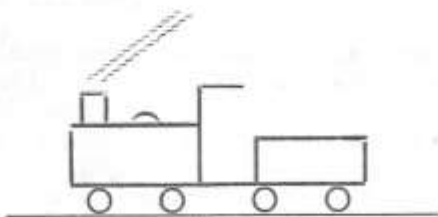




# THE CIRCULAR



No. 12

JANUARY 1947

The Bradford Railway Circle

The Centre, Manningham Station, Bradford.

President: R. C. Flowerdew, Esq.  
Vice-Presidents: Charles Hutton, Esq.  
Frank H. Lea, Esq.  
Hon. Secretary: G. H. Butland, "Kintallen",  
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Guiseley, Nr. Leeds.  
Hon. Treasurer: C. E. Scholey, 20 Brae Avenue,  
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EDITORIAL

This month one has the pleasurable duty of congratulating Mr. F. H. Lea upon his election to a vice-presidency. From the earliest pre-inaugural meeting to the present day Mr. Lea has devoted himself to the well-being and good estate of the Circle, and his new honour is richly deserved. It is one's earnest wish that he may, together with Mr. Hutton, enjoy many happy years in the vice-presidential office.

The honorary secretaryship has now devolved upon Mr. G. H. Butland, a versatile and popular member of the Circle and its Executive. In this gentleman's capable hands the affairs of the society are secure, and the least one can do to show one's appreciation is to be helpful in any way within one's power. It is hoped that Mr. Butland's tenure of office will be as fruitful and successful as that of his predecessor.

One has it on good authority that ex-Midland Railway 2-4-0 No. 20002, the subject of editorial comment some months ago, is to be presented to the Stephenson Locomotive Society. Although our hon.



withdrawn in 1906. During the 1914-18 war the derelict rails were lifted from the north side of the northern triangle at Bidston and have never been replaced. And so the Wirral reached its final form with passenger services from Park to West Kirby and New Brighton, and from Seacombe to West Kirby, with important goods connections to the lines alongside the north and south of the Birkenhead Docks - a small but important railway of but thirteen route miles.

To operate the line the Wirral had quite a variety of engines. Most of its more recent engines came from Beyer, Peacock - all tanks of 2-4-0, 4-4-2, 4-4-4, 0-4-4 and 0-6-2 wheel formations. After 1914 funds were again low and no new engines were built, but five 2-4-2 tanks were bought second-hand from the L.Y.R. and four similar ones from the L.N.W.R.. The L.M.S.R. got rid of most of the native engines rather quickly and now none remain. The most outstanding locos. were the three 4-4-4 tanks built by Beyer, Peacock in 1896. They had 5'-2" coupled wheels, inside cylinders 17" x 24", boiler pressure of 160 lbs., and were the first engines of what was to prove a remarkably unpopular wheel formation in this country. When electrification came into effect in 1938, the L.M.S.R. had standard 0-6-0 and 2-6-2 tanks and five L.N.W.R. coal tanks handling the Wirral traffic, but now a mere handful of 0-6-0 tanks remain for goods works.

#### The L.N.E.R. Lines.

Before bringing the story up-to-date, another railway must be considered - surely the most amazing intruder in this part of the world. To trace the history of the L.N.E.R. in the Wirral we must go to Wales, and back to 1862, when the Wrexham, Mold and Connah's Quay was authorized to build its little local 12-1/2 mile line. In 1890 it opened an extension to Shotton on the Dee where it met a new line from Chester of the Manchester, Sheffield and Lincolnshire Railway, shortly to become the G.C.R. The M.S.L.R. reached Chester by the Cheshire Lines system. In 1896 the Wrexham company and the G.C.R. jointly opened a line from Hawarden Bridge, near Shotton, to Bidston on the Wirral, but the new venture ruined the Wrexham company. and in 1897 it

it was absorbed by the G.C.R., and thus by these devious means the L.N.E.R. today reaches both Wales and the Wirral. In 1898 the G.C.R. obtained running powers from Bidston over the Wirral to Seacombe, and in 1906 a connection was made crossing the Wirral main line on the level from the G.C.R. Bidston Yard into Birkenhead Docks. It is over this connection that the very extensive L.N.E.R. traffic now passes. The L.N.E.R. lines are double throughout and apart from a heavy climb in either direction between Storeton and Parkgate are easily graded. For the most part the line runs through a part of the Wirral as yet little developed, but though local traffic is poor, it is a very popular route from Wrexham to Liverpool.

