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NO. 4

BRADFORD RAILWAY CIRCLE
C I R C U L A R

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A MESSAGE FROM OUR PRESIDENT -

Mr. R. G. Flowerdew, District Passenger Manager, LMSR, Leeds, has been elected President of the Circle. He was invited to accept the office when he came on the 17th April to read a paper on "The LMS - A Transport Undertaking", and was pleased to do so. It will be remembered that it was Mr. Flowerdew who performed the official opening of the Centre on March 2nd.

Here is a message from our President:-

"I appreciate the honour which you have conferred on me by electing me to be the first President of the Bradford Railway Circle.

"In the past I have had considerable experience of members of similar societies and have always been most impressed by their knowledge of railway matters in general and the railway locomotives in particular. From the contacts I have already made with your Circle, the railway knowledge of its members gives me great pleasure.

"From the outset I appreciated your keenness and your thirst for railway knowledge.

"It is the laid down principle of the LMS company to encourage and help all those who show any interest in the 'Iron Road' and I assure you my very best endeavour will be to assist you in the furtherance of your desires.

"May the good work of the Circle continue, and when the railway companies get back into their stride after the war years I feel sure they will put up performances which will give you great pleasure"

LONDON TRIP

The secretary must know by May 10th., AT THE LATEST, the names of those intending to take part in the London trip on Saturday 15th. June so that he can make arrangements for lunches. It will be concluded that those who fail to notify Mr. Lee by the above date do not wish to go. Members should state whether

they intend going for the single day only or whether they are staying in London overnight. Members must obtain their own railway tickets.

Geoffrey Carroll has left us for service in His Majesty's Navy and we take this opportunity of placing upon record our appreciation of his contribution towards the formation of the Circle.

Our best wishes go with him and we look forward to his ultimate return.

FROM THE FOOTPLATE

It has been deemed advisable to alter the editorial arrangement consequent upon my joining H.M. Forces.

The general feeling at the April committee meeting was gainst appointing an entirely new editor, so it was decided to try the experiment of John Thornhill and I being joint editors.

Mr. Thornhill will deal with news items, including the reports of the monthly meetings and of the shed visits; coming events; club notices; this, "From the Footplate", feature; and advertisements. He will also be responsible for the arrangement of the magazine. I hope to be able to deal with the correspondence; general articles (including entries for the competition); also members' queries and answers for the "Information Bureau". Members are asked to submit items to the appropriate editors.

That off my chest I would like to make an appeal for considerably more co-operation from members, particularly in regard to submitting items for publication. Many more short general articles of a railway interest are required, and more queries for the "Information Bureau" would be welcome.

So that our readers may have an opportunity of putting forward their views in regard to the journal Mr. Thornhill is compiling a questionnaire dealing with some of the points which have apparently not met with full approbation. Mr. Thornhill and I will welcome your answers, however unpalatable they might be, and every effort will be put forward to meet the wishes of

(continued on page 38)

Mr. Dow's Visit

On April 4th, the Circle was honoured by a visit from Mr. George Dow, Press Relations Officer of the L&NER, who delivered a most entertaining lecture.

In his opening remarks Mr. Dow said that his personal enthusiasm was for the former Midland Rly., and he asserted that if the pre-grouping companies had continued their individual development, the Midland would by now have been the premier railway.

The effects of the grouping were briefly referred to, and Mr. Dow's opinion was that the Southern Group is about the ideal size, the others being rather too large for free and easy operation. It was suggested, for example, that a fusion of the MR and GCR would have resulted in an excellent "Midland" group, of just the right size, and that eight such groups would have been preferable to the "Big Four".

The lantern was ably operated by Mr. Eric Halliwell, and by good team work between him and Mr. Dow a large number of L&NER locomotives were illustrated and commented upon in quite a short space of time. Representative locomotives of most of the L&NER's constituent lines were shown, and these were followed by the post-grouping machines, including various rebuilds and experimental engines of both Gresley and Thompson design. As a tail piece the locomotives of non-L&NER origin, which had worked on L&NER metals during the past war, were illustrated.

In the subsequent discussion, Mr. Dow revealed that the first of the Ivatt Large Atlantics, No. 251, was to be preserved at York; along with the NER 4-4-0 of the "M" class, No. 1621, which covered herself with glory in the "Railway Races" of '95. He also said that his company had been asked by the LMSR if they could find accommodation at York for the veteran Kirtley No. 20002. All railway enthusiasts will be with Mr. Dow in his hope that this may be possible. Other interesting items of news were that the various bottle necks on the L&NER main line south of Welwyn were to be opened out; and that

about £1,750,000 was to be spent on a new station and yard at Peterborough, which would abolish the existing speed restriction and greatly facilitate the flow of traffic.

