



NO - 6.

JULY - 1946

EDITORIAL

Commencing with the August issue, Mr. E. H. Halliwell will be associated with Mr. J. Thornhill in the editing and production of the CIRCULAR. Articles and correspondence will be received by Mr. Halliwell, 6 Fern Hill Mount, Shipley. Members are asked to note that correspondence and notes of a topical nature intended for immediate publication should be in the editors' hands not later than the 12th. of the month.

This month is published an article by Mr. G. T. Bradley, one of our youngest members, on the East & West Yorkshire Union Railway. "Terry" is to be congratulated upon this, and it is hoped that his effort will inspire others to emulate his example.

We learn that Mr. E. K. Nottingham has been serving with the Royal Navy for some time, and that Mr. D. Dickinson has recently been called into the Royal Air Force. The best wishes of the Circle are tendered to these gentlemen, and we would say that whenever they are home on leave they will be most welcome at the Centre. In the meantime, it is hoped that the CIRCULAR will be the means of keeping them in touch with the Circle and its activities.

It is announced with regret that Mr. G. Carroll has resigned from membership of the Circle.

FROM THE FOOTPLATE

One hundred years ago, on the 1st. July 1846, the Leeds and Bradford Railway was opened for public traffic, and it is on record that a considerable number of passengers passed between the two towns, in the trains which ran at frequent intervals throughout the day. The formal opening had taken place on the previous day, and was accompanied by the bands, flags, cold collations and hot dinners, then considered

indispensable to such occasions.

In latter years the enthusiasm of the citizens has become decidedly lukewarm, and whilst the volume of passengers between the two cities is greater than ever before, the bulk of it is carried in the 'buses operated jointly by the Leeds and Bradford Corporations. Railway enthusiasts naturally deplore this state of affairs, and earnestly hope that the Midland Division of the LMSR, corporate successor of the Leeds and Bradford Railway, might yet be re-established as the paramount passenger carrying concern between the two places. It is felt that even at this late stage the position has not deteriorated beyond redemption, but that a bold policy might yet recover for the railway much of what has been lost.

The 13-1/2 miles of the Water Level Route, to borrow the New York Central Railroad's famous slogan, would appear to lend itself to development as a high speed inter-urban line, on account of its easy gradients and main line standard of alignment, plus the asset of excellent terminal stations in both Leeds and Bradford.

To make a success of the project, however, it would be necessary to meticulously consider the whole field of operation as it stands. Certain conditions would have to be met.

A Bradford-Leeds (and vice versa) service in direct competition with road transport must necessarily be speedy, and should not include more than one intermediate stop, say at Shipley.

In the interests of a well balanced time table and reliable time keeping, the purely inter-urban trains would have to be segregated from the Bradford-St. Pancras and Bradford-West of England expresses.

A "time-interval" time table, rigidly adhered to, would be essential. Any compromise on this issue would seriously impair the efficiency of the service.

Some improvement would also have to be made to the ticket office arrangements, especially at

Bradford, or consideration given to the possibility of issuing tickets on the trains.

The adoption of these suggestions, together with judicious and sustained advertising, and, above all, competitive fares, would no doubt go far towards attracting the 'bus riding passenger.

It is appreciated that the establishment of a service such as is visualised would be a formidable proposition, entailing considerable expenditure and re-organisation - but the prize is great! It is, indeed, no less than a goodly share of the lucrative passenger traffic which passes to and fro between Bradford and its neighbour. The Leeds and Bradford Railway would come into its own again!

"A new star has arisen - - -" In these words a recent speaker at the Centre referred to Mr. O.V.S. Bulleid, Superintendent of Motive Power on the Southern Railway.

In the past, the Southern locomotive "horizon" has been graced by more than one luminary of the first magnitude, but even the brightest of these is transcended by the brilliant now in the ascendancy.