#### Post 1938 Developments.

Early in 1938 the L.M.S.R. completed the change-over from steam to electricity of the Park to New Brighton and West Kirby lines. At the same time the Seacombe-West Kirby service was withdrawn so that now the L.N.E.R. Wrexham trains, behind their pretty little G.C.R. tanks, provide the only service for passengers on that branch.

The L.M.S.R. adopted the 3rd. rail 650 volt system and provided most excellent 3-coach sets of very modern construction. At the same time the very antiquated Wirral stations were replaced by modern concrete and glass erections, the new station at Hoylake, in particular, being a thing of real beauty not even to be equalled on the L.P.T.B. lines. The whole 1938 scheme provided a most striking metamorphosis, and the L.M.S.R. are to be congratulated on their enterprise. Though the Mersey retained its separate identity, there was a fusion of workings whereby Mersey stock took over the entire New Brighton line and the new L.M.S.R. stock the West Kirby line - all trains running through to Liverpool Central. On Sundays the workings are reversed so it is even possible to see L.M.S.R. electrics as far afield as Rock Ferry. Apart from the L.N.E.R. workings, the only steam locos. now to be seen on the Wirral are the few 0-6-0 tanks used to work a through coach from New Brighton to West Kirby, thence to the joint lines and so by Hooton to Chester.

(continued on page 9)



ANNUAL GENERAL MEETING

The evening of Wednesday, 8th. January 1947 was inclement to say the least of it, but in spite of the snow and slush and sleet a surprisingly large attendance foregathered at the Centre for the Annual General Meeting of the Circle. Thanks to the public spirit of some considerate person the room was comfortably warm from the outset; the spiritual atmosphere, as usual, being one of good fellowship and continued enthusiasm.

The Vice-President, Mr. Charles Hutton, was in the Chair, and the meeting was opened by the Hon. Secretary, Mr. F. H. Lea, reading the minutes of the previous meetings, which were duly accepted as a true and accurate record.

The Secretary's report occupied only a minute or two, as Mr. Lea merely said that the best possible report of the year's working lay in the present appearance of the Centre and the keenness of the members then in it. Mr. Lea, in the absence of the Hon. Treasurer, Mr. C. E. Scholey, also presented the financial statement and report.

Mr. Hutton next intimated to the meeting that Mr. Lea had asked to be relieved of his office at the Annual General Meeting, and further said that the Committee, having considered the matter, had reluctantly resolved to recommend acceptance of this resignation. Mr. Lea then put forward his reasons for wishing to retire, and the meeting forthwith accepted his resignation with much regret.

At this stage a cordial vote-of-thanks to the retiring Secretary was proposed by Mr. James, the substance of his remarks being that although he was not a foundation member he could well imagine that Mr. Lea had borne the burden and heat of the day; and that without his assistance the Circle could not have prospered nearly so well as it had. This was seconded by Mr. Wilkinson and carried with acclamation. Mr. Lea, in responding, deprecated the suggestion that his personal efforts had been

productive of such good results, and said that it was undoubtedly the Committee and members themselves who were really responsible for the happy state of affairs in which the Circle was placed.

Here the Chairman moved that Mr. Lea be elected a Vice-President in recognition of his services. Mr. Lea in reply said that to be associated with Mr. Hutton in such an office was a singular honour and he had great pleasure in accepting.

Mr. Wilkinson then proposed and Mr. Butterfield seconded that Mr. G. H. Butland be asked to discharge the duties of Secretary, this being carried unanimously and with evident satisfaction. Mr. Butland, in accepting the office, again testified to the splendid work done by Mr. Lea and said that he would endeavour to serve the Circle to the best of his ability. Incidentally, one learned that Mrs. G. H. Butland, probably in common with most of the long-suffering wives of our fraternity, considered that her husband lived only for the Bradford Railway Circle! This is indicative of the eagerness and zeal of our new Secretary.

