



NO - 8

SEPTEMBER 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. 200002 has thus no leci standi 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 GNR 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 shelled 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 Hensworth 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.

Starting again we passed on to the H&BR line. The first point of interest soon after was Wrangbrook Junction, the largest junction on the H&BR., here the Wath and Conisboro' branches join the main line. Several coal trains were in the sidings, one of these hauled by one of the H&BR 0-8-0 mineral engines, then fairly new. Other interesting points were the Drax Swing Bridge carrying the railway over the Ouse, and Little Weighon Cutting, one of the deepest in England, 82 feet deep, 120 feet wide at the top, and three quarters of a mile long.

It was very evident as we travelled along that our special train was an object of great interest to the H&BR station staffs and to men working on the line. Approaching Hull, on the left hand side, were the Springhead works and running shed, of particular interest to me, outside of which were various H&BR engines. The original engines of the H&BR, 0-6-0 goods and 2-4-0 passenger, were designed by William Kirtley, of the London Chatham and Dover Railway, who acted as Consulting Engineer, but at the time of my visit these had been reboilered or rebuilt by Matthew Stirling, who became locomotive Superintendent shortly before the line was opened. Several of the original goods engines were to be seen with Stirling's first type of domeless boiler but retaining their Kirtley cabs, also a 2-4-0 with this smaller type of boiler and Kirtley cab. But there were also several of Stirling's 0-6-0 engines built to his design with larger boiler and cab, and two of the 2-4-0 passenger engines fitted with the same type of boiler, and another of his large 0-8-0s.

Just outside Beverley Road Station we left the line to Canon Street and took the line to Alexandra Docks, arriving at the Dock station at 11-30. This was rather a primitive erection of wood and had been built for entraining parties of emigrants.

Outside the engine sheds near the docks were some 0-6-2 tank engines with domeless boilers, these were originally built for the Lancashire, Derbyshire and East Coast Railway, but were taken over by the H&BR. Also at work on the docks were several 0-4-0 side tank engines, the first engines designed by Matthew Stirling.

After touring the docks we found drawn up at the east end a train of well scrubbed coal wagons fitted with seats, headed by a contractor's 0-6-0 saddle tank engine. We climbed aboard this and were taken for a tour of the works on the new King George Dock, then being constructed jointly by the H&BR and NER. Most of the excavation had been done ready for the building of the quay walls, and the deep hole looked very impressive. Returning to the Alexandra Dock we then got into horse chaise-a-bancs and were driven to the Paragon Station Hotel where we were entertained to lunch.

After the lunch we were addressed by the Chairman of the Railway, and also by Mr. Edward Watkin, the General Manager, on the advantages of the Port of Hull and what his railway could do for us. Mr. Watkin was a nephew of Sir Edward Watkin, at one time a great figure in the railway world and a rather stormy petrel at that. As Chairman of the Manchester Sheffield and Lincolnshire Railway he was largely responsible for the London extension to form the Great Central Railway. Later we drove through Hull to Beverley Road Station, and in doing so saw something of the level crossing problem which still bothers the railways and citizens of Hull. Shortly after arriving there our special came in from Canon Street, and we departed at 5-15.

On our way back we were stopped by signal at Carlton, the junction for Knottingley, and in a bay on the Down side was the train for that branch, consisting of three four-wheeled coaches behind one of the old 0-6-0 engines. Stopping on the connecting line near Hensworth we dropped out pilots and then ran non-stop to Bradford where we arrived at 7-30 p.m.

So ended a memorable and enjoyable Railway Day.

It will be of interest to state that the enterprise of the H&BR was rewarded, as from that date wool was regularly shipped through Hull and brought to Bradford and district by the H&BR.

A RUN ON THE HIGHLAND MAIN LINE

By "Waverley" and "Precursor"

In the course of an essentially "railway" tour of Scotland during the Whitsun weekend, 1946, we decided that by far the most interesting way of getting from Aberdeen to Perth was to adopt the "Limerick Junction method" and go via Inverness! Thus after a most interesting journey from Aberdeen over the Great North of Scotland section of the LNER behind a Great Eastern 4-6-0, which incidentally put up a fine performance, we arrived at Inverness dead on time, at 12-5 p.m.

Having a few hours stay in Inverness, we had lunch at the station dining rooms - the one of us who had spent his schooldays in Scotland, knowing what a treat he was really going in for, ordered Haggis for his lunch, while the other remarked that he preferred to know what he was eating and so chose sausage!!

After an excellent lunch we had a walk round the town, returning to the station in good time for a look round before departing for Perth.