Probably no one would deprecate these superlatives more than Mr. Bulleid himself, but be that as it may, there can be no question that he is the foremost British locomotive engineer of the moment. However much one might take exception to the appearance of the "Merchant Navy" and "West Country" classes, and few, even amongst their designer's most enthusiastic supporters, would say they were handsome, it must be readily admitted that never in the whole course of our locomotive history has so revolutionary a design met with such sweeping success.

This fearless policy of grasping and applying new ideas places Bulleid on the same exalted level as the late G.J. Churchward and H. Nigel Gresley, and when a history of our railway times comes to be written, it is upon him that the historian's attention must inevitably centre.

CORRESPONDENCE

To the Editor:

Dear Sir,

The author of "From the Footplate" seems biased against bull-head rail, and his arguments are as much of a rignarole as some of those of its supporters. There is a complete lack of evidence of superiority of flat-bottom track over chaired track. The fact that both LMSR and LNER (also GWR very recently) have laid experimental lengths surely does not show any lack of confidence in chaired track on their part, but merely a true British desire to be in the fore front of research.

I have yet to hear a substantiated claim that Continental rail travel is superior to English, and I know certainly that during our American Occupation our visitors were loud in praise of the smoothness of our railways compared with theirs. This may not be fully due to chaired track but rather due to the method of laying with rail-joints opposite and not staggered as in the States. The advantage and popularity of the latter is due to the greatly reduced wear at rail-joints, and consequently less costs in maintenance. It does, however, cause a very pronounced sideways roll.

I cannot agree that the bull-head rail is mechanically inferior either. For vertical forces the two rails are equal, but for horizontal strains, which are most important, the flat-bottom track relies on the power of the rail to resist a twist, while bull-head rail is supported in the centre of each side of the rail, and has, therefore, only to resist a straight force onto the support. There is surely no real necessity for the rail to stand up on its own, and it is supported in the rigid chair by either wood or steel keys which add resilience to the structure. The Vignoles rail, however, may be either spiked direct on either longitudinal or cross sleepers or laid on what are know as "elastic spikes". Spiking on longitudinal sleepers was abandoned by Brunel, spiking on cross-sleepers has been abandoned as a result of recent experiments, and the method now

adopted is that of the "elastic spike". These consist of metal plates bolted to the sleeper, on which spring steel spikes are attached which, after the laying of the rail, are forced onto the base of the rail, thus holding it in a chair-like structure. As for cost it seems to me to be a minor difference, in view of the chaired nature of the flat-bottom track.

I understand that the LMSR is having difficulty in getting points to work satisfactorily and ride smoothly. Whereas flat-bottom rail may become the vogue in many years time, I do not feel that the actual difference is of much consequence.

Yours faithfully,
R.D.Brearley.

(The editorial reply to this interesting letter will be published next month, space permitting)

Dear Sir,

With reference to the "Duchess of Abercorn" I hear that "Jubilee" class No.5573 is running painted "a very dark grey, and lined out with thin double red lines. Name plate red, and letters and numbers in gold leaf" (??) At the Centre, on April 4th., two members claimed to have seen one of this class at Crewe answering to the above description, and were generally doubted. There is little doubt of the accuracy of their description, but they were misinformed about the loco. being "new"; it was merely a repaint.

Yours faithfully,
R.D.Brearley.

TWO UNUSUAL VISITORS

On Wednesday evening, May 29th., two locomotives uncommon on "our" line passed through Manningham, in the shape of "Patriot" class No.5538 "Giggleswick", and re-built "Scot" No.6103 "Royal Scots Fusilier". The former brought a stopping train in and fairly made the sparks fly in getting away towards Forster Square, and the latter came through with an Up express.

G.H.B.

THE LOCOMOTIVES OF THE FURNESS RAILWAY

As a sequel to his talk on the Furness Railway, Mr. J. Thornhill dealt with "The Locomotives of the Furness Railway" on Wednesday, May 29th.

Commencing by expressing his thanks to several members for help in various ways, Mr. Thornhill first touched upon the Lindal accident of 1892 (mentioned in his earlier talk) and showed us a photograph and diagram which appeared in "The Railway Magazine".

