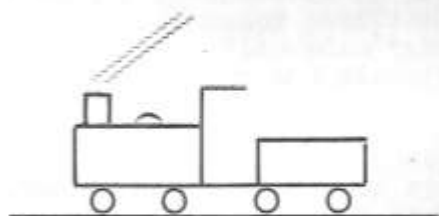




THE CIRCULAR



No. 15

APRIL 1947

BRADFORD RAILWAY CIRCLE.

The Centre, Up Platform, Manningham Station, Bfd.

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Thornbury, Bradford.

A MESSAGE FROM THE SECRETARY.

Another milestone has been reached in the history of the Circle. It is with much regret that I have to announce the resignation from the Presidency of Mr. R. C. Flowerdew, who has left the district to take up an appointment as District Passenger Manager at Manchester. His association with our society has always been a happy one and, indeed, if it had not been for his kindly interest it is probable we would never have been in the happy position we find ourselves in today. Mr. Flowerdew takes with him to his new sphere of activity the sincerest of good wishes from us all.

Mr. Charles Hutton has kindly accepted the post of life President, and I know I am speaking for all when I say we are extremely proud to have him as our leader. He has endeared himself to each of us and it is to be hoped he will see many years as the Circle's chief officer.

It is also pleasing to record the election of Mr. G. E. James to be a life Vice-President. Mr. James has undertaken a tremendous amount of hard work for

our entertainment and instruction and, like Mr. Hutton, his store of railway knowledge is immense.

To fill the place on the Committee vacated by Mr. James, Mr. D. Butterfield, who has put in a lot of effort behind the scenes in connection with the distribution of "The Circular", has been co-opted.

Finally may I, on behalf of the Circle, offer Mr. T. W. Polding, Mr. Flowerdew's successor at Leeds, every good wish for success in his new appointment.

G.H.BUTLAND.

EDITORIAL.

The Circle has recently received a gift of several books from Mr. C. R. Clinker, a past-president of the Bristol Railway Circle and a partner in the business of "Locomotive & General Railway Photographs". The Committee is deeply grateful to Mr. Clinker for his interest and generosity.

Our guest-speakers during April will be Mr. George Dow, Press Relations Officer of the L.N.E.R., and the Rev. Canon Eric Treacy, Rector of Keighley. Mr. Dow is to give another of his admirable lantern lectures entitled "Gems from the L.N.E.R. Headquarters Records"; whilst Canon Treacy will speak on "Railway Photography", a very welcome subject.

During the recent keen frost a protracted overflow from the wash-bowl resulted in the floor of the Centre being covered with a thick sheet of ice. This was followed by a burst water pipe making an even greater mess and one more difficult to clear away. The Secretary desires to express his warmest thanks for the help so readily given.

In response to the recent appeal, Mr. P. Marles at once kindly gave a set of black-out curtains for use at the Centre. Thank you, Mr. Marles!

By. R.L.Clara. Concluded from page 4, March issue.

Wednesday, 28th. September 1938.

Again boarding the 10-36 ex-Preston; driver Peach on the footplate of 5XP 5661 "Vernon" unassisted with 346 tons tare "locked business." Departure time being 10.37.30 the task was straightforward but such enjoyable running was my lot I have tabulated this run as being the best of the week. Carlisle platforms were drawn alongside at 12.14.15, 2-3/4 min. ahead of time - the run ably demonstrating what splendid work this design of locomotive is capable of when tuned-up.

Repairing to the "Maryport & Carlisle" bay, I found the 12.35 p.m. awaiting, which took me to Workington (Main), reached at 1.41 p.m. - "on time". Two 0-6-0 goods veterans then put in an appearance attached to a train, which turned out to be my next steed - the 2.10 p.m. to Penrith. As I had long looked forward to the opportunity of exploring the old Cockermouth, Keswick and Penrith line I was pleased to get in, even behind such dubious motive-power. On the serpentine single track to Keswick, however, we did some grand running, and it was pleasing to see in what perfect condition most of this track is maintained. Starting out of Keswick I was afraid we should need three engines to get up the terrific bank to Threlkeld, but after much snorting and clanking we reached the summit and but for being stopped for signals at Eament Junction we should have logged a prompt arrival at Penrith.

