

THE  
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BRADFORD RAILWAY CIRCLE  
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C I R C U L A R

VOL. I

MARCH

NO. 2

1946

The Bradford Railway Circle

C I R C U L A R

Published as near the 1st of each month as possible

EDITORIAL NOTICE BOARD

Contributions

Articles and simple drawings are invited, and should be accompanied by a stamped addressed envelope. We cannot accept responsibility for the loss of any item. Lists of locomotive numbers, in the way of allocations, buildings, re-buildings, withdrawals, etc., are not required. Items should be clearly written, if not typed, on one side of the paper only, and ample space should be left for alterations. If the "copy" is written, names, etc., should be printed in block capitals. Contributors are urged to verify all facts, as it will not be possible for us to check each item; and to consider the question of copyright. Names and addresses should accompany all items, and contributors are asked to state whether they wish their names to be published or not.

Back Numbers

Back numbers can be obtained from Mr. Bradley, at 3d. each, postage paid.

Only a strictly limited number of the February issue remain at the time of writing, and by the time this appears in print the stocks may be exhausted. We hope to keep a larger stock of this, the March, issue.

"The Circular"

It has been decided to ask for a supplementary subscription of 2/- per annum to cover the production cost of "The Circular"

This will be retrospective to the 1st. January 1946 and should be paid to Mr. Scholey at the first opportunity.

The  
Bradford  
Railway Circle

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Please note these

GENERAL MEETING DECISIONS ! ! !

The meeting night has been changed from Thursday to Wednesday, and meetings will in future be held every fortnight. They will begin promptly at 7-30 p.m.

A charge of two pence each copy is to be made for the club journal, "The Circular", to be paid, in the main, in the form of a yearly subscription of 2/-

A duty rota is to be arranged for the "Centre"

These decisions were made at the general meeting held on 21st. February. Details were also discussed for the opening of the "Centre" on March 2nd; see note under the "Looking Ahead" section.

"Circular" Subscription.

The yearly subscription for "The Circular", it was decided, will be payable at the start of each year, and not with the annual subscription, which is paid annually from the date of enrolment. The subscription for this year will be 2/- and is payable now. Subscriptions to the hon. treasurer, Mr. C. E. Scholey, please!—Honorary serving members are excused payment. Members who pay the annual subscription quarterly may also pay the "Circular" subscription in the same manner. Further comment will appear in next month's editorial.

Duty Rota

In order that the work of keeping the "Centre" clean and tidy shall be distributed among all members, it was decided to arrange a duty rota. Each week, one person will be responsible for cleaning the headquarters, and the committee are to

arrange for the provision of the necessary "tackle". The rota, which will be arranged in alphabetical order, will be displayed at the "Centre" when prepared, and it is also hoped, each month to publish in the "Circular" the names of the member on duty for each week of that particular month. If a member cannot do his duties, in his turn, then he is asked to make other arrangements so that the cleaning is not left undone. Watch out for the rota at the "Centre" !!

#### Meeting Night

The alteration of the meeting night to alternate weeks, means that the annoying intervals of three weeks, which occurred now and again under the old scheme, will be obviated. So that those members who have to leave early, may miss as little as possible of the evening's programme, it was decided that meetings shall start at 7-30 p.m. prompt and not 7-30 p.m. perhaps!!

#### A Reminder.

We have been asked to remind members that they can visit the "Centre" at any time. The key can be obtained from the booking office on the station upon production of membership card. If you would like a pleasant chat with other members, Tuesday night, or possibly Thursday night, is recommended. At other times you cannot be sure of meeting other members

#### LOOKING AHEAD

##### March Meetings and Outings.

The following activities are planned for March:  
Sat. 2nd March. Opening of the "Centre" by Mr. Levelady, the Divisional Operating Manager, LMSR. We hope most members will receive this issue of the "Circular" before the opening. Members are reminded that lady visitors will be welcome. It has been decided to supply refreshments and, at the time of writing, negotiations are in hand for the provision of cups. If these negotiations are successful, members will only be required to bring "eats", e.g.