Next, the speaker took us through the development of locomotive design on the Furness, right from the first two engines of 1844. There was No. 3, "old Copper Nob", perhaps the most famous of all Furness engines, then successive batches by Sharp Bros.; Sharp, Stewart & Co.; Hawthorn's; and Fletcher, Jennings and Co. Each class of engines was dealt with and it was pointed out that at this period most of them were not scrapped but sold to other companies or firms, and in some cases saw many years of useful service.

Mr. (later Sir) James Ramsden was the first Loco. Superintendent, and one of the really big personalities connected with the Furness Railway, and from 1879 to 1894 his experimental oil burning 0-6-0 of the 1866 type was at work. In 1889 Wm. Mason took over and he introduced new designs, then in 1897 he was succeeded by Wm. F. Pettigrew, who also stressed his own ideas in design. In 1904 he had drawings got out for a Fairlie articulated locomotive for the sharp curves on Barrow docks, but the project came to nothing and the engine was never built.

Finally, David L. Rutherford took office in 1918 as Loco.Supt., as well as civil Engineer (a position he had held since 1909) and he introduced the large inside-cylindrical Baltic tanks, built by Kitson & Co. in 1920. An unusual feature of these engines was the fact that they were non-superheated.

Mr. Thornhill had obviously done a lot of painstaking research in compiling his notes, and his talk was greatly enjoyed. Afterwards we were shown photos. of F.R. locomotives in Mr. G.E. James' wonderful albums.

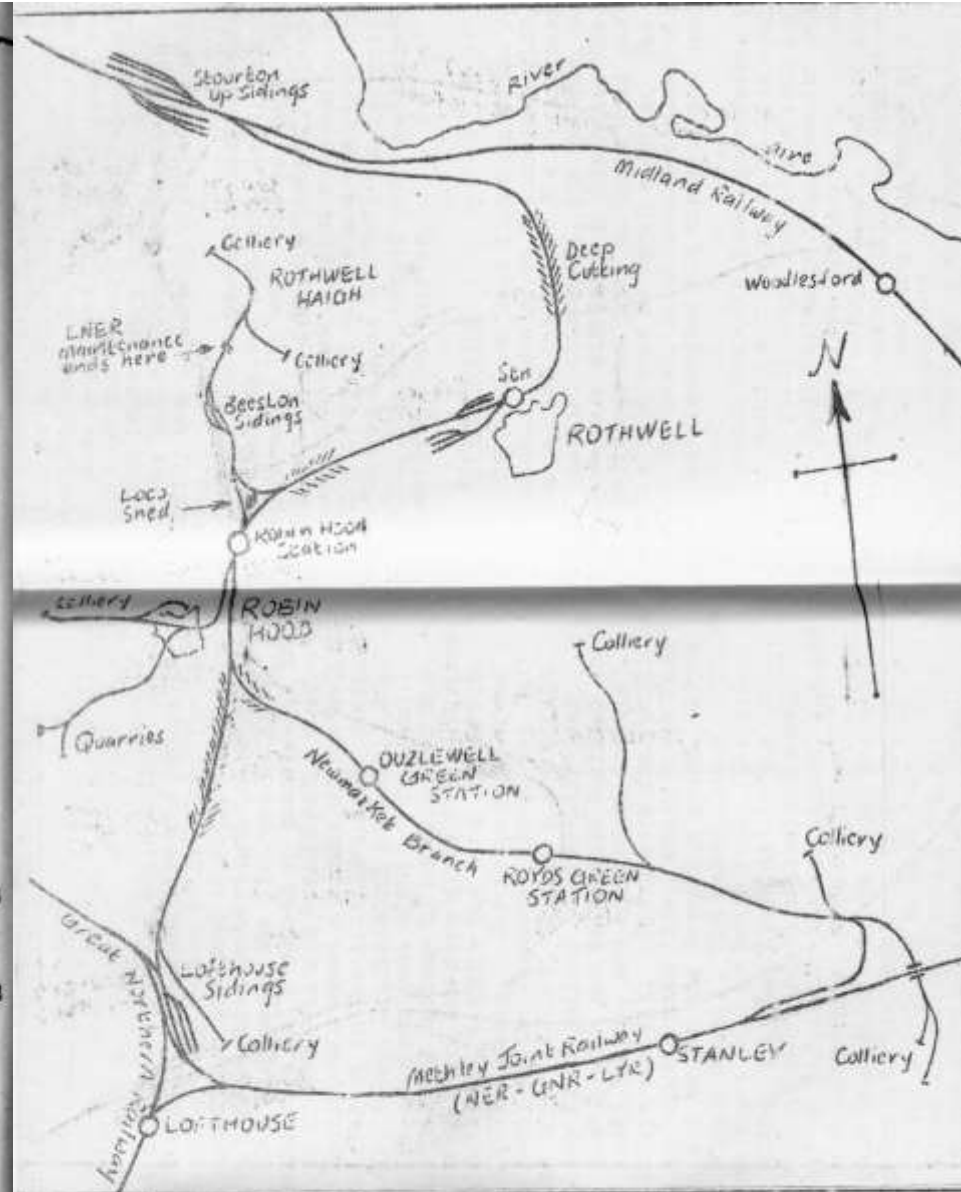
G.H.B.

