

THE  
TRAFFORD RAILWAY CIRCLE  
CIRCULAR

NO - 10  
NOVEMBER  
1946

BRADFORD RAILWAY CIRCLE

"The Centre" - Manchester Station - Bradford

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

Committee:  
Secretary: Mr. P.H. Lea, -145 Apperley Road,  
Idle, Bradford.  
Treasurer: Mr. C.D. Scholey. Recorder: Mr. G.H. Rutland  
Messrs. Kitchin & Wilson (elected)  
Halliwell, Shackleton & Thornhill (co-opted)

"THE CIRCULAR"

Editors: J.H. Halliwell & J. Thornhill  
6 Fern Hill Mount, Shipley.  
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E D I T O R I A L

After the October "Circular" had gone to "press" a message of congratulation and good wishes was received from Mr. George Dow, Press Relations Officer of the LNER. This is published on page four.

The attention of members is particularly directed to page nineteen, on which will be found the Secretary's notes regarding the Annual General Meeting and the election of officers for 1947.

Recently the committee purchased a foolscap size flat-bed duplicator on which to produce the journal and manifold communications of the Circle. The producers very much appreciate this new equipment as it makes all the difference between the duplicating being a toil and a pleasure. Certain minor improvements are embodied in this issue but it is regretted that substantial betterment is impossible until the use of a more up-to-date typewriter is obtained.

Most of our members who were good enough to

reply to the editorial questionnaire circulated with the May "Circular" promised to send in something for publication. Many of these promises have not yet been fulfilled and whilst the editors are not exactly waiting for better it will be appreciated if more items are submitted for inclusion in the journal. The Editors are putting forward every effort to make this the amenity that everyone looks for, and it will be encouraging to have a few articles "on the shelf". Incidentally, the correspondence columns are available for the expression of members' personal views; only Mr. R.D. Fearley and Mr. G.D. James have so far taken advantage of this facility.

Amongst railway enthusiasts the reaction to the LNER's recent decision to paint all its locomotives black has been one of acute disappointment. The depression occasioned by this step is, however, more than offset by the stimulating influence of the excellent new and reconditioned rolling stock now in evidence on many trains and in most carriage sidings. In this respect the LNER are keeping well in the lead, and in living up to their slogan of the "Smooth and Comfortable Travel" are perpetuating the finest traditions of the former North Western, Midland and Caledonian companies.

It is, however, one's considered opinion that the taste of the travelling public is more or less insensible to the niceties of coach arrangement and trimmings, and that the use of Empire woods, to mention one feature, savours somewhat of casting pearls before swine. This may be an extravagant opinion, but when one considers the gross misuse to which the most palatial of our rolling stock is subjected there is definite grounds for the statement. The barbarities of some of the pre-grouping companies were not less appreciated.

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A Message from Mr. George Dow  
Press Relations Officer, LNER

It gives me great pleasure to be able to congratulate the Bradford Railway Circle upon its first anniversary and I hope I may be privileged to send equally sincere congratulations when it attains its majority.

It is all to the good when a band of young, and not so young, enthusiasts, many of whom have no official connection at all with railways, are keen enough, not only to study railway matters and to seek up-to-date and authoritative information on various aspects of railway working, but to publish their own monthly periodical as do the Bradford Railway Circle, and I wish you every success in these directions in the new year which lies before you.

I have always regarded railway enthusiasts as some of the most loyal advocates and publicists the railways possess. I therefore believe that organisations such as yours have a useful future, inasmuch as the railways will have a very important part to play in the life of the nation for many years to come and the well-informed member can often help to explore some of the fallacies about them which, unfortunately, still exist.

To me, railways have been the only hobby that matters since I could walk to see them and talk about them, and it was not long before I began to draw them as well. Fortunately I was wise enough not to write about them until I had acquired some knowledge of their history, development and many ramifications which, to me, make the study of railways so intensely absorbing and so full of interest.

Therefore, if I may venture to suggest how you can get the best out of the best hobby of all, I would say "Study the railways from their birth. Study the careers of the men who, in the face of opposition, much of it ignorant, malicious and selfish, persevered and succeeded in creating a method of transport which has meant so much to the world. Study the engineering problems that had to

be overcome and the eventual development which, from small individual beginnings, has produced the four great railways of the present day. Such study will repay you and probably surprise you too".

Finally, if I, on behalf of the LNER, can ever be of assistance in the supply of information or in providing matters of interest for the Bradford Railway Circle, either for discussion or enlightenment, I shall be as happy to do so as I am to send these my best wishes.