Mr. Scholey was re-elected Treasurer and, as no further nominations had been received, the Committee members were re-appointed en bloc, the vacancy caused by Mr. Butland's election to the Secretaryship being left for the Committee to fill by co-option if and when desired. This concluded the formal business on the agenda.

Here Mr. Lea made an announcement. It appeared that two Inspectors from the Locomotive Department at Derby, visiting Manningham Sheds in connection with the Mutual Improvement Class, were recently shown into the Centre by our friend and member Mr. G. Jones, passed-fireman. The visitors were very impressed with what they saw there, and expressed a wish that the professional locomotive man might be fired with the same enthusiasm that one met in those who pursued the craft only as a hobby. The members of the Bradford Railway Circle were also cordially invited to attend an officially inspired

lecture on "The Development of the Locomotive" to be delivered in the Bradford Technical College on Thursday, 16th. January.

In connection with the production of the "Circular", it was mentioned that a new typewriter was necessary if the journal was to come into line with others of a similar nature. Mr. Lea explained that the capital cost of the machine was forthcoming, subject to repayment in instalments. He had in mind the idea of running a few whist-drives by which he hoped to make a few pounds, and it was suggested that the "hat" might be passed round at the meetings, the figure asked for being one penny per head, any increase on this being left to the individual. It was resolved that a typewriter be purchased as soon as possible.

Mr. Hayes then raised the question of Model Man's and Photographer's sections and asked if the time was opportune for the arrangement of something on these lines. Some discussion took place on the suggestion without any definite resolution being arrived at. Mr. Shackleton and Mr. Halliwell stated that they were always open to receive visitors in their model lay-out rooms, and the cordial thanks of the meeting were expressed for their kindness in this matter. So far as the second item was concerned Mr. Thornhill thought that it would be a good plan to arrange an occasional evening for the exhibition, sale and exchange of photographs. Mr. Butland said this could be extended to include railway literature and Mr. Thornhill followed the theme with the informal proposition that a Dutch auction of donated surplus photographs and literature might be a source of enjoyment and revenue. These matters were left to the Committee to discuss in detail.

This brought the business meeting to a close and the members then settled down to hear Mr. R. D. Brearley on "The Railways of the Isle of Man"

J.T.

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Then, too, it was not unusual to see excursions from the L.N.E.R. at New Brighton behind G.C.R. types up to and including the big 4-6-0s.

The joint L.M.S.R.-G.W.R. lines from Birkenhead (Woodside) to Chester, Helsby and West Kirby, although strictly Wirral lines, have really little in common with the group I have described. If the Abercrombie report on Merseyside is ever adopted then the effects on the Wirral section and the Mersey may be far reaching, but until then, they and their L.N.E.R. neighbours are "doing very well, thank you"

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To the Editors, "The Circular".

Dear Sirs, Low Moor and our Railways.

One cannot study the evolution of British railways without being struck with the importance played in their construction by Low Moor ironworks.

Time and again we read of engineers stipulating Low Moor iron when placing orders with outside builders, and it appears that Low Moor iron was also largely used in bridge construction, etc.

On several occasions people have written to me from various parts of the country asking for particulars of the Low Moor railway system and the locomotives in use, but my knowledge is not extensive as I have never spent much time in south Bradford.

Though Bradford cannot boast of a large through station, it is clear that our district has contributed much to the constructional part of railways, and we ought to be proud of it; for this reason I suggest that it would be well to place on record an account of the railway system of that once-famous works and the locomotives in use, with any other items of interest.

If any of our members are natives of south Bradford with extensive knowledge of the Low Moor works would they, singly or in conjunction with each other, prepare an account for our "Circular"?

Yours faithfully,  
G. E. James.



### "Pre-Grouping in Scotland"

was the title of a very interesting paper read to the Circle by Mr. A. Shackleton on November 27th. Of the companies prior to the 1923 amalgamation the speaker said he had most contact with the N.B.R., C.R. and H.R. The fascinating livery schemes were dealt with first, and it was also mentioned that many of Britain's outstanding locomotive engineers had been connected with the Scottish railways.

