

T H E

:-:-:-:-:-:-:-:-:-:-
BRADFORD RAILWAY CIRCLE

:-:-:-:-:-:-:-:-:-:-
C I R C U L A R

VOL. I

A P R I L

1 9 4 6

NO. 3

THE BRADFORD RAILWAY CIRCLE

Headquarters:
"The Centre",
Manningham Station,
Bradford - Yorkshire.

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

Secretary:

F. H. Lea,
145, Apperley Road,
Idle,
Bradford.

Treasurer:

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

Committee:

Secretary and Treasurer,

Editor of the club journal,

Messrs. Butland, Buttery,
Kitchin and Wilson.

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

JOURNAL:

Editor:

G. Carroll,
26, Trenance Drive,
Shipley.

Production &
Distribution:

J. Thornhill,
17, Grenfell Rd.,
Bradford Moor,
Bradford.

Distribution
Assistant:

T. Bradley,
40, Beamsley Rd.,
Frizinghall,
Bradford.

The Bradford
Railway Circle

C I R C U L A R

Vol. I

April 1946

No. 3

FROM THE FOOTPLATE

By the Editor

Journal Subscription

Those members who have not yet paid the 2/- journal subscription for this year are asked to do so, as soon as possible, to the club treasurer, Mr. Scholey. We had hoped to make an important announcement, but have been prevented owing to a variety of circumstances; the announcement may appear in the next issue.

Our Competition

Attention is drawn to the details of the competition printed elsewhere in this issue. We are hoping for a good response, and it is up to YOU to see that we are not disappointed.

Wanted--A Name.

Before the first issue of our journal appeared, we gave considerable thought to the question of a name, but being unable to find anything really suitable, we adopted, temporarily, "The Circular", and decided to ask readers for suggestions. We have been so busily engaged with more important questions that the matter has been allowed to "slide", but we now feel it should be considered further, so we invite readers to send, to the editor as soon as possible, ORIGINAL suggestions.

Back Numbers

Please note that back copies sent through the post now cost 4d. each; those delivered by hand will remain at 3d. each. Back copies can be obtained from Mr. T. Bradley.

OPENING OF THE "CENTRE"Enjoyable Event

The opening of the "Centre" on Saturday afternoon, 2nd March, proved to be enjoyable and successful, and the club was particularly pleased to welcome the lady visitors. The ceremony was performed by Mr. R. C. Flowerdew, District Passenger Manager, LM&SR, Leeds, in the unavoidable absence of Mr. Lovelady, District Operating Manager, LM&SR, Leeds. Also present was Mr. Garnett, stationmaster at Fritchingham & Manningham.

Mr. Flowerdew was introduced by the secretary, Mr. F. H. Lea, who recounted, briefly, the club's history, mentioning that he had come into close contact, by means of correspondence, with the railway companies, and had experienced nothing but encouragement. He mentioned how, through the kindness of the LM&SR, the "Centre" was acquired, and he referred to how it was made ship-shape. He thought that railway enthusiasts must seem a "queer crowd" to the railway companies. He referred to the committee's recent decision to restrict the total membership, and said that the limit had almost been reached.

Mr. Flowerdew said he could quite understand the enthusiasm; on the railways there was always something of interest to see and always something new to learn. It was the policy of their company to support such societies, although, of course, there were limits. He had seen the "Centre" before the "Circle" moved in, and he offered congratulations on the way it had been cleaned and decorated.

Mr. Flowerdew also referred briefly to the development of the railways, and mentioned the difficulties they were facing at the present moment.

A vote of thanks to Mr. Flowerdew was proposed by Mr. W. R. Hayes and seconded by Mr. C. Hutton.

A pleasing display of models of locomotives, rolling stock, etc., was an added attraction.

A Quiz

The experiment of holding a railway quiz at the first March meeting, on Wednesday the 6th, proved quite successful. Two teams, each consisting of several members, first pitted their wits against one another, but later all present joined in making two much larger teams. The questions were quite varied and the evening was instructive, and at times amusing.

APPRENTICESHIP AT DERBY, 1907 TO 1913.Talk by Mr. E. A. Colebourne

Another interesting and instructive evening was spent on Wednesday, 29th March, when Mr. E. A. Colebourne gave a talk on his apprenticeship at the Midland Locomotive works at Derby between 1907 and 1913. When he entered the works, Mr. R. M. Deeley was Chief Locomotive Superintendent. Mr. Deeley was later followed by Mr. (later Sir) Henry Fowler, as Chief Mechanical Engineer, and the Locomotive Department became known as the Chief Mechanical Engineer's Dept.

Mr. Colebourne recalled the railway strike about 1911; his going into the boiler mounting shop when the first order was going through for some twenty-four superheaters; Sir Cecil Paget's 2-6-2 eight-cylinder tender engine, No. 2299, which he saw on several occasions; his experiences in Derby running sheds where he worked for some months when in his twenties, and his experiences when attached to the breakdown gang stationed there; and many other interesting items and experiences - some amusing, some tragic, which, unfortunately, space will not permit us to mention.

