



NO - 7.

AUGUST 1946

EDITORIAL

At a recent Committee meeting, Mr. G. H. Butland was appointed Recorder of the Bradford Railway Circle in recognition of the good work he is doing in compiling detailed records of the Circle's outside activities.

In this issue, for the first time, some space has been allocated to model railway matters, and an article on the Ferrhill Model Railway is published to initiate what is hoped will be a regular feature in these pages. Readers are invited to submit notes on any aspect of model railway engineering or working.

As a matter of convenience in the arrangement of the CIRCULAR, the notes which in previous issues have appeared under the heading of "From the Footplate" will in future be incorporated in the Editorial, or otherwise printed in suitable spaces elsewhere.

The editors have in production a supplement devoted to the London excursion undertaken by three of our members on June 15th and 16th. This will make very interesting reading, and it is hoped to publish it with the September CIRCULAR.

The LNER recently announced the appointment of Mr. A. H. Peppercorn, M.I.Mech.E., as Chief Mechanical Engineer, this taking effect upon the retirement of Mr. Edward Thompson. As Mr. Peppercorn was trained on the Great Northern Railway during the Ivatt and Gresley regimes it is interesting to speculate whether his initial designs will follow the lines introduced by Mr. Thompson or revert to the purer Great Northern tradition.

Midland Railway enthusiasts were delighted to know that the LMSR were contemplating preserving the old Kirtley 2-4-0, No. 20002, now spending the evening of its days in the Nottingham district. It is hoped that accommodation for this veteran will be found in the Railway Museum at York, but if not what then? As

old No. 158, later duplicated as No. 158A and subsequently re-numbered 2, this engine spent all but a year or two of its working life, under its original Midland Railway ownership, at Manningham sheds. As an alternative to scrapping, what better action could be taken than that it be returned to Manningham for honoured retirement, to be cherished, cleaned and cared for by the Bradford Railway Circle until a more suitable home for it could be found elsewhere?

Mention of the Railway Museum prompts us to acknowledge the debt of gratitude which all railway enthusiasts owe to the NER and its successor the LNER. Without the vision and enterprise of these two companies the dream of a really worthwhile railway museum would still be just a dream, whereas great strides have been taken towards its fulfilment.

CORRESPONDENCE

To the Editors:

Dear Sirs,

Re the LB&SCR "Grasshoppers".

The B2's were obsolete almost from the beginning, for only three years after their appearance it was found necessary to produce "Bessemer", and one year after that the B4 class.

The "Grasshoppers" were never entirely satisfactory. They were unsteady on the track, this giving rise to their nickname, and they were also under-boilered. As early as 1907 Mr. Marsh began to rebuild them with larger boilers, and he added compensating levers to the driving wheel springs to try and ease some of the shocks. It cannot be denied, however, that even in their rebuilt state they were not altogether satisfactory, and none of them lasted long enough to be renumbered in the 2000's. The last survivors rotted away in the shed at Bexhill West.

"Bessemer" became class B2X along with the others on rebuilding, as she differed from them only in her boiler.

Yours faithfully,
E. J. TYLER.

THE BALTIC TANKS ON THE L.Y.R.

by Charles E. Scholey.

Probably the least numerous of any locomotive type in this country is the 4-6-4 or "Baltic" wheel arrangement. In spite of the decided advantage of equal flexibility of running in either direction, greater bunker capacity for both coal and water, with less percentage loss of adhesive weight on long runs, it was never really popular and all designs had a comparatively short life.

Many theories have been put forward to explain what appears to be bad judgement on the part of clever engineers, but whereas they were in possession of the facts, we amateurs can only surmise.

Knowing very little of the 4-6-4s on lines other than the L.Y.R., I must confine myself to that company's engines, for I am still to be convinced, apart from the question of building date, that they were other than L.Y.R. machines.