Alongside the platforms were four ancient passenger vehicles, set up on bricks as yard sheds (two coaches and two vans) obviously dating from the '70s; being very early vintage Highland four or six wheelers. They had straight matchboard exteriors but had evidently lasted into the post-grouping period as they were in LMS red. At Inverness we also saw one of the three survivors of the class, in the shape of the HR "Loch Inch", a 4-4-0. Several HR 0-6-0s were also noted. As we were walking along the platforms, each equipped with field glasses, a porter asked whatever we were seeking: we replied "locos" to which came the retort "Och, weel, if that's the case if ye go doon tae the platform end ye'll see a wee bit Highland 'auld iron' ". We noted a number of interesting non-standard passenger coaches, including one of the original Caledonian 12 wheeled diner; some of these in pre-grouping days were regularly loaned out to

the Highland, who owned no diners and, indeed, very few corridor coaches at all, for use between Perth and Inverness.

Departing for Perth on the 3-45 p.m. express- we noted two class 5 "Black Staniers" at the head of the train. We had hoped that the pilot would be one of the few remaining HR "Clans" but no, it had to be two "Black Staniers". According to a well known writer: "To-day Inverness might as well be Kentish Town". Having already seen quite a bit of pre-group stuff, both on the Highland and in other parts of Scotland on our travels, we were not unduly upset. The train left Inverness dead on time, Aviemore being the first stop. The line begins to climb to Culloden Moor immediately on leaving Inverness, running through enchanting firwoods and affording a beautiful view across the Moray Firth, with the line from Aberdeen running in the nearer distance. The ascent to Slochd Summit past Moy and Tomatin was excellent indeed - the two "Black Staniers" making easy work of the grade - by Carr Bridge we were on the down grade again tearing along at a rare old pace (the Highland line is characterized by slow uphill running with high speeds on the down grades. What it must have been like in the very early days travelling in four and six wheelers is best left to the imagination). After Carr Bridge and just before reaching Aviemore we joined the old Highland line from Inverness via Boat of Garten, at which station comes in the former GMSR branch from Craigellachie.

At Aviemore sheds we noted several HR 4-4-0s, 0-6-0s, 0-4-4 tanks and two or three of the few remaining "Clans". Here we saw mounted on bricks as a yard shed, half of what was obviously ex-EXYR non-corridor bogie coach, and we wondered whether the other half would be up at Wick or down at Luddendenfoot!!

At Aviemore the load was increased to 14 modern LMS corridors, including a dining car for Glasgow. The two "Black Staniers" set off for the run through the most beautiful mountain and firwood scenery one

could ever wish for. The line runs through Kingussie and Dalwhinnie and here the gruelling pull of some miles up to Druimachdar Summit begins (the highest main line summit in Britain - 1,484 feet). The two "Black Staniers" made easy work of the load of well filled coaches and leaning out of the window we watched the train pounding its way to the summit. We crossed and re-crossed the river on low bridges, being impressed by the ever increasing bark of the exhausts echoing in the mountain fastnesses. The lowest speed did not fall much below 30 m.p.h..

Once over the summit (between Dalwhinnie and Dalnaspidal, and at which latter place pilot engines on passenger trains were often detached in earlier days) we made a really electrifying descent through even more enchanting scenery than before, to Blair Atholl, the next stop. Between here and Pitlochry is the famous Pass of Killiekrankie - beauty surpassing the wildest of dreams - with picturesque Killiekrankie Tunnel, short, and one of the few on the whole Highland system, and indeed the only proper one between Inverness and Perth. From Pitlochry, the next stop, we ran through Ballinluig, Junction for the short branch to Aberfeldy, and Dalguise to near Murthly where the automatic tablet exchange apparatus failed to work causing an emergency stop to be made for the fireman to walk back some 200 yards to retrieve the staff.

From here the run continued to Stanley Junction where the Highland line proper terminates, the remainder of the run to Perth being over Caledonian track (the line from Aberdeen).

In spite of indifferent weather and the two "Black Staniers" the run was thrilling in the extreme and we arrived at Perth dead on time, at 7-23 p.m.

The old Highland pioneers made a fine job of these mountain roads and, while they have admittedly been improved upon in post-grouping years, it is very doubtful whether the performance on the Highland line would be much improved upon even if electrification came to pass.

TALK ON SIGNALLING

On Wednesday, 24th. July, we had a very interesting talk given by our Circle treasurer, Mr.C.E. Scholey, who spoke on the position and duties of the various fixed signals as used in railway work, giving definitions and rules for the application of Distant, Outer and Inner Homes, Starting and Advanced Starting Signals. He also described the arrangement of shunting, calling-on and ground signals, covering slow and shunting movements.

The talk was well illustrated by means of fine coloured diagrams, prepared by the speaker, of signalling schemes for a simple crossover, small passing station, double junction, four road working over routing crossovers, also terminal station arrangements and the use of the Annett's key.

(It is proposed to include in the "Circular" from time to time, short articles and sketches of layouts from the above talk, so that members may have a permanent record - Ed)

At the above meeting a point was raised in regard to the gong in Dowling Tunnel, and its purpose. Perhaps the following extract from "The Railway Magazine" for July 1902, will be of interest:-

Q- Would you kindly inform me how, at the two ends of Primrose Hill Tunnel, LNER (the tunnel for the slow lines), the clanking apparatus works? Every time a train about to emerge from the tunnel, passes over the apparatus one hears a clank. What is the use of this apparatus?