THE EAST AND WEST YORKSHIRE UNION RAILWAY
by G. T. Bradley

Pre-Grouping

The East and West Yorkshire Union Railway was opened in 1890 solely for merchandise and mineral traffic. Though a costly line to construct (by 1900 its capital expenditure amounted to £250,000) it regularly paid a four-per-cent dividend on its ordinary stock. The purpose of the line was to serve some seven collieries and a number of quarries in the industrial area of Rothwell and Robin Hood. [The Charlesworth family, who owned a number of the coll's, took a great interest in the line, the first chairman of which was Mr. Joseph Charlesworth himself. [The main line, which ran from just south of Stourton Sidings on the Midland Railway to Lofthouse on the Great Northern Railway, was five miles long. Various branch lines, however, brought the total mileage to some nine and a half miles. The longest of these branches was known as the Newmarket branch and ran from just west of Robin Hood, to make a connection with the Methley Joint Railway (NE-GNR-L&Y) near Stanley. Another branch ran to Beeston Colliery on the Rothwell Haigh branch, and a third to various quarries at Thorpe-on-Hill. [There were four stations on the line, two on the main line, namely Robin Hood and Rothwell, and two on the Newmarket branch, Royds Green and Auzelwell Green. The headquarters, offices and locomotive depot were at Robin Hood. The track consisted of 95lb. bull-head line laid in the usual manner. Though an independent railway, the E&WYUR was on the best of terms with its neighbours, and was a party to the Railway Clearing House.

For working the traffic on the line, the E&WYUR procured from Manning, Wardle & Co., of Leeds, six saddle-tanks, three 0-6-0s and three 0-6-2s. The cylinders of these locomotives were 17" x 24", and the diameter of the driving wheels 4'-0". They carried E&WYUR Numbers 1 to 6 (Works Nos. 1307 to 1312) and when they first appeared were painted an



Sketch Map of the
EAST AND WEST YORKSHIRE UNION RAILWAY
and its connections

Scale: 2" equals 1 mile.

apple green colour, lined out in black and white, similar to the livery used by the Glasgow and South Western Railway. During the 1914-1918 war, however, they were re-painted dark brown lined out in gold. These locomotives were always kept in a good condition, and looked very smart.

The railway owned about 200 wagons for stone traffic, the coal being conveyed in colliery owned wagons.

About 1900 a passenger service was opened between Leeds (Wellington) and Robin Hood, calling at Hunslet and Rothwell. To work this passenger service, rolling stock was hired from the Midland Railway. The trains usually consisted of about five vehicles (two third brakes, two full thirds and one first class coach) and were worked by the E&WYUR's own locomotive. The working, however, ceased with the introduction of a competitive road service.