There is no lack of reasons for their construction. The L.N.W.R., senior partner of the 1921 combine, had taken many of the Hughes 4-6-0's for its main line services, thus leaving a nasty gap in the heavy hauling section of the "Lanky". For such runs as the Manchester-Blackpool and Manchester-Southport residential trains and for heavy suburban services in the Manchester area there was a demand for high powered, quick accelerating engines to release the 4-6-0's for other work.

Be that as it may, ten "Baltics" were built and a further sixty were contemplated, forty to be built at Crewe and twenty at Horwich. The construction of the latter was actually begun but they were converted to tender engines before completion.

A really powerful engine, they had the following dimensions:-

Driving wheels 6'3", bogie wheels 3'0 $\frac{1}{2}$ ", coupled wheelbase 13'7", bogie wheelbase 7'0", total wheelbase 40'4"; four cylinders 16 $\frac{1}{2}$ " x 26"; pressure 180 lb. per square inch; tractive effort 28,879 lb.

overall length 49'10 $\frac{1}{2}$ "; maximum height 13'5"; total weight 99 tons 17 cwt., of which 55 tons 15 cwt. was available for adhesion; coal 3 $\frac{1}{2}$ tons; water capacity 2,000 gallons; heating surface: tubes 1,817 square ft., superheater 343 square ft., grate area 29.6 square ft., firebox 180 square ft., total: 2,340 square ft.

The only four cylindered tank engine in this country, they had two way water pickup scoops, independent, inside admission piston valves actuated by two sets of Walschaerts valve motion, the inside cylinder valves being worked by horizontal rocking levers.

The valves were of long travel according to the then latest practice and had Hughes' patent back pressure release device. Reversing was effected by hand screw gear and they possessed no less than three vacuum cylinders for braking the coupled wheels. The boiler was in two rings, 14'8" between the tube plates, 5'7" inside diameter, pitched 8'11" above rail level.

The large Belpaire firebox was 9'6" long. These engines, in spite of the long wheelbase, could negotiate a four chain radius curve with perfect steadiness, and in service proved to be an extremely powerful machine, which could take the heaviest expresses plus Manchester (Victoria) as well!

The year 1927 saw 11110-4 on the L.N.W. section in the Manchester area, 11110/2/3/9 working the London Road to Crewe, Buxton and Stafford trains; 11115-8 worked London-Bedford links during 1928. The following year saw 11110-4 on the Western Division, and the rest on the parent section.

In spite of the fact that they were modern in every way, and betrayed no apparent faults to enthusiasts such as ourselves, their number was never increased.

Now what are the reasons for this?

In the absence of any official information on the subject I am unable to say exactly, but there are several points which doubtless had a very important bearing on the matter.

- (1) A four cylindered engine is pretty costly to build and maintain;

THE LOCOMOTIVES OF THE M. & G. N. J. R.

The Circle had an extremely interesting talk by Mr. G. E. James, on Wednesday, 26th June. His subject was "The Locomotives of the M&GNJR". The talk was to have been on the locomotives of the S&DJR but it was changed owing to Mr. James' inability to replace some rare photographs in time for the evening.

Mr. James commenced by relating the history of the several small lines which amalgamated to form the Eastern and Midlands Railway. He spoke of the petty rivalries between the GNR and the LR, until in 1889 the M&GNJR was formed with headquarters at Melton Constable, where there was a strong Derby influence.

The various types of locomotives which worked the line were thoroughly explained, and the different liveries for engines of each period gone into. The coaching stock, also the braking systems, were dealt with. The lecture was greatly appreciated and an animated discussion took place on various points raised. Later we had the privilege of examining Mr. James' marvellous albums of photographs. G.H.B.

The Baltic Tank on the LYR.

- (2) They were notoriously heavy on coal and water owing to their comparatively low boiler pressure, thus precluding them from long runs.
- (3) Their appearance on the road was followed by the advent of a new C.M.E. whose standardised designs were, quite naturally, pro Derby, one of which, the 2-6-4 tank with lower construction and maintenance costs, sounded the death knell of the Big Bellied Beasties from Horwich.