A- These gongs are worked by the flanges of the wheels passing over a treadle fixed about 150 yards from the end of the tunnel, and are provided to inform the drivers that they are approaching the end of the tunnel.

WANTED: A photograph of the LNER rebuilt "Hunt" class 4-4-0 "The Morpeth" Can any reader oblige? Reply to J.Thornhill.

"SOME EARLY RAILWAYS"

This was the title of a paper read to the Circle by Mr. R. D. Brearley, one of our members, on Weds. 7th. August.

By way of preamble the speaker said that as it seemed to be the fashion to make apologies he would make two. The first was that his talk would be read, and the second that the paper was archaeological or historical rather than technical. Starting with what he described as three essentials, namely: Wheels, Prepared Track and Lateral Control of Motion, he then quoted from a book published in Germany about 1515, being of the opinion that the idea that the earliest railways were built in Germany was a fallacy.

Turning to Russia he stated that in June, 1804, some model trucks were sent there, and he wondered if the Russians were the first model railway fans!

With the aid of a blackboard sketch map of the Sunderland and Newcastle area, the birth and development of some of the earlier colliery lines was then traced out.

The paper was well received by an appreciative audience of some 20 members and visitors, and an animated discussion on points arising followed.

G.H.B.

Readers may be interested to know that Bradfordians now have the service of a shop catering primarily for the railway enthusiast. Mr. W. Hubert Foster, 202 Keighley Road, Frizinghall (opposite the Norman Arch) is a stockist of most recently published railway books, particularly the Ian Allen productions, also of model railway equipment, "Meccano" sets, etc. If contemplating the purchase of anything in this line a call at the "Hobbies Shop" would probably be most fruitful.

Midland Railway No. 158A (new LMSR 20002)

The Editors, the "Circular".

Dear Sirs,

There appears to be a fairly widespread impression that this engine was stationed at Manningham shed in Midland days, and I note a statement to this effect in our August "Circular". I question the accuracy of this.

I was brought up close to the Midland Railway at Apperley Bridge, and almost daily paid great attention to its activities from the year 1904, and also travelled about a fair amount. Every engine seen was repeatedly booked-up with details of its condition -- style of chimney, tender, painting, etc. I still have most of these records and a vivid recollection of things as they then were. The Manningham engines of Kirtley's double-frame class with 6'-3" drivers were as follows (the new 1907 numbers in brackets):- 76A(10), 116A(15), 154A(21), 155A(22), and 156A(1). Skipton had 77A(11) and 79A(14). All these were of the batch rebuilt, mostly for the second time, in 1895-9, with 18" cylinders and modern fittings. But Manningham also had two "old crocks" of the class as at first rebuilt in 1880-7. They were 75A and 117A, and retained Johnson's 1874 style three-piece (or built-up) chimney, low-pitched boiler, square sand boxes above the frame, and old 2,000 gallon "horse shoe" tender. Few of this variety then remained and Mr. Deeley condemned them all, so that 75A and 117A left Manningham late in 1905 for "dead man's" yard at Derby. About 1912, Nos. 10 and 22 were transferred to Normanton, later Nos. 1 and 21 to Birmingham and 15 to London; leaving 11 and 14 at Skipton (sub-shedded at Colne). These latter two were the last of the class to remain north of Leeds and were withdrawn in 1928-30.

I never at any time came across No. 158A, or knew of its whereabouts till about 1920, when I obtained a photograph of it (as No. 2) bearing Derby shed number, but apparently photographed near Burton shed (both Derby and Burton sheds had engines of this class as far back as I can remember. If any member

BRADFORD RAILWAY CIRCLE

"THE CENTRE" - MANNINGHAM STATION - BRADFORD

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Edited and produced by Messrs. E. H. Halliwell and J. Thorhill. Communications for the Editors to Mr. Halliwell, 6 Fern Hill Mount, Shipley. Distribution (pro tem) by J. Thorhill, 17 Greafell Road, Bradford Moor.

LOOKING AHEAD

September 4th. 7-30 P.M. September 18th. 7-30 P.M.
Talk by Mr. R. Thornton. Talk by Mr. F. H. Lea.
"RAILWAYS OF NEW SOUTH WALES" "THE LONDON UNDERGROUND"

DUTY ROTA

Sept. 2nd. Scholey	Oct. 7th. Wilson
9th. Shackleton.	14th. Wilkinson.
16th. Smith.	21st. Bird.
23rd. Sparks.	28th. Barker.
30th. Thorhill	

Correspondence - continued.

has definite proof that 158A was ever actually stationed at Manningham I would be glad to know of it.

Yours, etc.

G. E. JAMES.