



NO. - 9

BIRTHDAY REVIEW

OCTOBER 1946

EDITORIAL

This month the editors have pleasure in presenting a Supplement to the "Circular". This is devoted to a detailed account of the London trip recently made by three of our members, and is from the pen of the Circle's Recorder, Mr. G. H. Butland.

Owing to the labour involved in the production of the Supplement, coupled with pressure of work in other directions, it is regretted that the number of pages in this issue has had to be reduced to twelve.

Mr. G. T. Bradley is leaving home this month to continue his education at a college in Durham. "Terry" has proved himself to be a capable and most enthusiastic member of our Circle and he will be much missed. We look forward to seeing him on his vacations, and in the meantime wish him every success.

On page 11 of this issue is published a letter from Mr. James re the LMSR 2-4-0 No. 200002, the subject of editorial comment last month. Upon investigating the matter it would appear that our correspondent is correct. According to the late E.L. Ahrens the engine which spent very many years of its long life at Manningham was No. 1 (old No. 156), the first of class. Although No. 20002 has thus no local standing at Manningham it is representative of a class which at one time, and for a long period, formed the backbone of the passenger tender motive power at that shed. We understand that the LMSR have plans in hand for the preservation of this veteran.

Recently the Circle has had the pleasure of entertaining railway enthusiasts who are temporarily resident in the city. It is hoped that these Gentlemen have enjoyed their visits and that they will take away pleasant memories of the Bradford Railway Circle.

Mr. A. Shackleton has been co-opted a member of the Committee.

A MEMORABLE DAY

By Charles Hutton

I am giving this account of an interesting railway day for two reasons, (1) because it must have been only on very rare occasions that a passenger train travelled by the route taken from Bradford to Hull, and (2) although I have been entertained on other occasions by a railway company, it was the only time I have received a free ticket as well.

The date was Wednesday, 1st. 1908, a perfect July day, warm and sunny, and the occasion was that at that time the Hull and Barnsley Railway were seeking to popularise the port of Hull as a port of entry for wool from Australia destined for the West Riding of Yorkshire.

The railway having arranged with some of the steaming companies to put on direct steamers for Hull, Alexandra Docks, invited a number of Wool Importers to visit Hull to see the facilities there that the H&BR had to offer. As my firm was one of those invited, my uncle, the head of the firm, knowing of my interest in railways, sent me as our representative.

To convey their guests to Hull, the H&BR had arranged with the GMR to run a special train which consisted of two eight-wheeled composite brakes and four six-wheeled first class saloons, and I might mention that there was a plentiful supply of liquid refreshment and cigars on board.

The engine was one of Patrick Stirling's 0-4-2 mixed traffic engines which in those days worked most of the passenger services in the West Riding, a large number being shunted at Bowling. We left the Exchange station at 9.20 a.m. and the first novelty for me was the run through Wakefield (Westgate) without stopping. We travelled over the main line towards Doncaster as far as Hemsworth South Junction, where we took the connecting spur to the H&BR main line. Here we stopped to pick up a H&BR pilot driver and guard.

to resist, but would point out that FB rail of a comparable weight to 95 lb. IH rail is nearly twice as stiff laterally and amply capable of absorbing the normal stresses which are imposed.

Mr. Brearley commends IH track on account of the resilience imparted by the cushioning effect of the keys. In the "elastic spike" and "hook-bolt-and-clip" types of FB rail mounting a hardwood packing is inserted between the rail and the baseplate, this ensuring all the resilience of "keyed" track without its attendant disadvantages.

Incidentally, the "elastic spike" which our correspondent generalises as a universal feature of British FB equipment is actually an individual and specialised product, only one, although probably the best, of four types of fastening which have been introduced in this country.

Regarding the alleged difficulty of point operation on the LMSR we can only say that according to an officially inspired article recently published in a reputable engineering journal the FB point and crossing work laid in by the LNER is giving entire satisfaction. Surely the LNER track engineers are not endowed with any singular gifts which have been withheld from their LMSR counterparts!

Mr. Brearley closes his letter by saying "whereas flat-bottom rail may become the vogue in many years time I do not feel that the actual difference is of much consequence". The obvious reply to this is that our astute and hard-headed railway directorates are hardly likely to order the continued extension of FB track merely for the sake of creating a fashion. FB rail will be preferred to IH entirely on its superior merits, of which one is the saving of over twenty tons of metal per mile of single track.