THANKS

Two additions to our collection of locomotive pictures have recently been donated. We are indebted to a friend at Manningham shed for a fine coloured print of Deeley's Midland Compound No. 1000 (now No. 1005), and to our Vice President for an excellent picture of the LB&SCR B4 class 4-4-0 "Empress" in gala attire for some special working.

EARLY YEARS OF THE N. E. R.

On July 10th, the Circle was fortunate in obtaining Mr. Hind, Press Relations Officer of the LNER, York, as guest speaker, his subject being "The Early Years of the North Eastern Railway".

Mr. Hind began by stating that although the NER was inseparably linked with the oldest public railway in the world, the Stockton and Darlington, its real parent lines were the Leeds and Selby and the Whitby and Pickering Railways.

The various amalgamations which took place to form the NER in 1854 were gone into, until in 1922 the Hull and Barnsley Railway was taken over. The speaker related how that Company always maintained that it was they who absorbed the NER!

Mr. Hind also dealt with the great industrial development which followed the formation of the NER, leading up to the linking of the East and West coasts.

Turning to the personalities connected with the NER, Mr. Hind spoke of the Pease family, of Darlington, also the role played by the famous George Stephenson and the part he took in the survey of the line; how in his report he advocated the use of edge rails and horse and manual propulsion. George Hudson, "The Railway King", was described at some length, and it was pointed out that although he was proved a rogue and charlatan "plucking the plums to his own advantage", he was, nevertheless, responsible for putting the railway on the map, eventually leading up to his decline and fall.

Mr. Hind concluded by pointing out the North Eastern Railway's part in building up the ports of Hull, Middlesbrough, Newcastle, etc.

Some twenty members were present and the paper was very appreciatively received, an interesting discussion following the speaker's invitation for questions.

G.H.B.

THE FERNHILL MODEL RAILWAY(A topographical account of the evolution of the line)

My interest in railways began at a very early age. The earliest recollection I have of being taken to watch trains was at the tender age of three years whilst spending a holiday at Skegness, when my father took me each morning to the station to see what was going on there. How the GNR green fascinated me! My home town is on the old Midland line to Scotland, and as the years passed all my spare time was spent near to the track. Our favourite spot was a level crossing between Saltaire and Bingley. At that time a locomotive with outside cylinders we called a "Pistonian" and how thrilled we were to see the Scotch expresses hauled by No. 1000. The locomotives of the Midland were all of the inside cylinder type except the Compounds, so we looked forward to seeing them with the steady, graceful movement to-and-fro of the pistons.

Of course during that time I was the proud possessor of the carpet "pull-along" trains, and well I remember the advent of the "Hornby" or "Meccano" trains as they were then named, my first one being received on a birthday, painted a beautiful green and lettered "GMR". These were followed by the "Golden Dome" train sets with their one-foot radius curves. How great was my joy when, on outings to Bradford, my mother could be persuaded to buy San Diego and Arizona bogie tank wagons and box cars, to say nothing of tricky tipping trucks which really tipped.

The first scale model I possessed was a model by Bassett-Lowke of the well known LNER "Precursor" tank. As time went by coaches and dining cars were purchased until by the time I was 14 or so a good representative tinsplate outfit had been made up, unfortunately a temporary system, as it was necessary to dismantle every time after use.

For a number of years the whole of the models were packed away, with the exception of the "Precursor" tank, which stood on a piece of straight tinsplate track in my bedroom. Nothing further was done until about a year after my marriage when one day my

brother-in-law was telling me about a model railway built by one of his business friends, and which he had seen running. That did it! A Bassett-Lowke catalogue was sent for, and the models packed away were brought out for a new lease of life. Of course, great strides had been made in the model world since the early days. After much deep thought, a model steam locomotive "Enterprise" was ordered. The old tinsplate track was laid out on linoleum on the floor. The steam engine ran with moderate success, until one night, somehow, the spirit tank overflowed, and the next thing I knew there was a trail of fire all round the track. That was the end of that! The steam engine had had its day!