Post-Grouping

The East and West Yorkshire Union remained independent right up to the Amalgamation, when it became part of the LNER. The locomotives were given LNER classifications J84, J85 and N19, but these machines were withdrawn shortly after the grouping. The motive power depot at Robin Hood was dismantled and the site used as wagon sidings. The run-round behind the shed, which took the place of a turntable, was also dismantled and the location used as a public footpath.

Traffic over the line now consists only of freight workings. The whole of this traffic is worked by pilot trips run to and from Lofthouse East and West Sidings; Robin Hood, Beeston Sidings; Stourton, Newmarket Colliery; etc.. Locomotive power is provided by Ardsley depot, and two locomotives, usually J52s, run to Lofthouse Sidings each morning at 6-15 a.m., returning to Ardsley at the end of the day's work, about 9-30 p.m.

The extremity of the Beeston Branch is owned by the Rothwell Haigh colliery, and traffic is worked by the colliery's own motive power, which I believe

consists of two Manning, Wardle 0-6-OSTs. These work the trains over the stretch between the colliery and the Beeston Sidings, where the LNER locomotives take over.

On a recent date, 13 trips were worked into and out of Robin Hood; six into and out of Lofthouse Sidings; three to and from Stourton; and four to and from Newmarket Colliery. This gives some idea of the work on the line.

There is no passenger service over the line, but, prior to the late war, excursion trains were occasionally worked from Rothwell to Cleethorpes and other seaside resorts.

There is no signalling on the line, except a post with a red light on top and a notice "All locomotives must stop until they receive a hand signal from the shunter". There is, however, a working box at Robin Hood, for the operation of the points.

In conclusion, the writer wishes to thank the LNER and members of the Circle for the help they have given in the compilation of the notes on the E&WYUR.

AN AMATEUR SIGNALMAN

by F.H. Lea

About 25 years ago, there was a railway strike. What it was all about I neither knew nor cared, but what did concern me was the fact that it coincided with a week's holiday, and I had intended going away. There were no trains, so I was at a loose end, until a brain wave sent me to Liverpool Street, to volunteer for service on the railway.

Quite a large number of other people had evidently had the same idea, and the officials were busy interviewing, to find out what one knew (if anything) of railway operation, and as a result of my interview, I found myself in a signal school. This comprised three imaginary block sections, with all instruments, and a solitary home signal per section. A crowd of us spent the afternoon passing ordinary passenger trains

at a rate that would have cheered the heart of a passenger manager. Next morning I was on duty in a signal box.

We were sent out in pairs, and my colleague was a clerk from a lawyer's office, rather timid, and surprisingly enough under the circumstances, not particularly interested in railways. The box was on the Liverpool Street-Chingford line of the old Great Eastern suburban section, and a scratch service of trains was being run for the benefit of the densely populated districts served by it. It was situated at the entrance to Hackney Downs tunnel, and a short distance from Clapton tunnel, both a little under half a mile, I believe. There were Home, Starter and Distant signals for each road, and the system was Sykes lock-and-block, the most fool proof and mistake proof possible, which may account for *one being there*.

From then on we were the real thing, and we most religiously carried out every duty, including polishing all the brasswork, the stove and the windows. Lunch was sent down on a mid-day train, and thrown out by the guard (we were warned beforehand), but one day nothing was thrown out! Tragedy! A series of telephone calls on the party line located the missing lunches at Hackney Downs station, and I jumped at the opportunity of doing something I had always wanted to do - walk through the tunnel. Off I set, and about half way through heard a train enter. The tunnel being on a curve, I didn't know quite how far I was, so thought it prudent to get into the next alcove. This was a little further than I had reckoned, and I got in in a bit of a hurry and rubbed against the sooty wall. Well, I never had liked the suit anyway!

The week went by all too quickly, and the strike was over by the Friday so we were called off. The eventual result was, to me, little short of amazing. A grateful company paid me five nice 10/- notes for doing something that I would willingly have paid them to let me do it.