Having consumed a "Railway Bun" at Penrith station (which turned out to be deliciously fresh in spite of the music-hall jokes!), I came up to Preston on the 12-16 from Perth, leaving Penrith at 4-40 (6 min. late) behind 6140 "Kings Own Rifle Corps", pulling 360 odd tons, in charge of Driver Hewer. Down from Shap 74 was the maximum, through Tebay at 5.7.45 secs, then followed 60 through Low Gill - "brakes" pulled us down to 60 through Oxenholme, and a roaring 76 through Carnforth was joyful in the extreme. Through Lancaster at 5.37.35 at 59 we only dropped to

4
 43 at the summit of the short but annoying mile or so at 1 in 98 to Lancaster Junction. 70 at Garstang was the maximum on the stretch to Preston, where we arrived 5.59.15 secs, Driver Hower having reduced "minutes late" from 6 to 2-1/4 over a road notoriously hard amongst our main lines. Blackpool (North) was reached at 6-42 on the 6-12 ex-Preston.

10-36 a.m. Preston-Carlisle express.
 Date: Wednesday 28/9/38. Loco.: 5661 "Vernon".
 Load: 346 tons tare. Driver Peach.

Distance.			Min.Sec.	Speed.
Miles.				
00.0	Preston. dep.		00.00	--
4.7	Barton. pass		08.40	54
9.5	Garstang. ..		13.10	58
16.6	Galgate. ..		18.20	67-1/2
21.0	Lancaster. ..		23.20	68
24.1	Hest Bank. ..		25.58	72
27.2	Carnforth. ..		28.45	68
31.7	Burton. ..		33.10	64
34.5	Milnthorpe. ..		35.45	58
40.1	Oxenholme. ..		42.25	43-1/2
43.5	Hay Fell. ..		47.17	36-1/2 (1)
47.1	Grayrigg. ..		53.00	36-1/2 (1)
48.9	Low Gill. ..		55.05	56
53.1	Tebay. ..		59.00	67 (2)
56.1	Scout Green...		62.30	33
58.7	Shap Summit...		67.20	29-3/4 (min)
60.7	Shap. ..		70.15	62
68.0	Clifton. ..		76.15	82-1/2 (3)
72.2	Penrith. ..		79.35	69 (4)
77.0	Plumpton. ..		83.40	70-1/4
85.2	Wreay. ..		90.15	78
90.0	Carlisle. arr.		95.05	--

- (1) Minimum at summit . 36
 (2) Maximum on down gradient . 68-1/2
 (3) Maximum on down gradient . 83-1/4
 (4) Service slack.

(Concluded)

"THE LOCOMOTIVES OF THE MIDLAND RAILWAY".

On Wednesday, 19th. February, Mr. G. E. James gave the second and concluding part of his talk on the locomotives of the Midland Railway since 1900.

The whole of the goods classes at work after the turn of the century were reviewed, these ranging from the oldest double-framed Kirtley machines to the 4F 0-6-0s of the 4000 series, including the "Yankee" 2-6-0s and concluding with Paget's multi-cylindered 2-6-2 tender engine and the well-known ten-wheels-coupled Lickey banker.

The talk was very much enjoyed and one looks forward to the promised continuation dealing with the locomotives of the L.T.S. and H.C.C. sections of the Midland Railway.

When dealing with the tank engines, Mr. James mentioned a class of 0-6-0 well-tanks with double-frames and 4'-2" wheels, having an unusually complicated history. Officially they were regarded as rebuilds of engines built around 1847 but in actual fact it would appear unlikely that their antecedents were of such ancient vintage. The history of one of these machines was outlined as follows:-

A "Jenny Lind" 2-2-2 having 6'-6" driving wheels and 3'-6" leading and trailing wheels was built by E. B. Wilson in 1848 and numbered 80. This was rebuilt in 1861, the nature of the rebuilding being unknown, and in 1862 was renumbered 102; in 1867 renumbered 722; and in 1868 renumbered 1000. Again rebuilt in 1871 as a 0-6-0 saddle tank, it was renumbered 2000. In 1875 it was converted to a well-tank and renumbered 213, again being renumbered 205A in 1889. Once more rebuilt, but with no change of design, in 1896, it was given number 201A in 1897. At the general renumbering of 1907 it became 1601, and then in L.M.S. days was renumbered 1604, finally being scrapped in 1924. Assuming the 0-6-0 well-tank really was a rebuild of the 1848 "Jenny Lind" (and this is very doubtful) it had borne ten different numbers in its time!

J.T.

"OUR PENNINE TUNNELS".

Twenty-five members foregathered at Manningham station on Wednesday, 5th. March, to hear Mr. David Ibbotson speak about the Pennine tunnels.

The first dealt with were those on the Ambergate-Chinley line of the Midland Railway, on which an extensive series of shorter bores culminate in the lengthy Dove Holes tunnel. Of this group, that constructed solely for the purpose of preserving the amenities of Haddon Hall is the most unusual.