The next stage was to revert to clockwork, and a "Hornby" Compound and a "Royal Scot" by Bassett-Lowke were purchased. About this time I made my first acquaintance with "The Model Railway News" and through the insertion of an advert I made the best friend of my life.

The clockwork didn't reign long. After experiences with broken springs at crucial moments I decided to go in for electricity. The "Scot" was sent to the makers to be converted to electric and the Compound sold. The next move was the fitting of the third rail and wiring up of the sections. The new motive power gave great satisfaction so the "Precursor" tank was converted, and from various sources I obtained a Bassett-Lowke "Flying Scotsman"; a Caley 0-6-0 Pickering ill goods loco, and a "Dunalastair"; a Great Central 0-6-2 tank; also a little later a "Sandringham" class, "Arsenal", joined the stud.

During this time the line had been laid on a raised table in a spare bedroom (since the conversion to electric), but this was rather an inconvenient system, for when any visitors stayed overnight it necessitated the erection of the bed in the centre of the room. Of course, it was marvellous to lie in bed and look into the terminal station! A high level system had by now been rigged up, and it was most amusing to watch the locos go staggering up the 1 in 6 incline to the terminal station. At this stage it

was decided to dismantle the whole line and go into the false roof, so workmen were engaged and an attic was made with a large roof light. Tables were erected and then the construction of the new line began in earnest. The layout now assumed a much more complicated arrangement, two large through stations were provided, an extensive goods yard and a five road loco. depot, housing about ten locos. Some of the points are worked from a fifteen lever signal cabin, and the remainder by lever. The line is partially signalled, and an effort made to centralise the control which incorporates four controllers.

With the exception of the "Precursor" tank, the original locos. have given way to the present stud which comprises: One LMSR class 4 Goods (Exley); LMSR "Baltic" tank (Exley); LNER Atlantic, GNR type (L.M.C.); GCR "City of London" (Buck); LNER K3 Mogul (Clarkson); and a GWR Palmier tank (Exley), the outside framed version, which is a joy to behold.

The coaching stock comprises a six coach LMSR set all Exley built, and includes a twelve-wheel dining car and a luggage van. The LNER coaches are made up of stock by various makers, and include a three coach main line set and a three coach articulated suburban set, made by Mr. Butterfield of Bradford, this following North Eastern practice. There are also some thirty goods wagons by various makers, and five goods brakes.

The line runs as often as possible, and gives great pleasure to me and a circle of friends. There is a fair amount of maintenance work but it all makes to efficient running, and also is in accordance with real practice.

"PRECURSOR"

The LMSR have recently intimated that following experiments with various styles of painting they have finalised on a black livery for locomotives of all classes. The "Pacific", "Royal Scot", "Jubilee" and "Patriot" classes will be lined out in maroon and straw colour, the others being unlined. The coaching stock will be painted maroon, with straw-coloured lining, instead of "Midland" lake.

CENTENARY OF LEEDS AND BRADFORD RAILWAY COMMEMORATION RUN - JULY 1ST, 1946

On July 1st. 1846, the Leeds and Bradford Railway was opened to the public, and as we now look upon this line, the Lannighan portion of it anyway, as "ours" it was decided that to mark the Centenary we should make the journey to Leeds and back.

Accordingly our Hon. Secretary, Mr. F.H. Lea, contacted the LMSR at Leeds, and they welcomed the idea with open arms, stating that they would give us every help they could. It had been intended that Mr. R.C. Flowerdew, in his capacity as President of the Circle, and also, of course, representative of the LMSR, should meet us formally at Leeds. Unfortunately, however, he was away on holiday, and so that part of the proceedings had to be dropped.

However, a party of 21 members and visitors assembled at Forster Square station for this event, in good time for the 8-43 p.m. train for Leeds, on Monday, July 1st, it being a perfect summer's evening.