biscuits and buns, etc., for themselves and for any visitors they are bringing, but should the negotiations fail, members will be required to bring cups also, for themselves and for any visitors they are bringing. At the general meeting on 21st. February it was stated that an announcement would probably be made on 28th. February, when the "Centre" would be in process of preparation for the opening. For the benefit of those unable to attend on the 28th. February we are hoping to make some announcement about the provision of cups in a "stop-press" section but, if details do not come to hand in time, the "Circular" may have to appear without this information. In that case members unable to be present on the Thursday evening will have to use their own judgement as to whether to bring cups or not.

Weds. 6th. March. Meeting at the "Centre" at 7-30 p.m. prompt. At the time of going to press, details are not available of the programme for this, or for the other March meeting.

Sat. 16th. March. Visit to Bradford (Bowling) LNER locomotive depot. Meet at the sheds at 3 p.m.

Weds. 20th. March. Meeting at the "Centre" at 7-30 p.m.

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Members are reminded . . . . . that on

Thursday, 4th. April, Mr. George Dow, Press Relations Officer of the LNER, will be coming from London to give a lecture on locomotives of the LNER. This lecture will be in addition to the fortnightly meeting on the previous evening. We hope the April issue of the "Circular" will be out before Mr. Dow's visit, but cannot guarantee that it will be so.

OUTDOOR ACTIVITIESDURING JANUARY AND FEBRUARY

Below are the reports of the visits to Stourton LMSR (20B) locomotive depot on 13th. January; Longsight LMSR (9A) depot on 27th. January; and Leeds LMSR depot (20A) on 10th. February. Members wishing for more-detailed reports should consult, at the "Centre", the log, which is the work of Mr. G.H. Butland and from which these notes have been compiled. The publication of lists of locomotives seen at the depots has been discontinued.

Stourton Visit

Some of the members who attended this outing, boarded the train at Bradford (Forster Square) station, where the damaged buffer stops on platform three, the result of a too-hearty approach a short time previously, were being removed. The locomotive of the ballast train employed on the work was ex-MR class 2F 0-6-0 No. 3384. This engine retains its small cab, round-topped firebox, and Salter spring and lever safety valves, but is fitted with a Stanier chimney. Once a common sight in this area, these locomotives are fast disappearing.

Eventually the depot was reached. The coaling stage was of the old-fashioned type, with a ramp for pushing trucks up at one end.

Several ex-MR class 1F 0-6-0 shunting tanks, of the type designed by S.W. Johnson in 1878, were noted. Most had been rebuilt with Belpaire fireboxes, but retained their small open cabs, but one had aspired to a closed one.

Two of the 8F 2-8-0 locomotives noted were of the batch which had been loaned to the War Department and the numbers they had carried, while on loan, could be faintly discerned, under the paint and LMSR numbers, on the cab sides. On one also, the letters "WD" were cast on the tender axlebox covers.

An Experiment

The shed foreman took some of the party to class 8F 2-8-0 No. 8140 and pointed out a loose tyre on the offside tender wheel. He told how it had been

running in that state, as an experiment, for some months, and he said that when lifted there was a  $3/8$ " play, both up and down and to either side. It was only possible to run it in that condition, because all Stanier locomotive tyres were fixed by the Gibson retaining ring method.

On leaving, the party noticed one of the 1<sup>st</sup> C-6-0 tanks, No. 1785, which retains its Salter spring and lever safety valves. On a passing goods train, was a high-sided open truck with the pre-war type large L.M.S. letters and, clearly visible through the paint and grime, was the original owner's mark; "M.R"

#### Largest Depot Visited

Only a glance at the shed and yard, at Longsight, was required, to realise that it was the largest depot visited up to that date.