The meeting was closed on a high note, and Mr. Lea, on behalf of the members present, expressed an appreciation of Mr. Dow's visit.

In one respect Mr. Dow was in error! In assuming that his audience would be almost wholly LM&SR enthusiasts, owing to the geographical position of Bradford, he did his own company an injustice. In actual fact more than a few of our members are keen admirers of the late Sir Nigel Gresley, and of the L&NER as a whole; whilst others single out for affectionate regard one or other of the L&NERS constituent lines, or a pre-grouping class of engine.

The best wishes of the circle go to Mr. Dow and the youthful department of which he is the head.

LOOKING AHEAD

- | | |
|-------------------------|---|
| 15th May
(Wednesday) | Lecture by Mr. Charles Hutton
"Locomotive Practise at the close of the
19th. Century. 7-30 p.m. prompt. |
| 26th May
(Sunday) | Visit to Neville Hill Locomotive
Depot, LNER. Catch 10.45 train from
Bradford Forster Square station. |
| 29th May
(Wednesday) | A talk by Mr. J. Thornhill on
"The Locomotives of the Furness Rly"
at 7.30 p.m. prompt. |
| 29th June
(Saturday) | Visit to York. Full details in the
June journal. |

WANTED: Photographs of ex East and West Yorkshire
Union Railway locomotives.

T. Bradley, 40 Beamsley Road, Frizinghall.

Sewage Works Railway at Esholt

We have received a good deal of information about the Bradford Corporation Sewage Works Railway at Esholt, in response to the query by "Explorer". In the hope that it will be of some interest to our readers we are publishing the matter below.

Mr. G. E. James supplies information about the locomotives as detailed on the enclosed list. He says the early engines were understood to have been taken over from various contractors engaged in the initial lay-out of the works, but it is not clear which individual engines these were. After 1911 the listed 0-4-0, outside cylinder, saddle tank engines were obtained, all for the 4'8 $\frac{1}{2}$ " gauge. It will be noticed that since 1933 only two engines have been actually owned by the Bradford Corporation. Both are normally in use during portions of each day.

Mr. C. Hutton states that the first locomotive was a small four-wheeled saddle tank with the following features: the tank extended up to the back edge of the smoke box; it had a rather scanty front cab; coal was carried alongside the boiler; there was just a fender at the back of the footplate; and it had outside cylinders. It was of a type such as is usually used by Contractors for working on temporary track on new constructions, and Mr. Hutton says he was rather surprised that a larger locomotive had not been thought of. The second locomotive, "Garnett", he says, was aquired soon after and had all the Peckett characteristics; copper-capped chimney, and bright brass dome carrying the safety-valves. The original engine was only used occasionally after the Peckett came, and was eventually sold.

The following additional details about "Garnett" are supplied by Mr. Scholey: wheelbase, 5'0"; weight in working order, 18 tons; weight empty, 15 tons; water capacity 475 gallons; coal capacity 3

THE LOCOMOTIVES OF THE BRADFORD CORPORATE SEWAGE WORKS RAILWAY AT EBHOIT.

Name of Engine	Builder	Building Date	Works Number	Size of Frame	Size of Cylinders	Remarks
GARRETT	Packett of Bristol.	1912	1300	2'10"	10 x 15"	Sold to T.W.Ward, Ltd. in 1927, and later acquired by Sanks & Drums, Ltd., Bowling Iron Works, by whom it was renamed PAT. Still at works there to date.
WAS renamed JOSEPH at Ebhoit	Burley of Clitheroe	1911	1300	3'5"	14 x 20"	Purchased second-hand. Sold to T.W.Ward, Ltd., in 1927.
JUPITER renamed GARFIELD at Ebhoit	Burley	1911	1360	3'9"	14 x 22"	Purchased second-hand. Sold to T.W.Ward, Ltd., in 1927.
	Burley	1910	1399	3'7"	16 x 24"	Sold to H. Skerrod of Bradford, and later acquired by Norman, Long.
JOSEPH	Packett	1909	1408	3'2"	14 x 20"	Sold to Swile, Spensham in 1935.
AIRBURY	Packett	1902	1590	3'2"	14 x 20"	Still at Ebhoit (1946)
JOHN	Packett	1902	1609	3'2"	14 x 20"	Sold to P. Spensham in 1935.
RICHARD	Packett	1902	1609	3'2"	14 x 20"	Sold to Swile, Spensham in 1935.
CHARLIE	Hobwell, Clarke of Leeds.	1927	1402	3'3"	14 x 20"	Sold to P. Spensham in 1927.
BELLE	Hobwell, Clarke.	1922	1435	3'5"	14 x 20"	Still at Ebhoit (1946)
DOUGLAS	Hobwell, Clarke.	Renamed 1937		3'5"	14 x 20"	Property of the builders. Landed to the Works for some months during 1946 while BELLE was undergoing repairs. The works number and building date have not yet been ascertained, although some details of the design suggest 1915 for the latter.