SOME NOTES FROM ITALY

These notes have been sent by Cpl.
N. EVANS, an honorary serving member.

The Italian Railways are in a mess; war has left its mark. Single track working is very common due to the war, although in the mountainous areas there is normally only single track. Bridges are at the moment still temporary structures, although some have been rebuilt or are under construction.

The rails rest on metal plates which are spiked to the sleepers; and the sleepers would only be used for firewood in England. They appear to be unprepared wood: straight; curved; thick or thin it does not seem to matter, and travelling is a bit rough! There are a small number of steel sleepers in the north. Incidentally, Switzerland has all-steel track, and the railway system shows up, almost to ridicule, the French and Italian systems.

Before the past war, Italy had the largest mileage of wrecked electrified track!

Trains drawn by electric power have a steam coach containing a boiler and coal bunker, and usually two men to tend it, to provide steam for heating and for braking.

American and LMS locos.

There are numerous American locomotives, of the 2-8-0 type, with disc-pattern pony wheels; and the LMS have also some of their 2-8-0s in use. I saw several of these in the Falconare and Ancona areas. Italian engines, passenger and goods, seem to be most mostly 2-8-2's -- massive things with eight-wheeled double bogie tenders. Moguls seem a popular type, but I have seen more wrecked than working!

Rolling stock is in bad condition, with glass missing from windows, etc. The windows are small and the seats are of wood, but those in the first-class compartments do sport cushions. Goods stock is also the worse for wear. There is quite a proportion of German vehicles; and all trucks have the small "house" for the brakesman.

Signalling, as we know it, seems to be practically non-existent. At each level crossing and station stands a man with a stick, at the end of which is a six inch disc. He is the man who starts the train or says it cannot start. He wears a big red peaked cap if at a station, but it appears that any old tramp can be "level crossing man". There are no gates, but only two long poles which are raised or lowered, draw-bridge fashion, to open or close the crossing.

Trains stop at every station, large or small, and there lose all time made! Platforms are of the low type, just above platform level. Large stations are teeming with Italians, who walk across the track, sit on it, and in fact swarm all over it, and over stationary trains. I should think the free-riders outnumber those that pay. They travel on the buffers, the carriage running boards, and even on the engine itself!. Whether the fact that the lack of discipline on an Italian station or train is normal, or an outcome of the war, I cannot say.

An Impressive Structure

A most impressive structure, however, and reasonably clean, is Milan Central station. The street facade is a magnificent sight of solidity and strength. At the end of each track are buffers which recoil along the last few feet of the rails.

We have been asked to announce that books from the club library, at the "Centre", should only be taken home by special arrangement. The main object of the library is to provide books to read at the "Centre"

LOCO. DEPOT VISITS.

(Compiled from the log being kept by Mr. G. H. Butland)

A Complete Change

The first club outing to an LNER locomotive depot was to Ardsley on Saturday, 23rd. February, and the visit came as a complete change from the previous series of outings to LMSR sheds.

In the shed, down one road, stood various locomotives under light repair, including an ex-GMR J6 0-6-0, and the fireman guide told how on occasions he had had as much as two tons of coal in the firebox of one of these engines when working on passenger duties!

Unusual and Fine Sight

Passing from the shed to the workshop, the party saw a rather unusual and fine sight--- a down express passing along the main line, double-headed by two B4 class 4-6-0's, 6098 and 6101 (See note on 6098 in report on visit to Bowling). Subsequently, two more representatives of this class were seen, and by No. 6103 a pause was made, members marvelling at its graceful lines and thinking what an artist Mr. J.G. Robinson was: there was an engine with everything in proportion from the beautifully flared chimney down to the massive connecting rod big-ends, unencumbered by the paraphernalia of the now almost universal Walschaert valve gear. Members tried to visualise what might have been the LNER locomotive policy had Robinson accepted the post of C.M.E. after the grouping, instead of the late (and also great) Sir Nigel Gresley.

In the workshop, a few engines were undergoing heavy repairs, including Ivatt Atlantic No. 4445, with tender uncoupled and bogie out; K2 2-6-0 No. 4651, with pony truck removed; and ex-GMR J3 class 0-6-0 No. 4153, with its front buffer beam dismantled.

Adjoining the workshop was a room containing the water heating plant for the boiler washing-out

apparatus, and included in the equipment were two Worthington steam feed pumps. The steam for this plant was supplied by a class J50 0-6-0T, which stood on a track outside, with dome cover removed and the steam supply pipe connected to the dome.

The party examined an ex-LNER six-wheeled goods rake outside the shop; and two members also discovered a Sentinel steam rail car, 100 HP (six cylinder) No. 51913, "Rival", which proved to be in a very dilapidated condition.

Several examples of the new LNER re-numbering scheme were noted during the course of the visit.