A vision of delight, was an ex-LNWR 2-4-2T No. 6738, appearing somewhat forlorn. The foreman said it had been sent to Longsight as a yard pilot, but as it had a habit of stopping on dead centre, had not been used for some time and would probably never run again. Not far away was an ex-LNWR "Prince of Wales" class 4-6-0 No. 2584L.

#### "Class '5' Shouldn't Exceed 60 m.p.h."

The foreman expressed the opinion that the class '5' locomotives should not exceed 60 m.p.h. as they became very rough at speeds in excess of that.

"Jubilee" class 5XP 4-6-0 No. 5552 "Silver Jubilee", was under repair with part motion removed and the footplate piled high with firebricks. This engine retains its chromium plated cylinder and valve chest covers, although somewhat tarnished, but the plating had been painted over on the numbers and tender letters. No. 5556 "Novia Scotia", of the same class, had tablet exchange apparatus sockets attached to the cab sides, presumably for working over Scottish line areas.

Members examined an ex-MR class 1P 0-4-4 tank No. 1416, which is equipped for auto train working, and, near the regulator handle, was noticed a list of bell code signals to the fireman, for use when the driver is working the train from the other end.

Also seen was a complete breakdown train made up as follows:

Ex-MR Class 2P-4-4-0 No. 531 with express head-code and 50 lbs. head of steam; ex-LNWR bogie coaching vehicle painted red and bearing the words "Tool Van Longsight" on the side; ex-MR standard fitted goods van painted grey; Cowans Sheldon steam crane, 15 tons L.C. in steam, and, finally an ex-MR coaching vehicle in red with very ancient-looking door handles. This latter bore building plates marked "M.R. built Derby 1885", and some time previously "Llandudno Jet" had been painted on the side.

Before leaving, some of the members saw a pleasing sight; the "Prince of Wales" class loco. on her way out to take a train. She made a wonderful picture moving slowly along with cylinder drain cocks open.

### Leeds Visit

From Leeds (City) station the party walked to the shed. The route was along Water Lane, and a pause was made, outside the engineering works of Messrs. R.W. Crabtree and Sons, Ltd., to inspect the tablet, erected by public subscription on the wall in 1929, in commemoration of Matthew Murray, born 1765 died 1825, one of the pioneers of locomotive designing.

A parallel boiler "Royal Scot" class No. 6158, "The Loyal Regiment", from 12B (Carlisle Upperby) depot was noted. It was later discovered that the reason for the presence of this engine, was the diversion of Western Division trains to the Midland route, owing to flooding. Nearby, was "Royal Scot" class No. 6108 "Seaforth Highlander", with taper boiler and double chimney, and members had a good



opportunity of comparing the two types at close quarters.

Class IP ex-MR 0-4-4T's Nos. 1277 and 1315 were seen. The former retains its round-topped firebox and Salter safety valves, but has a Stanier chimney, and is equipped with auto-train working, but the latter is rebuilt with a Belpaire firebox, Ross valves and closed dome; it has condensing apparatus and an unusual flaring to the top of the coal bunker.

#### Recently-built class '5'

Among the class '5' locomotives, were two which had been recently-built, Nos. 4942 and 4943, with rocking firegrates and self-cleaning smokeboxes. It was noticed that the later class '5' have fluted coupling rods, as against the plain ones of the earlier series.

The concrete coaling plant appeared to have a larger capacity than that at Low Moor, and, in the case of the Leeds plant, the truck is tipped at the base into a hopper, which is then hoisted up, thus obviating lifting the truck to the top. Members saw a 13-ton LMSR wazon tipped, and, in a few seconds the load, of eleven tons of coal, was in the hopper.

Another interesting item, was class 2P, ex S&DJR., 4-4-0 No. 633, fitted with Babeg feedwater-heater apparatus.