The engine was class 4P 2-6-4T No. 2380, one of the Fowler parallel boiler series, and was taking water as the party walked up the platform. We were somewhat disappointed to note that it was to work the train bunker first, as part of the formal proceedings involved the placing of an illuminated board on the engine, and later a banner which was to travel to Leeds and back. We explained the position to the driver and asked him if the engine couldn't be turned. He said he was willing to do so but that the signalman in Forster Square box would have to be informed to that effect. Just then a platform inspector arrived and he kindly went to the box to make the necessary arrangements. The engine moved off towards the turntable, with seven members on the footplate, including our Vice President who showed amazing agility in scrambling on at the last moment.

In due course No. 2380 returned and was coupled up to the train. Mr. Hutton then formally placed the illuminated board on the lampiron on the smokebox door. This board, the work of Mr. H. Cockshott, bore a suitable inscription in black letters on a white ground

together with the initials L&BR, MR and LMSR, and the coats-of-arms of Bradford and Leeds in colour. The whole being enclosed in a border of LMS red.

This ceremony being over, the board was removed and in its place the banner, supplied by Mr. F.H. Lea, and which was of white linen with black letters, was fixed. This latter job was supervised by a fitter and his mate sent specially from Manningham shed for the purpose.

Of the journey to Leeds, an interesting point was that one of our members, Signaller Percy Marles, was on duty in Manningham Junction box as we passed, also arrangements had been made to have the train photographed from the overbridge near the west end of Thackley Tunnel as we went by. On the way down a collection was made among the party, for the driver and fireman, which realised 15/-, and this was handed over to them at Leeds (City) by Mr. G.T. Bradley, the youngest member present. Leeds was reached at 9.34, 4 minutes late, and the banner was quickly removed and transferred to the engine of our return train due to depart at 9.45. This was headed by class 5 4-6-0 No. 5043, Driver E.B. Thornby and Fireman S. Kitching. The driver and fireman of the Bradford-Leeds train, incidentally, were Messrs. Thomas R. Hart and Colin Ingham.

We left Leeds 3 minutes late and, as on the outward journey, a collection was made for the engine crew. This proved to be a few coppers short of the previous figure but the difference was quickly made up. During the journey one or two short speeches were made thanking various members for their efforts in helping to make the event such an outstanding success.

We arrived at Bradford on time at 10.34, and Mr. C.E. Scholey, the Circle's hon. Treasurer, handed over the proceeds of the collection to the driver and fireman.

Finally, in passing through the barrier we were allowed to retain our tickets as souvenirs of the occasion. We went our various ways feeling that an event of great importance to both Leeds and Bradford and indeed the whole district, had been suitably marked by our efforts. G.H.B.

VISIT TO YORK

On Saturday, 29th. June, the Circle paid a visit to York station and locomotive sheds. Sixteen members took part in the outing, including our Vice President who met us at the shed.

On arrival at York, before departing for the sheds, the Up and Down "Flying Scotsman" trains were seen, the northbound train, as usual, experiencing great difficulty in starting. After this the members left for the sheds, unfortunately in fairly heavy rain.

A good display of locos. were in the quadruple roundhouse, including a 0-4-0T of the Y8 class, which now carries the chime whistle from A4 Pacific, "Sir Ralph Wedgwood", which was damaged beyond repair in an air-raid. In one corner of the shed were five Ministry of Supply 0-6-0 tanks with coupling rods removed and stowed on the footplate, evidently having been towed dead to York. These machines aroused great interest, and there was a fair amount of speculation as to the location of the safety valves. Altogether they were voted businesslike looking machines, and it was agreed that they would make good yard shunters.

After a tour round the locos. out in the yard, the members made their way back to the station where the refreshment room was invaded. After tea the platforms were again visited and several trains were watched arriving and departing.

