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BRADFORD RAILWAY CIRCLE
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C I R C U L A R

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Gratis to members
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THE BRADFORD RAILWAY CIRCLE

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and ex-L&YR 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 ash 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 advertisements (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 advertisement. We cannot undertake to carry out members' transactions as a result of advertisements but box numbers can be used at a charge of 6d. per advert. All advertisements,

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 advertisements, or by contributing items.

The seating accomodation 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!!

(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.