A visit was paid to the workshops where several engines were undergoing heavy repairs. The repair roads run at right angles to the service track outside, and access is gained to each road by small turn-tables at intervals along the service track. These turn-tables are too small to accommodate engine and tender, thus all the locomotives in the workshops were minus tenders. This also accounted for the spare tenders seen in various parts of the yard. The party was told, during the course of the visit, that there were over 430 locomotives attached to the shed for heavy repairs.

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EDITORIAL.A note about a note

The paragraph, kindly published by the "Telegraph and Argus" about the first issue of our "Circular", was greatly appreciated, but I noticed with regret that, although credit was given to the editor, no mention was made of the others who helped to make the "Circular" possible, thinking particularly of Mr. Bradley and Mr. Thornhill, who have put in much work on the production and distribution.

## Two Points

It is hoped to be able to publish simple drawings in the "Circular" from time to time.

With reference to the question of copyright: Contributors are warned against copying from other sources, although of course, facts can be used if contributors present them in their own words. Whole passages should not be copied directly or paraphrased. We cannot deal with this question in greater detail here, but contributors are asked to take care in this direction.

## About This Issue

This month's issue has been enlarged so that reports of the outdoor activities can be brought reasonably up-to-date.

The "Editorial Notice Board" will be handy for reference and will avoid repetition in the editorial.

We regret that the pages of the first issue were not numbered.

Attention is drawn to the letter from "Well-wisher" on the correspondence page, and to our comment.

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READERS' QUERIES

Readers are reminded that queries are welcome. We cannot undertake to do any research work, but other members are invited to help. Questions and answers should be sent to the editor

Information Still Wanted

Attention is drawn to the query, printed last month, from "Explorer", who wanted details of the locomotives, track, etc., past and present, of the Bradford Corporation Sewage Disposal Works railway at Scholt. We feel that some members could supply at least a few details, and ask those who know anything, however insignificant it might appear, to jot down the details and forward them.

UNLUCKY STEETON!

That singularly unfortunate station, Steeton and Silsden, was again the scene of a mishap, in the early afternoon of Saturday 9 February. On this occasion four cattle trucks became derailed during shunting operations in the goods yard and one of them fouled the down main line, although enough clearance was left for trains to pass, at dead slow speed, without having to resort to single line working.

"The Winged Tyvern"

(Short items of this nature are welcome - Ed)

THE MISSING LINK !

In the report of the Low Moor visit, which appeared in the February "Circular", a part of a sentence was omitted, in error. Line 18 on page 6 should read:-

"To round off the activities the carriage sidings were visited"

Late News!

On Saturday afternoon, 23rd. February, the first society visit was paid to an LNER depot, namely Ardsley. In the next month's issue we hope to publish details of some of the interesting things seen.

Lantern Show

The lantern show of railway photographs by Mr. Halliwell on 14th. February was most interesting. We regret that owing to pressure on space we cannot give a detailed report.

SUMMIT TUNNELSome Interesting Details

This article, about the Summit tunnel which is situated in the Todmorden valley, will, no doubt, be of particular interest to those members who travel through the tunnel on the way to Manchester for the Longsight visit. The notes which follow are extracts from an article published several years ago from the pen of E.H. to whom our thanks are due for permission to use these extracts.

Cause of Delay

It was in 1837 that operations began for the building of the Manchester and Leeds Railway, but the line through Todmorden was not opened until 1841. The Manchester-Littleborough section was opened in July 1839, and the Normanton-Hebden Bridge section in October 1840. While the Todmorden section of the line was being constructed, passengers were conveyed by coach or omnibus between Littleborough and Hebden Bridge. The building of Summit tunnel was the chief cause of the delay.

After the Summit tunnel was completed a temporary station was built at the Lanebottom end, the intermediate transport by road being continued for a short time after the tunnel had finally been declared safe for traffic. Before the tunnel was used for

regular traffic, the directors passed through it in the first train and held a banquet under the first air-shaft from the Walsden end.