Finally, the laying down of FB track on the GWR is a mute support for our views. This conservative and most British of railways never introduces any innovation without very good reason and we shall watch the reactions of Paddington with interest and confidence.

BIRTHDAY REVIEW

PRESIDENTIAL & VICE PRESIDENTIAL MESSAGES

On the first anniversary of the foundation of the Bradford Railway Circle, I write to congratulate those who were instrumental in the formation of the Circle and those who are responsible for its present day administration. It has been very pleasing to me to see it grow from strength to strength.

Although I am a railway man I can fully appreciate that there is much in the operation of a railway to create the interest of us all. A railway in more senses than one never stands still - there is always something new. It may be a new class of locomotive, a new type of vehicle or even a new time-table, coupled with this there is the fascination and the pride in the performances set up by the good old stalwarts, such as the LNER 2-4-0 "Charles Dickens" built by Webb in 1874 which continued to run one daily trip between Manchester and London until the 2,000,000 miles were completed before retiring with a world's record.

Being domiciled in Leeds has prevented my regular attendance at the Circle's meetings, but when I have been able to attend I have been most impressed with the knowledge and the thirst of further knowledge of all the members.

No better evidence of the enthusiasm of the society could be found than that contained in the pages of the monthly journal, which I read with interest each month. The journal is a credit to the Editors - well set out, and I feel sure that its contents are devoured not only by those within the Circle but by many who are outside.

My congratulations also to the programme arranger for the excellent speakers he has produced at the fortnightly meetings, these being sufficient to whet the appetite of any enthusiast if that be necessary, which I hardly think to be the case.

It is the desire of the Railway Managements to

encourage such societies as the Bradford Railway Circle and I can assure you that I shall assist in all ways within my power.

May the years which are to follow be crowned with similar success as has crowned the initial year.

R. C. FLOWERDEW, 12.AUG.46.

In reviewing our Railway Circle for its first Anniversary, the uppermost thought is what an unqualified success it has been.

Great credit is due to Mr. Lea and the band of enthusiastic stalwarts who forged and set the Circle rolling. In Mr. Lea we have a wonderful Secretary, and the various arrangements he has been able to make for our enjoyment must, I think, have been better than the hopes of those who founded the Circle. Credit is also due to our Treasurer, Mr. Scholey, who has looked carefully after that very necessary item, if we are to continue, the finances.

I have one regret, and that is that I am not one of the foundation members, for which I only have myself to blame, but this is tempered by the great honour conferred upon me when I was asked to become Vice President. It is an honour I prize and I thank everyone for it.

We have been fortunate in gaining the interest of the LMSR, this has led to our securing very suitable premises for our meetings in the right spot, on a railway station and opposite a running shed. The culminating point of this interest was the acceptance by Mr. Flowerdew of the Presidency. Our thanks are due to the LMSR for what they have done for us.

Our thanks are also due to the LNER, and Mr. George Dow in particular, for what they have done for us, and also to the Chief Mechanical Engineers of the Great Western and Southern Railways for the pictures they sent us.

Our meetings have been very successful and interesting, and all our visitors have remarked upon the very friendly atmosphere. They have been so good that it would be difficult to pick out one and say "this was the best".

I have not been on many shed visits but those I have attended I have much enjoyed, and from the accounts I have heard of the others, and from Mr. Butland's careful and admirable Log, they have also been an unqualified success. An important feature was the start of the "Circular", a very useful and interesting journal, and our best thanks are due to the joint editors, Messrs. Thorhill and Halliwell, for the great amount of work they put into each issue, not forgetting "Terry" for looking after the distribution.

Criticisms I have none but I would emphasise what has been mentioned before, that as some of our members have to leave about 9 o'clock, it is important, especially if we have an outside speaker, that we should start promptly at 7-30.

In regard to suggestions, we had two good evenings, one a Quiz and one a discussion on locomotive appearances. I think an evening occasionally for general discussion on some railway subject is a good thing, for by asking everyone to state their view, it gives our younger members a chance to express their ideas.

I am sure we can all feel the satisfaction of having made many new friends, all interested in what is a fascinating hobby. We can adopt the motto of the LNER and look "Forward" to many interesting times in the future.

CHARLES HUTTON.

Mr. Butland is compiling a scrapbook of newspaper cuttings relating to the Circle. Will any member who comes across any please forward same with an indication of their source and the date to him at "Kintallen", The Moorway, Trammere Park, Guiseley, Mr. Leeds, or hand them to him at the Centre.

