairly detailed record.

Space this month will not permit the publication of a report on the visit to Stourton LM&SR (20B) shed on 13th January, but we hope to give this next month along with the visit to Longsight LM&SR (9A) shed on the 27th January. We hope that when we have 'ealt with these early activities we shall be able to keep reasonably up-to-date, although any activities at the very end of one month may not be reported until the next but one issue of "The Circular"

That shed visits have been possible at all is due to the kindness of the LM&SR who have granted permits.

Visit to Manningham LM&SR (20E) locomotive shed on the 16th, December 1945.

This visit was the Circle's first outdoor event and some ten members were present. Before the party proceeded to the shed the 9-20 a.m. exlikley arrived hauled by a class 4P 2-6-4T No.
2683, one of the late Mr.Fairburn's contributions.

In the shed were twelve locomotives. Most were "dead" but class 4P 2-6-4T No.2340 was in steam and later provided the high-light of the visit for it took out a ballast brake and truck to a coach off the road in the carriage sidings.

Class 4P Compounds Nos.1043/4 and 1048 were inspected and they afforded an opportunity for comparing the Deeley and Fowler versions of these famous engines. Class 3F 0-6-OT No.7419 and class 3F ex-Midland 0-6-0 No 3783 were both undergoing repair; they had been in collision a few days previously in Valley Road goods yard. There were also two ex-L&YR Aspinall class 2P 2-4-2T's, Nos. 10631 and 10714, bearing building plates dated 1890 and 1895 respectively. It was noted with a twinge of regret that the only Midland chimney in evidence was that of 2340: apart from those on the two L&YR tanks all the others were of Stanier's design. Other locomotives noted were class 1P ex Midland 0-4-4T No. 1255, class 2P ex-Midland 4-4-0 No.432, class 5XP 4-6-0 No.5605 "Cyprus", & class 4F 0-6-0 No. 4413.

For the antique lovers were the previously mentioned ballast brake and truck, both ex-Midland. The brake bore plates marked "Midland Railway Co Builders Derby 1876" and was complete with wooden brake blocks!

The engine roster board was also explained.

Although grimy with thoroughly inspecting the locomotives the party was quite happy and all voted unanimously that the proceedings had been an unqualified success.

and ex-LaYR six wheeled passenger brake on the other.

The coaling plant— one of the most modern concrete variety— was also visited and after a dizzy climb the party reached the top where a good view was to be had. Whilst on the top an empty truck was brought up and tipped for the party's benefit. Once more on the ground, class 4F 0.6-0 No.4038 arrived, incidentally with Midland tender, and in a twinkling 17 cwts. of coal were shot aboard.

Goods stock items of interest in the sidings included several LM&SR 20 ton brake vans, one long LM&SR brake with water ballast tank, two ex-Midland six wheeled 20 tonners, an ex-CR, two ex-L&NWR, a GWR 30 ton bogie bolster wagon with a large lathe on board, and a WD bogie wagon built at St.Rollox.

To round off the activities. There on one road the following were discovered in consecutive order: Ex-CR six-wheel bogie "Grampian" corridor brake third, ex-G&SWR Bogie third compartment, ex-GER bogie corridor third brake, then one or two standard LM&SR bogie corridor coaches and, at the other end, an LM&SR bogie corridor third brake bearing plates marked "LMS Built Derby 1945". A hasty inspection of these coaches was made and the party were favourably impressed with the new LM&SR vehicle, particularly with the bright furnishings and splendid Empire (Canada) woodwork. But a trace of austerity was noted in the rough casting of the man trays and table sockets.

During the visit there was considerable photographic activity.

The return journey to Bradford was made on the 1.7 p.m. (a local train) hauled by class 4P Compound No.1068 from Normanton (20D) running tender first.

The following locomotives were noted in the shed and yard in addition to those mentioned:

Class 2P 2-4-2T's Nos.10711/31, 10840/1/86; Class 2P 4-4-0s Nos.585/9. Class 3P 2-4-2T No.1095 (continued on inside of back cover) (editorial continued) failing to receive the journal.

Members are asked to note particularly the remarks which follow with regard to the submission of items for publication, etc.