The building of Summit tunnel was a truly great achievement. The engineer was George Stephenson himself. The tunnel is 2,885 yards long, is 21 feet 6 inches at its maximum height, 23 feet wide, and 300 feet below the surface. Eight hundred thousand tons of cement and 23,000,000 bricks were used in the work, which engaged 1,000 men for two years and four months. The cost was £251,000, or at the rate of £87 per lineal yard.

#### Extensive Repairs

Writing in 1937 E.H. said "Smoke, steam and the rush of air have necessitated extensive repairs during the past few years, and since 1930 the LMS Railway Company have spent £32,000 on repairs, and it is anticipated that the work will have to go on for several years.

"The lining of the tunnel consists of five rings of engineering bricks and it is the inner two linings which need renewal - a depth of nine inches. The work has to be carried out without interference to the traffic, although at the height of the season between 500 and 600 trains pass through the tunnel each day. This has necessitated a strict system of signals, a look-out man at each end of the tunnel ringing a warning bell in the part where work is being carried out. The signal must be acknowledged by each of the workmen. If, in addition, the passenger listens carefully as he passes through the tunnel, he will hear several heavy clange from gongs automatically struck by the wheels of the train. These indicate to the driver the speed at which he must travel in accordance with instructions issued by the Engineering Department. The work of taking in supplies of bricks, cement, etc., is done on Sundays, when the traffic is less dense.

"From 1930 to 1936 a million bricks have been used in the tunnel, along with 400 tons of cement and 800 tons of sand"

CORRESPONDENCESuggestions From A Reader

To the Editor:

"Sir --- Congratulations on the first issue of the "Circular". I see you invite contributions. Why not set a subject? E.G., ask members to try writing a short account of a railway experience they greatly enjoyed. Such a subject offers scope for both young and old, knowledgeable and otherwise. Yours, etc., 'Well-wisher' "

Thank you "Well-wisher". Your suggestion is worthy of a trial. Readers are invited to submit short accounts entitled "A Railway Experience I Greatly Enjoyed" Items should not exceed 600 words.

"Hearty Congratulations"

Mr. G.H. Butland has written offering "Hearty congratulations" on the first issue of the "Circular", and he says: "I am sure it will be of immense value in fostering our collective enthusiasm and interest, and I already look forward to the next issue"

Thank you, also, Mr. Butland. If the "Circular" does help in the way you mention, that is a great reward for our labours. We hope this issue is up to expectations.

We should also like to thank those who have expressed congratulations verbally.

Readers are reminded that short letters for this page are welcome. Although articles and drawings will be acknowledged by post, correspondence can only be acknowledged in this journal.

From the Southern Railway

The society has received the photograph, previously promised by Mr. Bulleid, C.M.E. of the Southern Rly. It is autographed by Mr. Bulleid himself and is of "Merchant Navy" class locomotive.

## ADVERTISEMENTS

### Small Announcements

Members' small advertisements, of a railway interest, are published, free of charge, space permitting, but the right is reserved to refuse any advertisement without explanation. We cannot undertake to carry out any transactions resulting from advertisements, but a box number can be used for a payment of 6d. The money should be prepaid. Advertisements should be sent to the editor and should be accompanied by names and addresses, even if box numbers are required.

### Wanted

"Railway Magazine", May/June 1945. Clean copy required for binding.  
J.Thornhill, 17 Grenfell Rd., Bradford Moor, Bfd.

Bucknall's "Our Railway History", second edition, bound. Must be in good condition.  
Particulars to the editor.

Contributions of a railway interest for "The Bradford Railway Circle Circular" !

The April "Circular"  
will contain  
(space permitting)

Interesting details by an hon. serving  
member about - - - - - well wait and see!!

Also regular features - - - - -

Other good things in store - - - - -

### **STOP-PRESS**

Cups will be provided at the  
opening of the "Centre"

Time of opening 2 p.m.  
Assemble at 1-50.

THE BRADFORD RAILWAY CIRCLE

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