cwts., approximately; working pressure, 160 lbs.. Unfortunately the papers in connection with the purchase of this engine by Tanks and Drums, Ltd., Bowling Ironworks, Bradford, from T. W. Ward Ltd., of Sheffield, have now been destroyed, but Mr. Scholey says he has worked for the former firm for 17 years, and he knows that the locomotive was the property of Tanks and Drums in 1928 and "probably a year or two before that". The original name was altered to "Pat", after the daughter of one of the directors. It was reboilered in 1945 by A. J. Riley and Sons, of Batley. Dumb buffers were fitted at the same time in place of the combined spring and dumb arrangement. Mr. Scholey and Mr. James do not quite agree over the building date, the former giving it as 1913. They also differ by an inch over the size of the wheels, Mr. Scholey stating they are 2'9" diameter.

The original locomotive, according to Mr. Butland, was named "Johnson", and was disposed of before the second "Johnson" was aquired. The two original engines, all the Pickett's, and the large un-named Andrew Barclay were green; the other two Barclay's and the two Hudswell Clarke's were dark red. No details are to hand about the third Hudswell Clarke on loan during 1944. "Nellie" has apparently been re-painted green.

The railway, writes Mr. Hutton, originally consisted of the line up to the Midland Railway, with run-round loop at the weight house as at present; the dock in front of the works; two or three sidings; and the line round to the canal basin. The original engine house is that near the works. When erected it was a decent building, but was spoilt by the extensions added to accomodate more engines. To house some of the extra engines, a shed was made in the Home Farm yard out of an open barn. This barn had a slated roof supported on stone pillars, and when it was converted the spaces between the pillars were boarded up and an engine pit

made. Mr. Hutton believes the original track was second-hand rail, probably acquired from the Midland Railway, and he thinks it is quite possible that some of the rails in the extensions, from the Bradford Corporation owned Midd Valley Light Railway.

Mr. Butland says the branch connecting with the LMSR Midland Division main line is chaired track, but all the extension track was flat-bottomed, and has nearly all been removed.

Correspondence

To the Editor:

Dear Sir,

Regarding the note on page 15 of the March issue that ex-MR O-4-4T No. 1315 has an unusual flared top to the bunker: it may be of some interest to state that all the Midland O-4-4Ts employed on the London underground services were gradually fitted with this large coal fence after about 1900, owing to the length of time they had to remain at work without access to a coaling stage. In later years, although they have been transferred to other areas, they have retained this feature and also the condensing apparatus.

Another detail of minor importance, on page 12. Mention is made of ex-MR O-6-0T, "of the type designed by Johnson in 1878": but the similar engines of 1874/5 were exactly the same size, and only differed from the 1878 variety in that the top of the bunker curved outwards at the back, and the sandboxes were shaped and placed differently: but these differences are so small that I think it would be quite reasonable to say the class or type was designed in 1874. Forty engines were built in 1874/5 Nos. 1102 to 1141, renumbered 1620 to 1659 in 1907. We once had several in the north: I remember Nos. 1650 to 1654 being at Carlisle and 1655 to 1659 at Leeds, at one time; but in early LMSR days 1657 reached Carnforth and 1627 turned up at Carlisle. Yours, etc.

G. E. JAMES.

Visit to Copley Hill Loco. Shed

The Circle's eighth outdoor event took place on Sunday afternoon, April 28th, 1946, and was to the LNER (ex-GNR) locomotive shed and carriage sheds at Copley Hill, Leeds.

As a marked contrast to our previous LNER shed visits there was a complete lack of "reception" formalities and we were given the freedom of the premises. We toured the shed first - a dirty and somewhat dilapidated structure - and there found 8 locomotive classes comprising some 34 engines most of which were in a dirty condition and there was a deserted air about the place generally.