On the Midland's Dore & Topley-Chinley line, the long Cowburn and Topley tunnels were mentioned, the latter notable as being second only to the Severn tunnel in length.

Further north, three lengthy tunnels of earlier days were fully described, these being Standedge, Summit and Woodhead respectively. The three bores of the Standedge tunnel (L.N.W.R. Leeds-Manchester line), together with the lower level canal tunnel now used only as a drainage duct for the railway tunnels above, form a notable and most interesting system. The Summit tunnels of the L.Y.R. also have their outstanding features, one of which is the unusual Dean Royd Tunnel. This is a cut-and-cover structure constructed to overcome the effects of a bed of natural silt, the track being carried on a series of piles driven deep into a tar foundation. The Woodhead tunnel (G.C.R.) comprises two parallel single track bores on a rising gradient, only one of which has the advantage of vertical ventilating shafts. The smoke from the other bore has to find its way through to the ventilated tunnel by way of twenty-five connecting man-holes. Strangely enough the engines labouring against the grade have to pass through the unventilated tunnel, whilst those coasting pass through the other!

A number of excellent longitudinal and cross sectional diagrams were exhibited by the speaker, these giving a very clear indication of the bores they represented. Much painstaking effort had obviously been put into the preparation of these drawings.

Mr. Ibbotson is to be congratulated upon a talk of more than usual interest. J.T.

Our president, Mr. Charles Hutton, was the leader of a party of members who made an official visit to the Keighley Museum on Sunday morning, 16th. March, for the purpose of pre-viewing an exhibition arranged by the Curator, Mr. J. Ogden, to commemorate the centennial anniversary of the opening of the Leeds and Bradford Railway Extension through the town.

The Circle and a number of its members had been happy to loan several items of interest, notably two model locomotives with complimentary rolling stock and a representative selection of locomotive photographs, and these were tastefully displayed in a large glass case. The Circle's portrait of George Hudson found an appropriate place in the cases set apart for contemporary time-tables, documents, and prints. A number of early railway maps were a feature of particular interest and added greatly to the historical value of the exhibition.

An opportunity presenting itself, Mr. Butland called upon the President to speak on behalf of the Circle. Mr. Hutton, in a few words, expressed our pleasure at being invited to attend the Keighley Museum under such happy circumstances and congratulated the Curator upon a very attractive display, to which Mr. Ogden, for the Borough of Keighley, suitably responded. Mr. F. W. Houghton, representing the L.M.S.R., then expressed his company's appreciation of Mr. Ogden's efforts to mark the occasion and the interest shown by the Circle.

A detailed record of the proceedings and the exhibition is filed in the Log, and for the benefit of members who were unable to attend on the Centenary Day it is hoped to arrange a further visit on a week-day evening later in the spring. J.T.

Prints of the press photographs taken on the above occasion are available (whole-plate 2/6; half-plate 1/8; postcards 10d) and application for these must be made to Mr. Butland not later than 14th. April. A limited number of the "Keighley News" containing a short report of the proceedings are also for sale at 2d. each.

FILM SHOW.

An outstanding event took place on Wednesday, 19th. March, when members and friends of the Circle were the guests of Mr. A. G. Thompson and the Bradford Cine Circle. The President and Mrs. Hutton were present, and several more of our ladies graced the proceedings.

The first film projected was one "shot" by Mr. Thompson on a week-end excursion from Bradford to Oban. The scenes opened west of Killin Junction in the pale light of dawn, and several interesting views around Dalnally and Loch Awe were shown. At Oban the camera was loaded with colour film and this portrayed to perfection the natural scenery of the district. A steamer trip round Mull to the sacred isle of Iona was one of considerable interest.

An official L.M.S.R. film, in four reels, followed, this being devoted to the building of Pacific No. 6207. The whole process of manufacture, from the drawing office, through the casting, machining and fitting stages, to the finishing operations, was gone through; and at the end of it No. 6207, resplendent in new paint and polished steel-work, steamed out of the shops.

During the interval a surprise item in the shape of tea and biscuits appeared.

Continuing the show, the next film was one taken of a model railway prior to dismantling. This was somewhat in the nature of a burlesque and came to a close with the "Pullman Flyer" narrowly escaping running into the wreckage of the "Down Goods" which had become derailed on the cross-overs!

Finally, another film, "The West Highlands", was shown, this being "shots" of a run on the line from Fort William to Mallaig, the scenic masterpiece of the L.N.E.R. The graceful Glenfinnan viaduct was a well recognised feature, and the views of Mallaig, the Sound of Sleat and of Skye were delightful.