It is our policy to publish items and news about the club from club members, but we do not intend giving lists of locomotive numbers in the way of allocations; news of locomotive buildings, re-buildings, withdrawals, etc. nor general railway news items. There are sufficient periodicals covering these matters.

Members are invited to submit general articles, queries, small advertisments (which will be put in free of charge, if space permits), and to write to the editor with hints, criticisms relating to "the Circular"

Would-be-contributors are urged to verify all facts as we regret it will not be possible for us to check every item ourselves.

Items, large or small, should be clearly written, if not typed, on one side of the paper only. Names, etc., should be printed in block capitals if the "copy" is written and ample space should be left for alteration.

Names and addresses should accompany all contributions and members are asked to indicate whether they wish their name to be published or not. If a "nom-de-plume" is used the member's name and address must also be given, but this will not be published if so desired.

We cannot undertake to answer any letters except through the medium of this journal. Neither can we undertake to do any research work on queries, but other members are invited to help in this direction. Answers to queries should be sent to the editor. The right is reserved to refuse any query and advertisment We cannot undertake to carry out members' transactions as a result of advertisments but box numbers can be used at a charge of 6d. per advert. All advertisments,

queries and articles must naturally have a railway interest.

Important Note! When writing articles for this journal members are asked to take into consideration the law of copyright and not to submit items copied directly from other sources. Further reference will be made to this in the next issue.

Please remember we want to hear from YOU. This is the journal of the Bradford Railway Circle and all members are invited to make use of it by sending along queries and advertisments, or by contributing items.

The seating accommodation at "The Centre" leaves a great deal to be desired, as those members who have stood around for a couple of hours on meeting nights will have gathered! Can YOU do anything to help us out of the difficulty?

What about that old chair in the attic or the cellar; or the garden seat which is hiding beneath the lumber in the hut? Have you decided to "withdraw" that rather dilapidated basket chair in the spare bedroom? If you have we would like it!

We draw the line at railway track "chairs", Sedan chairs and Bath chairs, but otherwise any old chair or stool would gladden our hearts! Don't worry if it's in bad condition - we'll do our best to repair it and it will serve its purpose. Now start thinking about it!!

-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-

(Low Moor shed visit - continued) class 4P 4-4-0s Nos.1104/89/99; class 5 4-6-0s Nos. 5062, 5204/7/8/9/11/12/21 and 5338; class 3F 0-6-0s Nos. 12104, 12217/37/55, 12354, 12410, 12422/7; class 4F 0-6-0 No.4471; class 5F 2-6-0s Nos. 2700/96, 2828/63; and class 7F 0-8-0s Nos. 9579, 9623/62.

-:-:-:-:-:-:-:-:-:-:-:-:-

The Summit tunnel of the former Lancashire & Yorkshire Railway is 2,885 yards long.

MEMBERS " ADVERTS ., AND QUERIES

(For particulars re the insertion of members' adverts., and queries in this section see Editorial)

FOR SALE: LAYR Photographs, 2d. Each.
Apply: C.E.Scholey.

20, Brae Avenue,

Bolton Lane, Bradford.

INFORMATION WANTED:

Could any members supply details of the locos, track, etc., past and present, of the Bradford Corporation Sewage Disposal Works railway at Esholt? "Explorer"

-1-1-1-1-1-1-1-1-1-1-1-1-1-1-

NEXT ISSUE

An announcement in regard to the reproduction of drawings and diagrams will be made in the next issue which will be published, carcumstances permitting, about March 1st. Remember all items for publication in the March issue should reach the Editor not later than February 22nd. Thank you!

-1-1-1-1-1-1-1-1-1-1-1-1-1-

BACK NUMBERS

A limited supply of back numbers of "The Bradford Railway Circle Circular" is being kept on hand. These can be obtained from Mr. Bradley at 3d. per copy, postage paid.

-1-1-1-1-1-1-1-1-1-1-1-1-1-1-

A members' correspondent, whose home is in Spalding (Lincs) writes: "My very best wishes for the success of your Railway Circle ----"

We thank him for his interest and would welcome him as a visitor if ever he got within calling distance of "The Centre"

-:-:-:-:-:-:-:-:-:-:-:-:-

Do not forget to make a note of Saturday, March 2nd. Opening of the Centre.