CORRESPONDENCE

The Editors, the "Circular".

Dear Sirs,

In the discussion following my recent talk to the Circle it was agreed that the evolution of wheels went from double-flanged to inside-flanged so one at the meeting could recall ever having heard of a true outside-flanged railway. The following information has now come into my possession for which I am indebted to Mr. W. Kidner:-  
"An outside-flange railway ran from the SR near Swanscombe to a point on the Thames about two miles distant. The gauge was 3'-5.1/2"; it was opened about 1870 and converted to standard gauge of the normal type in 1929. There were still some of the old wagons in 1938, but they may have been broken up during the war. The owners are Whits Works, A.P.C.W., Swanscombe. The old locomotives were by Stephen Lewis, Bevington, Tayleur, Kilmarnock Machine Co., and Aveling and Porter"

If the latter is true, and I have no reason to doubt it, the locomotive stock must indeed have been a very interesting and virtually unique collection. I am trying to obtain further details of both the line and the locomotives. I should be very pleased to hear from any member interested.

Yours faithfully,

R. D. BICKLEY.







MY MODEL RAILWAY ACTIVITIES

By Alan Shackleton.

My activities in model railways began in 1919, with a gauge I clockwork and steam layout, crude compared to the standards of today, but one which gave a good deal of pleasure to the owner.

My father had been the deciding factor in my interest in the hobby, and it was he who bought and fitted up the first line which was the beginning of my present one. The first equipment had been purchased at Fasset Lowke's shop in London, and comprised a small layout of the one-time "Singull" track for the floor. Four goods vehicles with the Midland railway goods brake, three Midland Railway clerestory coaches, a clockwork Midland style 2-4-0 like a "700" class "gone wrong" and, finally, an externally fired L.E.L.A. steam Claughton. These models, although of the mass produced tinplate variety then prevailing, did great credit to their makers and it is not necessary to say that their new owner was "thrilled to bits".

My father, after a short time handed over complete control of the model line, and by 1922 the railway had developed into a more ambitious affair.

By 1923 it had been decided that gauge I was too large a scale for the space available, and consequently a change-over to the more suitable gauge 0 was at once put in hand. All the gauge I locos. and rolling stock were disposed of and replaced gradually by gauge 0 stock, likewise all buildings, stations, etc., were replaced, only track, largely Fasset Lowke small scale permanent way, was retained.

The present layout, laid at 2'-10" from floor level in a room 17ft. square is now all electric, although until recently steam power still worked all traffic. In passing, it may be mentioned that the writer experimented a great deal over a long period with various problems in steam motive power, including electrical heating of the feed water, greatly improving operational possibilities.

Nevertheless it was eventually realized that, for the writer's collection of good class scale models, something better in operation was called for than chasing about after steam locos. which, incidentally, were none too true in scale size and detail.

A very definite demonstration of what can be done with an all-electric layout had been witnessed in seeing the operation on the model line of the writer's best friend. This finally prompted conversion to electricity. At one time eight steam locos. were in traffic - these being partly built or re-built by the writer. There now remains but one retired on a length of track on the wall, this a model, over 20 years old, of the L.E.W.R. 4-4-0 No. 1902 "Black Prince".

The present rolling stock consists of the usual modeller's collection of P.O. and Co's open and covered wagons, cattle wagons, horseboxes, oil and timber wagons and goods brakes, mostly pre-grouping vehicles. The passenger rolling stock comprises pre-grouping models of the G.N., L.M., Midland, Caledonian, Highland and L.S. railways, also a number of low-waisted LMS models. The coaching stock, many of which are Lxley products include dining, sleeping and Pullman cars, and many of the vehicles are interior fitted. The present stud of locos. comprises:-

- Standard LMS class 4F 0-6-0 (Lxley)
- Standard LMS class 2P 4-4-0 (Mills) now being rebuilt by and fitted with Lxley mechanism.
- L&Y 3F 0-6-0 (Hollrooke) with Leeds mechanism.
- L&Y 0-6-2T (Leeds)
- LMSR 4-6-0 "Prince of Wales" class (Lxley)
- G.N. 0-6-0 Dean goods (Millar Swan, Mills mech.)
- G.N. 4-4-0 "Claud Hamilton" (James S. Mason)
- G.N. 4-6-0 "Lord Farington" (Leeds, Pond's mech.)
- G.N. 4-4-2 "Henry Oakley" (Lxley)
- LMSR 4-6-2 Corridor tender Pacific "Harvester" (Lxley.)