Nine V2 class 2-6-2's were present and one of these, No. 4803, we saw being hauled tender-first in a dead state by J50 class 0-6-0T No. 8913. As they approached us, the fitter on the footplate of the V2 opened the cylinder drain cocks and the regulator to relieve the pressure being built up in the cylinders and air hissed softly as it escaped with each stroke of the pistons making the engine sigh like some tired monster being dragged along. There were also examples of the ubiquitous J50 class.

Outstanding engines were G4 class ex-GCR 4-4-2 No. 6083 which bore the Inmingham shed name on the front buffer beam and N1 class ex-GNR 0-6-2T No. 4591 fitted with condensing apparatus and which still carried the Hornsey shed name.

Passing out into the yard we came across a rather quaint looking 4 wheeled ballast brake with raised observation roof over the compartment at the end, the doors of which were labelled "Guard".

Nearby was a traffic notice board which bore the following: "Notice- No engine leaving the shed must pass this board without stopping one moment" and we wondered what the definition of one moment was.

From here we went to the carriage sheds and there, as expected, found the vehicles of the "West Riding Ltd". Access was gained to the train and we walked from end to end. There was a film of dust over everything. White canvas strips lay over the carpets, and the chairs and seats were enshrouded in dust sheets. There was a cold fusty atmosphere about everything and this was not helped by the somewhat

austere decorations which are pale green and chromium, and we emerged at the further end not very impressed. However, perhaps it is hardly fair to judge under the circumstances and had we seen the train under more normal conditions we might have been more favourably impressed.

Immediately next to the end coach of the "West Riding Limited" was a most interesting vehicle - a 6 wheeled inspection or Directors' saloon of GNR origin. It had an open observation platform at either end and the interior was divided into two saloon compartments with entrance lobby between, complete with gas stove, kettle, etc. The upholstery was in dark blue cloth with polished wood tables in the centre, and carpets embodying the GNR monogram on the floor. Rather surprisingly it was gas lit. Next to it was an ex-GER 6 wheeled passenger brake.

The carriage sidings adjoining presented a very cosmopolitan appearance as there were examples of ex-GER, GCR, NBR, M&GNJR, NER, and, of course, GNR stock. The LMSR also use these sidings, and in addition to standard vehicles there was an ex-CR passenger brake which must have been working on the GWR system as the racks inside were labelled with GWR place names, like Taunton and Exeter.

There was also a modern GWR passenger brake and a Siphon H vehicle.

One interesting two coach unit of ex GCR vintage was marked "Leeds Cen. Push and Pull", at one end of which was the driving compartment which we entered and amused ourselves by operating the electric Klaxon horn.

To those members who have not yet taken the opportunity to read Mr. Butland's detailed accounts of the Circle's outdoor activities, we would recommend them to do so without delay. These accounts are excellent in every way, and in years to come should form a very interesting and valuable record. We congratulate Mr. Butland on his efforts.

"From the footplate" - continued.
 the majority. Compliments and criticisms alike will
 be accepted impersonally, so please be quite frank in
 your expressions of opinion.

GEOFFREY CARROLL

DUTY ROTA FOR MAY

The following will please be responsible for
 cleaning the Centre during May:

Week commencing	6th May	Mr. Butterfield
"	"	13th May Mr. Clare
"	"	20th May Mr. Clough
"	"	27th May Mr. Cowdery

If you cannot do the job yourself please arrange
 with another member to do it for you.

Apologies to Cpl. N. Evans for a printer's error in
 his notes from Italy.

The sentence on page 24 reading: "Before the past
 war, Italy had the largest mileage of electrified
 track" should read: "Before the past war Italy had
 the largest mileage of electrified track in the
 world. To-day, I should think they have the largest
 mileage of wrecked electrified track!"

Have you entered yet for our competition,
 details of which appeared in the last issue
 of the journal? Do not be content with
 sitting back and saying "It's no use me
 trying, I cannot write anything"; have a go!
 Someone has to win and it might be you as
 easily as the next person. Here are the
 details again to refresh your memory:-
 What you have to do is to write a short
 account, between 300 and 900 words, entitled
 "Railway Reminiscences". Items should be
 sent to the editor, and each should be
 accompanied by an entrance fee of 2d.
 Closing date for home entries June 8th; for
 overseas entries June 15th. The winner will
 receive a railway map of the British Isles.

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