NEVILLE HILL SHED VISIT

An eagerly awaited event materialised on Sunday, May 26th, 1946, namely, the Circle's ninth shed visit, to Neville Hill, the old North Eastern locomotive depot for Leeds. Eight members took part.

The shed proved to be a treble roundhouse, and it was unusually light inside owing to a complete absence of glass in the roof!

We hadn't gone far before 3 ex H&BR 0-6-2T's caught our eye. They are now LNER N13 Class and their numbers were 2533/5 & 6. Next came a G5 class ex NER 0-4-4T No. 7357 (new number) fitted with Auto-train working, and bearing the Ilkley shed-name on the buffer beam.

Not far away we found one of the named V2's, No. 4818 "St. Peter's School, York AD627". This engine had most elaborate nameplates, with the school colours and the coat-of-arms in bronze.

In spite of the presence of newer, standard types the shed was unmistakably 'North Eastern'. There was a large batch of Q6 Class 0-8-0's of "Geordie" origin for instance, and we mounted the footplate of one of these and noted the closed in feeling and rather cramped space, in spite of what looks like a roomy cab externally. These engines have steam reversing gear, and the one we inspected bore the Newport shed-name. Then there were examples of class J72 and J77 0-6-0T's, dainty little engines with beautifully proportioned domes, and we realised that very few NER designs had anything clumsy about them.

Coming more up-to-date there were some K3 class 2-6-0's, and later still four V1 class 2-6-2T's, which we agreed looked well proportioned and business-like machines.

The shed foreman confirmed the popular belief that the "Hunts" are not liked by the men. On the other hand he said the V2 class 2-6-2's were very popular, even more than the Pacifics.

Engines were coming and going all the while, and we helped to turn several on the turntables.

A J21 class ex NER 0-6-0 No.944 arrived accompanied by that leisurely panting sound from the West-ingham brake pump, a sound growing ever less common in these days of vacuum brakes. We wondered what it would have been like a few years ago in this shed when all the engines were equipped with compressors.

Mention must also be made of the two 0-4-0T Sentinel shunters, one a Y1 class, No.171, and the other, No.193, a Y3 class. The former, we were informed, belonged to Malton and was returning there the following day.

On the way down to the shed we had been discussing as to whether we should see the rebuilt "Hunt", No.365 "The Morpeth". Imagine our delight then, when the foreman told us it was in the fitting shop undergoing repairs. Incidentally, he said it had been doing good work recently. We finished off the shed and went round to the fitting shop and there found not only "The Morpeth" but two Sentinel steam Rail Cars, "Hope" and "Woodpecker", and the Y3 Sentinel shunter mentioned before. We decided that surely "The Morpeth" represents one of the most remarkable examples of locomotive "in-breeding". Now having two inside cylinders and a high raised running plate, it bears a strong resemblance to a Great Central "Director" and also the rebuilt NER Class R (LNER class D20/2), at the same time it is unmistakably of "Shire" descent from which, of course, the "Hunts" were evolved.

From here we passed out into the yard which was almost deserted, there being only two engines in evidence, both modern standard designs, a V1 and a V2. Yet another sad sign of the times!

We caught a tram back to Leeds with plenty of food for discussion. Our visit had yielded 58 locos, two Sentinel shunters and two Rail Cars, and we came away well satisfied with our labours.

Readers may be interested to know that the published shed visit reports are compiled by Mr.G.H.Butland, being practically verbatim extracts from the detailed reports filed in the Circle's log. Ed.

BRADFORD-BOURNEMOUTH

(Notes submitted by Mr.Hutton)

On Monday, 27th May 1946, the 9-30 a.m. Torquay train pulled out of Bradford Forster Square station behind a 2-6-4 tank engine. The train was made up of Great Western stock plus one LMSR coach for Torquay, and two LMSR coaches to come off at Bristol, total 12 coaches.

At Leeds, 5XP, No.5568 "Western Australia" came on and this engine worked the train through to Bristol, although crews were almost certainly changed at Derby or Birmingham.