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SOME OBSERVATIONS ON PART OF THE MANCHESTER-SHEFFIELD LINE OF THE FORMER GREAT CENTRAL RLY.

By David Oates.

On the afternoon of September 14th. I visited this famous main line of the LNER; I must confess at the outset that I made the journey by road.

My first port of call was Dunford Bridge. Owing to the re-lining of Woodhead Tunnel the Down line was out of commission and single line working was in operation. According to a poster displayed on the Up platform a curtailed passenger service had been in operation since August 24th. in connection with these works.

I spent some time admiring the castellated entrance to the tunnel, and noted the permanent speed restriction of 60 m.p.h. on the Down line through the tunnel indicated by a bold "60", the temporary speed restriction signs, and the facing and trailing crossovers to either with special semaphore signals for single line working. The signals are of many varieties at Dunford Bridge, comprising old GCR signals, upper quadrant semaphores, and a colour light on the Up line outside the tunnel. Near the tunnel entrance a red flag was stretched across the line out of commission, and just to forestall any obstinate locomotives a length of rail had been removed. I also observed a sand drag on the Down line east of the station, this I thought peculiar as it is on a rising grade.

During my stay of about three-quarters of an hour several trains passed through. Firstly an Up express headed by 2-6-0 class K3, No.178, ex Lincoln shed, hauling 8 standard LNER corridor coaches. After depositing the staff, the acceleration, aided by the falling grade, was very noticeable.

Very soon afterwards a veteran appeared on a Down express train, 4-4-2 class C1, No.4402, ex Doncaster shed, passing slowly in order to pick up the staff. The load was one of 8 coaches which included one GCR clerestory coach. A following train hauled by class V2, No.4888, ex Gorton shed, was held up by signals for some minutes while 4402

cleared the tunnel, and then proceeded to the accompaniment of that delightful Gresley 3 cylinder exhaust beat. The load was ten coaches including a buffet car.

During this time an 0-6-0, class J39, and train had been stowed away on the Down reception sidings and at last the signals beckoned it forth. The locomotive made a steady start without slipping, it was No.4734, affectionately and unofficially named "Gladys". Preparatory to starting there had been an exchange of "crows" between "Gladys" and the banker, which was 0-6-0, No.5228, of GCR vintage. 5228 was working hard, but the couplings of the trucks remained taut. She returned to the sidings without negotiating the crossover on to the single line section. I thought it a compliment to the J39 that its load was the substantial one of 74 loaded wagons.

About the same time 4-6-0 class T7, No.5475, a GCR 5'-7" four cylinder loco. put in an appearance on the Up line in charge of an 8 coach express, mainly of standard LNER stock with one GCR clerestory corridor coach; 5475 is stationed at Gorton.

After this I left Dunford Bridge and made my way to Woodhead where I had a look at the western portal of the tunnel, and the station.

It was a very animated scene which greeted me at Woodhead. Considerable numbers of workmen are living near the station in temporary accommodation in the shape of old passenger coaches, huts and so on. There is a siding behind the station on the Down side and upon this the aforementioned coaches were standing. At the back of the siding was an old Pullman coach; it was perilously near the stream which flows under the main line at this point (I think the siding had been extended) and was standing upon rails which made me feel that they were only suitable for a 15" gauge railway. The coach was painted grey, the property of the "District Engineer, Sheffield", and on the side was painted "L.950252". The coach had six wheel bogies and a axlebox bore the inscription "Pullman, 1924".

Next to the Pullman coach was a "Touring Carriage



Coach" painted cream and green. In addition to these, there were many more of widely differing types which would have delighted a connoisseur of coaching stock. In particular, there was one labelled "A-A-P Cleansing Unit". I trust the atmosphere is not quite so bad in the tunnel! In addition to the coaches, on the Up side of the line were two large wooden buildings, also several vehicles which, although possessing wheels, were standing on the ground, and special vehicles which were presumably to inspect the tunnel. There was a wealth of equipment for this task of such magnitude, which included a concrete mixer on a flat truck, an air compressor and quantities of timber. Electric lighting had been installed along the footpaths leading to the various living quarters.

Between the tunnel mouth and the station the railway crosses the stream by a very low girder bridge, and an employee of the Company told me the line was often flooded just at this point. The same gentleman also told me it would be five years yet before the electrification scheme is completed, which news will no doubt cheer the hearts of GCR enthusiasts.