"ON BEING ONE"

By our Secretary, Mr. F.H. Lea

The importance of a birthday varies considerably. To the child it is an occasion of presents and parties: to parents a milestone in the life of their child: to the aged, a triumph. There are Jubilees, Golden and Diamond, and Centenaries, but for our society we burn one solitary candle, for we are just One.

We are one year of age, but we are also one in our affection for our hobby, one in aims and objectives, and one in our enthusiasm.

Looking back on early days it hardly seems possible that only twelve months have elapsed since that inaugural meeting at Laycock's when we all seemed afraid of each other and the atmosphere was distinctly chilly. We were all strangers and the only thing we had in common was the fact that we liked to play trains. It was quite sufficient. Since then we have got to know each other, to like each other and to trust each other. Together we have followed our hobby in running sheds, on stations, in trains (and some of us once even missed a train!) and anywhere where there are rails, and wheels to run on them. Together we shall continue so to do.

In our early days we were groping in the dark as to ways and means of activities, programmes, finance and rules, but we have learned, modified and altered as circumstances dictated, and results have proved the correctness of our ideas. We are now an established society, and pride ourselves that we are as successful at one year as any who are our seniors by any number of years. Our journal the "Circular" will stand comparison with anything similar.

To what do we owe our success, for I am quite certain we are entitled to claim that we are

successful? Comparisons are invidious, and the order of naming the factors is no indication of their importance. There is the fine co-operation of the railway companies and their servants, the assistance of the local Press, the enthusiasm of the members, and the grand, loyal and hard working committee, a committee for whom any secretary should be grateful, as this one is. No names can be mentioned, but every member knows how much work has been put into the Society by the committee, much of it unseen and unheralded, always with a willingness that is truly a treat to encounter. There are non-committee members too who have quietly done many good jobs, given things, and helped in various ways, which all added together has put us in the happy position which we now find ourselves.

So Happy Birthday, Bradford Railway Circle!

I would add a personal note. To all who have worked with me, and to all those who have so often given their expression of appreciation of my humble efforts - Thank You!

THANKS!

Two new pictures have recently been hung at the "Centre". Mr. Rutland has presented one depicting a representative engine (in colours) of each of the "Big Four" groups, and we are also indebted to Mr. E. Woods, of Spalding, for a fine photograph of the Southern Railway's 4-6-2T, No. 2326, formerly L&SCR No. 326 "Dessborough". The Circle's thanks are tendered to these gentlemen, and also to Mr. Alan Shackleton for the gift of several picture frames.

The Annual General Meeting has been fixed for Wednesday, January 8th, 1947, as the committee feel that this will be preferable to holding it in the present month.

"THE CIRCLE"By Eric H. Halliwell.

I have before me a copy of the circular letter sent out by our secretary, Mr. Lea, in response to my inquiry regarding the proposed Bradford Railway Circle. It states that an Inaugural Meeting will be held at Laycock's Cafe Rooms on Thursday, 18th. October 1945, at 7-30 p.m., and that I am cordially invited to attend.

Consequently, I duly arrived at the said rooms about 7 o'clock, accompanied by two friends. After much trailing up and down stairs and wilting under the black looks of the persons (female) who popped their heads out of various doors to flay us into silence we found a door bearing the legend "Bradford Railway Circle". We entered a room containing a goodly number of people and smelling strongly of new paint. The result of the meeting was the formation of the Circle, meetings to be held fortnightly. Some of the people who came evidently did not think it worth while to join for we have seen no more of them. One thing that struck me about that room was the terrible clatter of feet on the floor above, and the host of voices (female) all trying to talk at once in an adjoining room. Of course even now we are still subject to noise occasionally, but of a far more interesting character. About the third meeting the day was very foggy, this rather affecting our meeting attendance, and due to this Mr. Lea was unable to be present. At this stage this was a catastrophe for we regarded him very much in the same light as a tour looks to its conductor, all but two or three members maintaining a solid silence for we were all very reticent with each other, and I really thought that the Circle would die a premature death. Meanwhile negotiations were afoot for the tenancy of our present headquarters, and in my opinion this saved the situation, for we all got to know each other quite well during the time we were cleaning and

painting the room ready for use. We officially took possession of the "Centre" at Christmas, and on the 28th. December we had a talk by Mr. R.D. Frearley who created a precedent being the first outside speaker. No doubt impressed by our enthusiasm and perhaps due to a little friendly persuasion he became a member at the close of the meeting. The meetings at this stage were rather spartan in character, for we had little or no seating accommodation, it being the practise to carry in seats from the station platform before each meeting.