It had been provisionally arranged to return to Leeds on the 6.2 p.m. train, some members agreeing to return on the later 7.5 p.m. Unfortunately, however, when the time came for the departure of the train at 6.2 only two members were in evidence aboard, the others having missed the loud speaker announcements of change of platform, and consequently they missed the train. As may be imagined, this incurred a deal of good natured banter. However, all the party returned by the 7.5 yto Leeds, and thence forward on the 8.15, arriving in Bradford Forster Square at 9.2, after what everybody agreed had been an interesting visit.

G.H.B.

Apropos the visit to York, our contributor "PRECURSOR" has composed the following . .

LAMENT

Where, of where can the 6-2 be,
Oh where, of where can it be?
I've waited here for an hour for thee,
As patient as patient can be.

There's platforms here, and platforms there,
Oh which, oh which can it be?
The porters rush about everywhere,
Ignoring my plaintive plea.

A voice o'er radio so loud and clear,
Doth tell me not to wait here,
Alas! I hear it not I fear,
While dreaming of thee my dear.

Alack-a-day the train has gone,
And I am standing here,
My heart is heavy, I am undone,
The 7-5 for me I fear.

AFTERMATH!

Mr. R. Thornton informs us that in 1942 a new type of loud speaker was installed at York station to enable announcements to be made with greater clarity.

It is understood that 112 of the newer type replaced 12 of the older ones and are located on the circulating area, the footbridge and the principal platforms. Passengers are now never out of ear-shot of the announcer as the maximum distance between any two loud speakers is only 45 feet.

Members who wish to receive their copy of the CIRCULAR in good condition are urged to return all envelopes to the distributor for re-use. 9" x 3" envelopes emanating from other sources will also be acceptable.

MIDLAND RED

The adoption of a new livery by the LMSR will eradicate the pronounced "Midland" atmosphere which has pervaded the locomotives and rolling stock since the Amalgamation. The new colour scheme is the individual expression of the London Midland and Scottish Railway, with just the merest shade of the former LNWR hovering over the business end of the trains.

In the absence of lining out the Compounds are now numbered amongst the "also rans", and however much this may be justified on a tractive power basis it will be regretted by those who knew and loved the "Crimson Ramblers" in their days of glory. The boomerang which the Midland threw, when it broke away from tradition by painting its goods engines black, has come back with a vengeance. We of the Midland fraternity must get out our sackcloth and ashes! J.T.

LOOKING AHEAD

August 7th.

"SOME EARLY RAILWAYS"

A talk by Mr. R. D. Brearley.

August 21st.

"BRITISH COACHING STOCK"

A talk by Mr. Shackleton.

IMPORTANT NOTICE - On Saturday, August 24th. an extra goods brake is being attached to the train leaving Laisterdyke for Windhill at 1-20., due back about 4 o'clock. This brake will be at the disposal of the Society, but ten members only are allowed. An Inspector of the LNER will accompany the party.

In order to avoid favouritism, it is proposed to ballot for a place, and all members wishing to make the trip should notify the Hon. Secretary not later than August 10th. The ballot will be drawn and supervised by people entirely unconnected with the Society, and who do not know any members at all, other than the Secretary.

Every member asking to go will be notified either way, lucky or unlucky, and the lucky ones will receive full details of times and place of meeting.

BRADFORD RAILWAY CIRCLE

"THE CENTRE" - MANNINGHAM STATION - BRADFORD

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DUTY ROTA

August 12th. . . . Jagger	Sept'r 9th. . . . Shackleton
" 19th. . . . Kitchin	" 16th. . . . Smith
" 26th. . . . Lea	" 23rd. . . . Sparks
Sept'r 2nd. . . . Scholey	" 30th. . . . Thornhill

CORRECTION

The editor, in a moment of aberration, slipped up in the typing of the Bradford-Bournemouth notes, on page 15 of the June issue. The viaduct referred to in the concluding paragraph is at Shepton Mallet not Midsomer Norton as stated. Apologies to Mr. Hutton.

Pressure on space has precluded the promised publishing of an editorial reply to the letter by Mr. R. D. Brearley re flat bottom track. Our notes will be published in the October issue.