I might say that although there is no sign of electrification at Dunford Bridge, for a considerable distance from Woodhead in the Manchester direction, the gantries to carry the overhead transmission wires have been in position for some time, and great care is being bestowed on them in the way of painting to prevent corrosion. The interesting photograph on page 42 of "The First Railway between Manchester and Sheffield" was taken just on the Manchester side of Crowden station, looking in the Up direction.

The first train I saw was a Down stopping train of five standard LNER corridor coaches, headed by locomotive No.1651, "Derby County". I cannot say whether 1651 was in the 2 cylr. rebuilt form or a 3 cylr. machine of class D17. The train was very full, and soon after departing crossed over to the Down line, depositing the staff at the signal box. The next train was an Up express of 10 coaches with buffet car, the loco. being class V2, No.983, ex

A good train had been standing on the Up reception siding for some time and this followed No.983 through the tunnel. The loco. was 2-6-0, class K3, No.4005, ex Lillingham shed, and it was at the head of a train of 48 vehicles, mainly vans. The train had a "pusher" - a very interesting one; it was 2-8-0, No.8520, of L.S. design, and its shed was Lillingham. The works plate on the frames read:-

"Built by and on loan to  
London and North Eastern Railway  
1944. Doncaster Works"

I did not consider that 8520 looked at home in its strange surroundings - it was very dirty, the only really dirty engine I saw, the LNER engines being in quite good trim.

There are mainly four lines from Woodhead in the Manchester direction, a gradient post on the Down side west of the station indicating a steepening of the grade from 1 in 201 to 1 in 117. Once again there was a sand drag on the Up line on the rising grade.

I left Woodhead and travelled to Crowden, the next station in the Manchester direction.

The first train I saw at Crowden was an Up train of fruit vans headed by 2-6-0, Class K2, No.4655. This was stopped by adverse signals, the same as seen in the photograph to which I have referred. Presumably this is a regular service stop as water was taken from the column adjacent to the signals, and then the train was given a clear road and moved off steadily.

No.3095, a J39, at the head of a full mineral train very soon appeared on the Down line, moving at a considerable pace and making full use of the gradient. The last train I saw was an Up express of 9 coaches. It was in charge of a locomotive of Edward Thompson's design - 4-6-0 No.1063 - travelling at quite a respectable speed and I was a really surprised at the apparent ease and comparative silence with which it was tackling its not too easy task. I have observed V2s over this same stretch of line pounding away with a very vigorous "bark" although no doubt their load was rather more than mine coaches.



VISIT TO LOW MOOR

On Sunday, 15th. September, the Circle re-visited Low Moor (25F) sheds. A dozen members assembled at Bradford Exchange station for the 9-20 a.m. Manchester train and these were joined at Low Moor by others who had made their own way to the sheds.

The locomotive stock was generally speaking made up of standard and ex-LYN types, a lifeless feeling being prevalent about the place.

As on our previous visit in December last the opportunity was taken to inspect the carriage sidings adjoining, but here again most of the stock was standard or of LYN origin with a few ex-LYN vehicles, and there was nothing of outstanding note.

After ascending the coaling tower, from the top of which an excellent view was obtained of the surrounding countryside, the day being fine and clear, the party visited the carriage sidings in the triangle between the running lines to the south of the station where several interesting vehicles were seen.

The members returned by the 1-7 train after a visit that was voted a great success though it was agreed that the carriage sidings had provided the greater interest. G.H.B.

Article by David Oates - concluded.

I will just add that the weather was what I have come to regard as normal in the midst of the High Females - a strong wind and driving rain. But doesn't this enhance the grandeur of this famous line?

The Railway Whist Drive which was to have been held on October 26th. in connection with the Circle's "Birthday" had unfortunately to be cancelled owing to lack of support.

"THE LONDON UNDERGROUND"

The speaker at the meeting held on the 18th. September was Mr. F.H. Lea, and his subject was "The London Underground" - one very near to his heart. Commencing by saying that it was not until he started collecting notes for his lecture that he realized the vast extent of the subject chosen. The speaker went on to say that the first line from which the present high system, now known as the Underground, developed ran from Bishop's Road, Paddington, to Bishopsgate in the east-end. This line, known as the Metropolitan, was of mixed gauge (broad and standard), was steam hauled, and originally operated by the G.W.R. From this point onwards Mr. Lea built up on the blackboard a sketch map in coloured chalk, tracing out step by step the development and extension of the various constituent Companies of the Underground. He showed us in most lucid form how in the early days these lines pushed out into rural areas around London and created residential districts, and later tapped built-up areas already there. Illustrations of rolling stock and stations were passed round and gradually we were brought right up to the present day in a most fascinating manner. Afterwards the large audience present took part in an instructive and at times entertaining discussion. G.H.B.