Then Opening Day when Mr. Flowerdew, later our President, opened officially the premises, and what a spread the ladies (who were also invited) put on for us. I thought the room looked fine with all the pictures we had by now received. It would be superfluous to mention all the meetings that have taken place as, with the shed visits reports, these are common knowledge. No review of our activities would however, be complete without some mention of the Circle's efforts to celebrate the Centenary of the Leeds and Bradford Railway on 1st. July, when we met in Forster Square Station to make the journey on the 8-43 p.m. train. We placed a banner on the engine which travelled to Leeds, and later returned on the engine of the return train. This, with the commemorative board, we hope to give a place of honour in the Centre.

No review of this sort could possibly be complete without some reference and thanks to Mr. Lea for all the donkey-work he has done in connection with our efforts so far. Even if the original idea of the Circle belonged to someone else we can definitely say that the Bradford Railway Circle is Mr. Lea's baby, and we wish every success to his efforts of the future for the advancement of the Circle.

DID YOU KNOW that the Directors of the Midland Railway allowed £300 per annum to provide prizes to the stationmasters on their system for the best kept station?

GOODS TRAIN TRIP, WINDHILL BRANCH

Due to the good offices of Mr. George Dow, Public Relations Officer of the LNER, we were able on Saturday, 24th August, to make the trip by goods train from Laisterdyke to Windhill & Shipley. The Company stipulated that the party must be limited to ten, and as twenty members were desirous of making the trip it was decided that 10 should make the journey on the outward trip and 10 on the return. The members who were to undertake the outward trip assembled at Quarry Gap in good time, and in due course Inspector Greenwood from the District Superintendent's Office, Leeds, arrived. He lost no time in suggesting that as the line was single, perhaps we should like to have a look at the single line tablet apparatus. We thereupon entered Quarry Gap junction box and the system was very lucidly explained by Inspector Greenwood and the signaller.

Eventually the signal came through that the opposing train was "inside" at Eccleshill and, after having seen our tablet withdrawn from the block instrument we hastened down to our train. This consisted of ex-GNR J6 0-6-0 No. 3577, tender first, and two goods brake vans. The one for our use was ex-GCR 20 ton vehicle No. 140557, which had recently been provided with side lock-outs and with Dunstan painted on each side, the train van being ex-GNR 20 ton brake No. 414250 bring up the rear.

Although normally this is a through working to Windhill, we stopped by special arrangement at Eccleshill, and were shown the track layout there, and how it affected the single line working.

On arrival at Windhill the party were greeted by the members who were to make the return journey, and whilst the train was being marshalled advantage was taken of the opportunity to make a collection for the train crew, a sum of 22/6 being realised.

Windhill was left at 3-07 with 19 trucks and the

"THE GOVERNMENT RAILWAYS OF NEW SOUTH WALES"

"We owe nothing to our forefathers". With these words one of our members, Mr. R. W. Thornton, recently returned from the forces, commenced an excellent paper on the Government Railways of New South Wales, read to the Circle on Wednesday, September 14th. He said this phrase was often repeated to him during his stay in Sydney, and whilst he appreciated the truth of it, it in no way altered his opinion of the fine work of the department for railways in handling a very difficult situation. Dealing first with the geographical features of the country, the speaker re-lived some of his journeys there and with the aid of a few photographs and magazine illustrations he literally made us see what he himself had seen.

The scenery, gradients and curves, rolling stock and locomotives, the station buildings, etc., were all most lucidly described, and, to conclude, a detailed account was given of the Sydney suburban railway system, both surface and underground. Once again there was a large audience and the paper was very much enjoyed. G. H. I.

two brakes, our special one once again being marshalled next to the engine, now travelling chimney first, and we got away to a good start mounting the grade in fine style. Eccleshill was reached at 3-20 and Quarry Gap six minutes later, at 3-26. Here those who had not been on the outward journey were given an opportunity of visiting the signal box, and the proceeds of the collection were handed over to the train crew.

Inspector Greenwood took his departure after having been thanked for his part in making the event the outstanding success it undoubtedly was, and our best thanks are also due to the LNER and Mr. George Dow for making the trip possible.