Bournemouth passengers had to change at Gloucester, and the train for the forward run comprised four bogie coaches, either new or reconditioned. This left behind class 5 4-6-0, which made a good run to Bath, non stop.

At Bath there was a wait of fifteen minutes, during which a 4F 0-6-0, No.4558, came on for the run over the Somerset and Dorset Joint line.

4F's, it was noted, predominate on this line, all the passenger trains being headed by one, and several were seen outside Bath shed. In addition, a sprinkling of 2P 4-4-0's and 3F 0-6-0's were noted.

One of the latter came on the rear of the train at Templecombe junction, to work it over the spur line to the station, located on the Southern Railway main line.

At Templecombe station was noted a slow train in from Exeter behind a Drummond large 4-4-0 of the "395" class, as rebuilt by Urie with stove pipe chimney; and in a bay was seen one of the Drummond small wheeled 4-4-0's which are so like the Highland Small Bens. The train waited for an Up express from Exeter which came in behind a "Merchant Navy" Pacific, "Peninsular and Orient".

This was the first of the class our member had seen, and his opinion is that it looked impressive but ugly, although the type may look better when painted green and lined out with yellow.

Coaching stock in use for local trains on the S&DJR was both LMSR and Southern. Some of the latter was in the old dark green livery and some in the newer Malachite green. The vivid green of the Malachite livery appears to compare unfavourably with the darker green.

Considering the ravages of the war years, the S&DJR stations were pretty smart. They are painted in the green and buff colours of the Southern Railway works.

The 4F ran very well, climbing the gradients steadily and running smartly downhill. Arrival at Bournemouth West was dead on time.

Three observations of interest were noted during the course of the journey. One, the 0-10-0 banking engine, "Big Bertha", at Bromsgrove. Two, the new LMSR-GWR joint running lines between Cheltenham and Gloucester, laid down during the war to facilitate the flow of traffic through a bottle neck, and, three, the viaduct at Midsomer Norton, part of which was blown down in a storm a few months ago, and is now being rebuilt.

LOOKING AHEAD

- 10th July. A talk by Mr. Hind (Press Relations Department, LNER, York) on "The Early Years of the North Eastern Railway" 7-30 p.m. prompt.
- 24th July. A talk by Mr. C. E. Scholey on "Railway Signalling" 7-30 p.m. prompt.

DURING AUGUST THERE WILL BE A TRIP OVER THE LAISTERDYKE-WINDHILL LINE OF THE LNER. DETAILS WILL BE SEEN IN THE AUGUST ISSUE.

BRADFORD RAILWAY CIRCLE

"THE CENTRE" - MANNINGHAM STATION - BRADFORD

- PRESIDENT:- R. C. FLOWERDEW, ESQ.
- VICE PRESIDENT:- CHARLES HUTTON, ESQ.
- HON. SECRETARY:- Mr. F. H. Lea, 145 Apperley Rd., Idle, Bradford.
- HON. TREASURER:- Mr. C. E. Scholey, 20 Brae Av. Bolton, Bradford.
- COMMITTEE:- Messrs. Butland, Kitchin and Wilson. Halliwell and Thorhill (co-opted)

THE CIRCULAR

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DUTY ROTA

The following will be responsible for cleaning the Centre during July:-

| | | |
|--------------------------|-----|---------------|
| Week commencing 1st July | ... | Mr. Grierson |
| " " 8th July | ... | Mr. Halliwell |
| " " 15th July | ... | Mr. Hutton |
| " " 22nd July | ... | Mr. James |
| " " 29th July | ... | Mr. Jameson |

In order to conserve our scanty stock of envelopes, it will be appreciated if members will return used envelopes to Mr. Bradley, as and when convenient.

Normally, there will be a small space available on this back cover for members' Queries, Sales and Wants. Please make use of it. Alternatively, there is a Notice Board facing the outer door of the Centre, in the porch, which members may use if they wish.