Of the G.N.S.R. Mr. Shackleton said an interesting point was that although now part of the L.N.E.R. it had no direct physical connection with the main part of that system, except by running powers over L.M.S.R. metals. Generally it could be said that it lived up to its official title of "Little and Good".

The largest of the Scottish companies, the N.B.R. operated many miles in England and was unique in possessing several named tender engines. Notable among its locomotive types were the "Glen" and "Scott" 4-4-0s and the large Atlantics designed by Reid in 1907.

In many ways the H.R. was unique; it pioneered the 4-6-0 in Great Britain with the famous "Jones Goods" in 1894, and had the longest single line route mileage in Britain.

The C.R., notable for the wonderful blue livery of its passenger locomotives, had the last single driver in regular service in Great Britain.

The speaker said he hadn't had much contact with the G.S.W.R., but described the Manson 4-4-0s and 4-6-0s and the large 4-6-4 tanks designed by Whitelegg.

The paper which was illustrated by means of book illustrations and coloured plates concluded by an imaginary journey from Leeds to Edinburgh (Waverley) in the days just prior to the grouping. The customary instructive and entertaining discussion followed.

G.H.B.

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The reports on the paper by Mr. J. Thornhill on "The Smith Compounds" (December 30th.) and the talk by Mr. A. D. Brearley on "The Railways of the Isle of Man" (January 8th.) will be published next month.

### The Locomotives and Rolling Stock of the S.D.J.R.

Mr. G. E. James gave us another of his splendid talks on December 11th. when his subject was "The Locomotives and Rolling Stock of the S.D.J.R.". In the 1850s he told us two lines were projected, one, the Somerset Central Railway, to run eastwards from Highbridge to Cole, and the other the Dorset Central Railway, to run from Cole to Wimborne. It was intended that these two should connect at Cole, but as the Somerset line was broad gauge and the Dorset Central standard, a strange state of affairs existed. They did meet, and in 1862 amalgamated to become the S.D.R. The broad gauge line was later altered to standard and in 1869 construction commenced on an extension from Evercreech to Bath. Later the Company found themselves in financial difficulties and they approached the Bristol and Exeter and G.W.R.; the M.R. and L.S.W.R. stepped in and in 1875 these two companies took charge, the Midland becoming responsible for the rolling stock; the L.S.W.R. looking after track, stations, etc.

The Bath-Bournemouth section became the main line from about 1874, and 45 out of 71 miles is double track. The gradients are heavy and there is a large coal traffic, and the milk and fruit traffic is enormous. Mr. James went on to describe the various interesting locomotives, many of which were rebuilt some more than once, thus lasting 60 years and more. The livery was described, and the talk concluded with a brief reference to passenger and goods rolling stock.

Illustrations were provided in the form of post-cards mounted on cards specially for the purpose, and the speaker's now famous albums of locomotive photographs were open to inspection. G.H.B.

### Duty Rota

Jan. 9th. - Jan. 22nd. :  
Jan. 23rd. - Feb. 5th. : N. Evans.  
Feb. 6th. - Feb. 19th. : B. Field.  
Feb. 20th. - March 5th. : J.T.Grierson

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by O. S. Nock. 10/6
- "British Locomotive Types" 8/-
- "London Tilbury and Southend Railway Locomotives"  
1880-1946 By C. Langley Aldrich. 4/6
- "Railway Pictorial" No. 1. A few more copies are  
now to hand. Price: 5/-
- "My Best Railway Photographs" by M.W. Earley. 1/6
- "The Railway Magazine" Jan-Feb 1947. 2/-
- "Railway Signalling & Communications"  
Second edition. 8/-
- "Trains Annual" 7/6

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LOOKING AHEAD

Wednesday,  
January 22nd.: A Paper by the late George Hughes,  
C.B.E., M.Inst.C.E., M.I.Mech.E.  
"Locomotives built at Horwich with  
some Results" Read by C.E. Scholey.

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A series of talks on the Locomotives of the Midland  
Railway is shortly to be given by Mr. G. E. James.  
The dates of these will be found in the Feb. issue.

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