Socially, as well as from the point of view of railway interest, the evening was a great success, and Mr. Thompson and his co-members of the Cine Circle are heartily thanked for their kindness and generous hospitality.

J.T.

THE MIDLAND RAILWAY AND MORECAMBE.

By John Thornhill.

Introduction.

A constituent of the Midland Railway Company first conferred upon Morecambe the advantages of railway facilities, and with the Midland the resort was always particularly identified.

The gradual expansion of a revenue earning traffic over a long period of years culminated in several very interesting developments during the first decade of the century. Heysham Harbour and its approach lines were opened; the old Northumberland St. station at Morecambe was demolished and replaced by the Promenade station; and finally, the lines in the Morecambe area were selected for a notable experiment in electric traction.

The aim of the writer is to set out in chronological order some account of the historical background, evolution, operating methods and personalities of the Midland Railway around Morecambe, with particular emphasis on the years from 1903 to about 1910. In this he must acknowledge the invaluable assistance given by his father who, as a servant of the Midland Railway Company, was personally and actively connected with the traffic working of the district during its most interesting period.

The critical eyes of one's older readers may detect inaccuracies in the narrative; in the interests of exactness it will be esteemed a favour if such findings are communicated to the Editors of "The Circular".

Part I. The Midland Railway's Approach to Morecambe. (An historical outline of the "Little" North Western Railway.)

An Act of Parliament dated 30th. July 1846, authorised the construction of a railway from a junction near Skipton on the Colne extension line of the Leeds and Bradford Railway to the town and harbour of Morecambe, then and for some years later known as Poulton. This forty-two miles of line was legally styled "The North Western Railway", but to differen-

tiate it from the London & North Western Railway, it was generally known as the "Little" North Western, the prefix in course of time becoming almost an integral part of its corporate title.

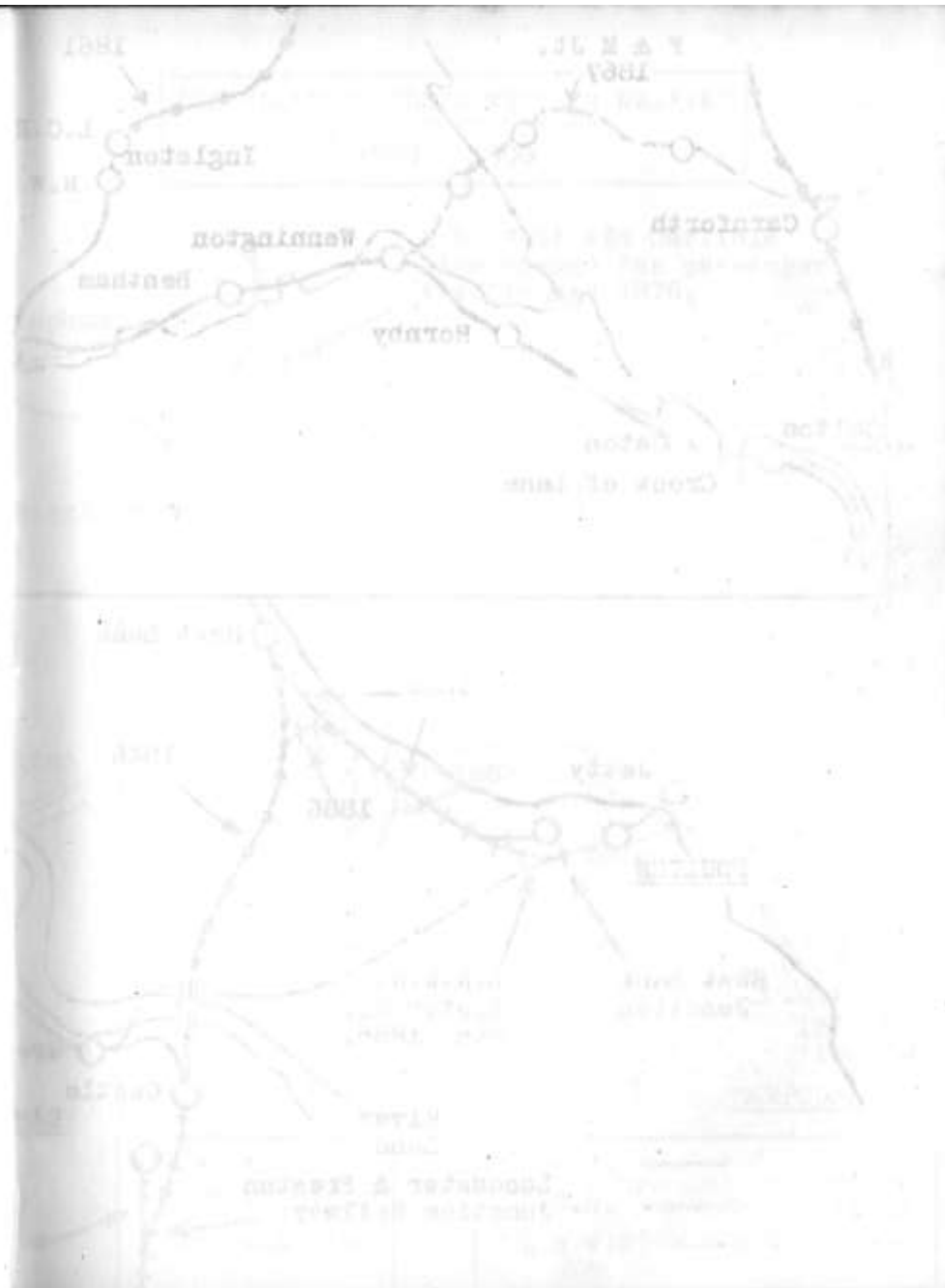
The first section of the railway opened was that from Green Ayre station on the south bank of the Lune at Lancaster to a temporary terminus at Poulton, this taking place on Whit-Monday, 12th. June 1848. Trains were run every hour during the morning and afternoon, with a less frequent service at other times. The holiday-making Lancastrians were conveyed in some numbers to the neighbouring seaside town, whilst, no doubt, the gratified Poultonites found the newly-opened railway a cheap and convenient means of transport to the county capital.