"Local Colour"

Although only twenty-eight engines, representing five classes, were on shed, the visit to Bradford (Bowling) LNER locomotive depot on March 16th. proved to be extremely interesting as there was a certain amount of "local colour"

The solitary occupant of the repair shop was ex-LNER ML class 0-6-2T No. 4603. This locomotive was minus trailing wheels, owing to a hot box, and a new brick arch was being built in the firebox. The equipment in the shop included a hand-operated 23-ton overhead crane which, the party was told, was condemned when the wheel drop was installed.

The members, in the shed, climbed on to the footplate of ex-GCR "Immirgham" class 4-6-0 No. 6098, the train engine involved in the derailment of the Bradford-King's Cross express at Carcroft on 31st October last. The accident was caused by the breaking of a connecting rod on the pilot engine (K2 class 2-6-0 No. 4633) and the B4 came to rest on its side. It was noticed that there was a patch on the cab side, and that the hand rail had been welded at the top.

Having left the shed and inspected the coaling tower, the party noticed a curious feature about ex-LNER J50 class O-6-2T No.3170, which arrived to coal up: the original GNR brass builders' plates bore the year 1914, but the small cast-iron LNER plates on the bunker read 1915. It would be interesting to discover how this anomaly arose.

The sand drying plant was examined, and then several members went down the pit under B4 class No. 3099, and noticed the wear and consequent slack fitting of the eccentric straps. The water pick-up scoop was also examined at close quarters.

Finally the turntable was inspected. The guide said that, although it could accommodate a B4 class locomotive, the table was hard to turn as it was manually operated and the engine could not be set or balanced. The table, he said, used to be at Grantham. It was easy to discern, in the pit, the position which had been occupied by the race of the previous smaller turntable.

A COMPETITION FOR READERS.

In the March issue we published a letter, from "Well-wisher", containing the suggestion that readers be invited to submit short accounts of railway experiences they greatly enjoyed, and we announced that the suggestion would be given a trial. We have now decided to modify the original announcement.

Items should be entitled "Railway Reminiscences", and, as an encouragement, we are offering a small prize, a railway map (on paper) of the British Isles, for the best item submitted. The post-grouping companies and their component systems are clearly shown, and the scale is 18 miles to the inch.

Rules:

1. Items should be between 300 and 900 words in length.
2. The competition is open to all readers, including members of the staff of the journal, with the exception of the editor.
3. Any reader may send as many entries as he likes, but each should be accompanied by an entrance fee of 2d.

4. All entries should be sent to the editor.
5. Closing date is June 8th, (first post) for home readers, and June 15th, (first post) for overseas readers. Items arriving after that date will be disqualified.
6. Submitted items will not be returned, neither can we acknowledge entries received: stamped addressed envelopes should not be enclosed. The editor reserves the right to publish any item after the closing dates for the competition.
7. The decision must be regarded as final.

The Society wish to thank all those who have supplied pictures for the wall, books for the library, and chairs, etc. It is, unfortunately, not possible to mention by name all who have helped.

One particularly interesting addition is "Bradshaw's Railway Companion" for 1841. It has 46 pages and is about the size of a pocket diary, and, although in rather a delicate condition, is a rare prize.

INFORMATION BUREAU

Section "A" - Queries.

Can any reader supply information about the East & West Yorkshire Union Railway which connected Stourton Junction on the former Midland Railway with Lofthouse on the former Great Northern Railway?

"Rothwell Haigh"

Section "B" - Answers .

We thank those members who have sent details about the Bradford Corporation Sewage works railway at Esholt, in response to the query from "Explorer". Pressure on space is such that we cannot publish the details this month, but we hope to do so in the next issue, with suitable acknowledgement to those who have helped.

Correspondence - Owing to shortage of space this feature has been held over.

LOOKING AHEAD

4th April: Lecture by Mr. George Dow, Press Relations
(Thurs) . Officer of the LNER, on
"Locomotives of the LNER", illustrated
with lantern slides. 7-30 p.m. prompt.

NO MEETING WILL BE HELD ON WEDNESDAY
3RD, APRIL.

17th April: Mr. R. C. Flowerdew, District Passenger
(Weds) . Manager, LMSR, Leeds, will read a paper
on "The LMS -- A Transport Undertaking"
7-30 p.m. prompt.

28th April: Visit to Copley Hill locomotive depot,
(Sun) . LNER. Catch 1-5 p.m. train from Forster
Square, all stations to Leeds (except
Manningham, or members may make their own
way to the shed for 2-45 p.m. Only trains
back are the 4-30 to Bradford; 5-45 to
Apperley Bridge only; and 6-25 to Bradford.
Can members will cars assist? The use of
cars will be justified under the circum-
stances.

1st. May: "The Furness Railway and its Locomotives"
(Weds) . A lecture by Mr. John Thornhill.

Duty Rota for the "Centre"

Week commencing	8th April	Mr. Barker.	
"	"	15th April	Mr. Bradley.
"	"	22nd April	Mr. Butland.
"	"	29th April	Mr. Buttery.

Members are reminded that they are honour-bound to see that the job is done during their particular week, and, if they cannot do the duties themselves, to arrange DIRECT with a fellow member to deputise. A mop, bucket, and brush, will be provided, but members are asked to bring rags for cleaning the windows, etc.