The Editors, The "Circular".

Revival of an old Passenger Service

Dear Sirs,

This year the LMS summer time table has included resumption of public passenger trains on the Whitehaven-Moor Row-Sellafield section of the late Furness railway, after eleven years absence.

The line was built by the old Whitehaven, Cleator and Egremont Railway intentionally for mineral traffic and the first section opened in 1855, but a passenger service was instituted in 1857 with three trains daily in each direction. In 1879, the WC&E Railway was acquired by the LNW and Furness railways and the passenger service developed to meet the growing industrial activity of West Cumberland.

But soon after the LMS took over a gradual decrease in the number of trains took place. In 1927, there were twelve Up trains and nine Down; but a few did not run the whole way between Whitehaven and Sellafield.

By 1930, the service had dropped to four trains daily in each direction, with an additional late Up train on Saturdays; and this number continued until the passenger service was withdrawn on Jan. 7th, 1935.

Early in the war a workers service was put on in connection with local war work. The public service now comprises eleven Up trains and twelve Down; and, as formerly, a few do not travel the whole length of the route.

Surely the re-introduction of a public passenger service after so many years absence is noteworthy. It is understood that there has been much local agitation for it, but so also has there been for the re-introduction of other abandoned services though it has produced no results elsewhere.

Yours faithfully,
G. E. JAMES.

"BRITISH COACHING STOCK"

On Wednesday, August 21st. the Circle heard an extremely interesting and instructive paper read by Mr. A. Shackleton, who was recently co-opted to the committee of the Society. The talk was illustrated by several beautiful Gange O models and numerous books and drawings, some kindly lent for the occasion.

Commencing by describing "Experiment", the first public passenger coach, Mr. Shackleton went on to describe how the early coaches in many ways were adaptations of their contemporaries on the roads. The various types of vehicles introduced by the pre-grouping railway companies were described, from the famous Midland clerestory to the luxurious "Grampian" stock of the Caledonian Railway in 1905, and the GNR articulated vehicles introduced in 1913, including the development of dining and sleeping cars.

The paper concluded with references to pre-grouping liveries, various Royal trains, and numerous special vehicles constructed for running in passenger train services.

The talk was much appreciated by a large audience including visitors. Afterwards the various models were inspected and informal discussions took place over the several illustrations. G.H.P.

DUTY ROTA

For the benefit of new members it should be explained that the "Centre" is cleaned each week by voluntary labour. Brush, mop and bucket will be found behind the outer door (washleather and duster to be brought) and the key may be obtained from the Booking Office UPON PRODUCTION OF MEMBERSHIP CARD.

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|-----------|-----------|-----------|-------------|
| Oct. 7th. | WILSON | Nov. 4th. | BUTLAND |
| 14th. | WILKINSON | 11th. | BUTTERFIELD |
| 21st. | BIRD | 18th. | COWDERY |
| 28th. | BARKER | 25th. | CLOUGH |

BRADFORD RAILWAY CIRCLE

"The Centre" - Manningham Station - Bradford

President: R. C. FLOWERDEW, ESQ. Vice President: CHARLES HUTTON, ESQ.

Committee:

Secretary: Mr. F. H. Lea, 145 Apperley Road,
Idle, Bradford.
Treasurer: Mr. C. B. Scholey, 20 Trae Avenue,
Bolton, Bradford.
Recorder: Mr. G. H. Dutland,
Messrs. Kitchin and Wilson (elected)
Halliwell, Shackleton and Thornhill (co-opted)

THE CIRCULAR

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"LOOKING AHEAD"

Wednesday
Oct. 2nd: Talk by Mr. G. H. Dutland
"SWITZERLAND - THE PARADISE OF
THE RAILWAYIST"

Friday
Oct. 18th: SPECIAL "BIRTHDAY" MEETING.
Our President and the District
Operating Manager, LMSR,
hope to be present.
NO WEDNESDAY MEETING THIS WEEK.

Saturday
Oct. 26th: "RAILWAY" WHIST DRIVE to be held in
the British Legion Room, Greenates.
Tickets obtainable from Mr. Lea at 1/6
Each, including refreshments.
Priority allocation for members up to
October 12th.

Wednesday,
Oct. 30th: Talk by Mr. Charles Hutton
"FAMOUS TANK LOCOMOTIVES"