Attendances of Committee

(Eleven meetings were held)		
	Possible.	Actual.
Tutland (once missed on RAF duties)	11	10
Buttery (resigned 17/8/46)	6	1
Carroll (resigned 22/8/46)	5	5
Halliwell (co-opted)	5	5
Kitchin	11	3
Lea (Hon. Secretary)	11	11
Scholey (Hon. Treasurer)	11	6
Shackleton (co-opted)	2	2
Thorhill (co-opted)	7	6
Wilson	11	8

"SWITZERLAND - THE PARADISE OF THE RAILWAY  
ENTHUSIAST.

On Wednesday, October 2nd., we had a talk on the above subject by Mr. G. H. Rutland, who commenced by saying that he thought the best way to justify the title of the talk was to take us on an imaginary trip over one of the main lines of the Swiss Federal Railways, and with the aid of photographs, maps and diagrams to try and show us what is to be seen on a typical Swiss railway journey.

The route chosen was the St. Gotthard main line from Lucerne to the Italian frontier at Chiasso.

Of through routes in Switzerland Mr. Rutland said the St. Gotthard was the oldest, originally worked by steam, the Lucerne-Chiasso section being electrified in 1918-1922. We were shown many illustrations including station architecture, rolling stock (passenger and goods), locomotives (steam and electric), signals, etc., in use, and views on the line. He described some of the many engineering problems arising in the construction - 80 tunnels totalling 28-1/2 miles in length, seven of them spiral, the St. Gotthard tunnel itself - 3rd. lowest in the world - 9-1/4 miles - climbing up at either end on gradients averaging 1 in 48-1/2, with long sections of 1 in 37, 38-1/2, and involving 324 bridges.

Mr. Rutland concluded this very interesting and informative talk by giving a few brief descriptions of several types of mountain and funicular railways.

The talk was much enjoyed by the large number of members present, the evening being rounded off by the usual animated question time.

DUTY ROTA

Members are asked to note that in order to eliminate the duplication of effort in the clearing of the Centre some revision of the Duty Rota has been deemed advisable. Members will now be generally responsible for fortnightly periods.

ANNUAL GENERAL MEETING

The Annual General Meeting will be held at the Centre on Wednesday, January 8th, 1947 at 7-30 p.m. All members are specially requested to attend this meeting as it is an important one, and one which decides generally by whom, and how, the affairs of the Circle will be conducted during the following twelve months.

In accordance with the policy laid down at the inaugural meeting, the Officers and Committee hold office for one year, and automatically cease to do so after the A.G.M. The exception is the joint editors of the "Circular", as theirs being a technical job it is not held to be in the best interests of the Circle that they be changed as a routine measure. A detailed list of attendances of committee members at committee meetings is given on page 17.

Nominations for committee membership are invited from any member, and a ballot will be taken to determine the new committee. Nominations MUST reach the Hon. Secretary by November 16th. The existing committee all seek re-election, and need not be formally nominated. Ballot papers will be issued with the December "Circular" and these must reach the Hon. Secretary before the A.G.M., or handed in at the A.G.M., by those attending. Any member is entitled to be nominated by any other member.  
IMPORTANT NOTE. The Hon. Secretary wishes it to be known that he does not seek re-election, and it is earnestly requested that a substitute be nominated, or volunteer, by the date of the A.G.M.

F. H. LIA. Hon. Secretary.

DUTY ROTA

Nov. 14th - Nov. 27th. Mr. Butterfield.  
Nov. 28th - Dec. 11th. Mr. Cawdery.  
Dec. 12th - ? Mr. Clough.

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LOOKING AHEAD

Wednesday, November 13th, at 7-30 P.M.  
A Lecture by Mr. J. L. Bentley :  
"THE DEVELOPMENT OF THE RAILWAYS  
IN THE BRADFORD DISTRICT"

Wednesday, November 27th, at 7-30 P.M.  
A Paper by Mr. Alan Shackleton :  
"PMS-GROUPING IN SCOTLAND"

Wednesday, January 8th, at 7-30 P.M.  
ANNUAL GENERAL MEETING.

(DUTY ROTA ON PAGES 18 & 19)

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