As the terrain between Lancaster and Poulton was entirely favourable, the only engineering work of consequence was the bridge curving sharply across the tidal Lune, just to the west of Green Ayre station. From the bridge abutment on the north bank, the line closely followed the river for a short distance, passed through the northern arch of the Lancaster & Carlisle Railway's handsome "Carlisle Bridge", and then continued across the Torrisholme "levels" to Poulton.

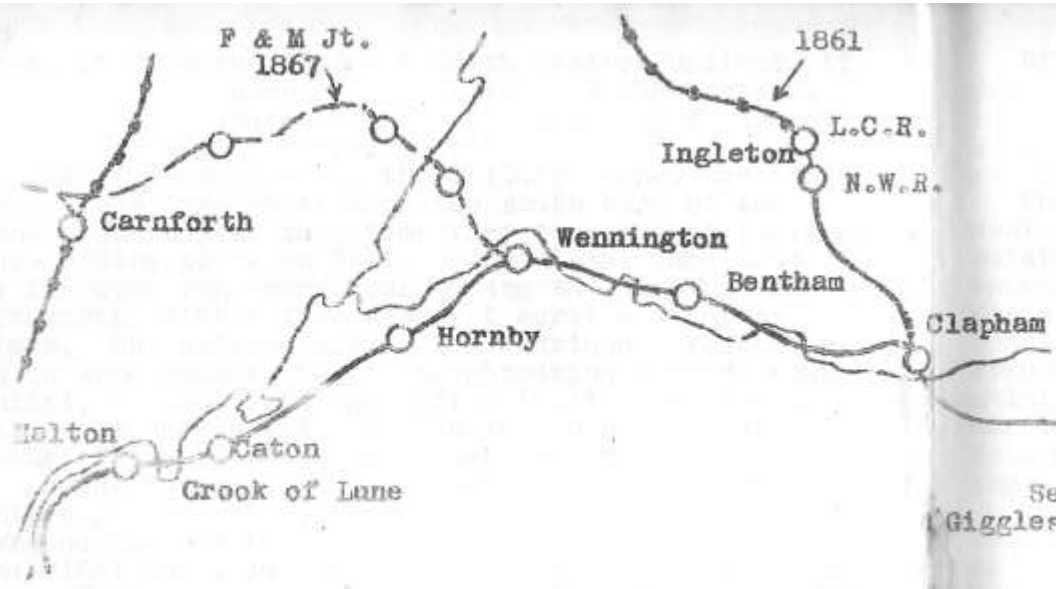
The next portion of the "Little" North Western Railway to be brought into use was at the other extremity, namely that from Skipton to Clapham (with the Ingleton branch), opened on the 30th. July 1849. This was followed by the opening of the section from Lancaster to Wennington, on the 17th. November 1849, and the short branch from Green Ayre to the Castle station of the Lancaster & Carlisle Railway in December of the same year.

On the 2nd. March 1850 the line was extended from Wennington to Bentham, and the last remaining section, that between Bentham and Clapham, was completed in the late spring; through trains running from Bradford and Leeds to Poulton on the 1st. June 1850.

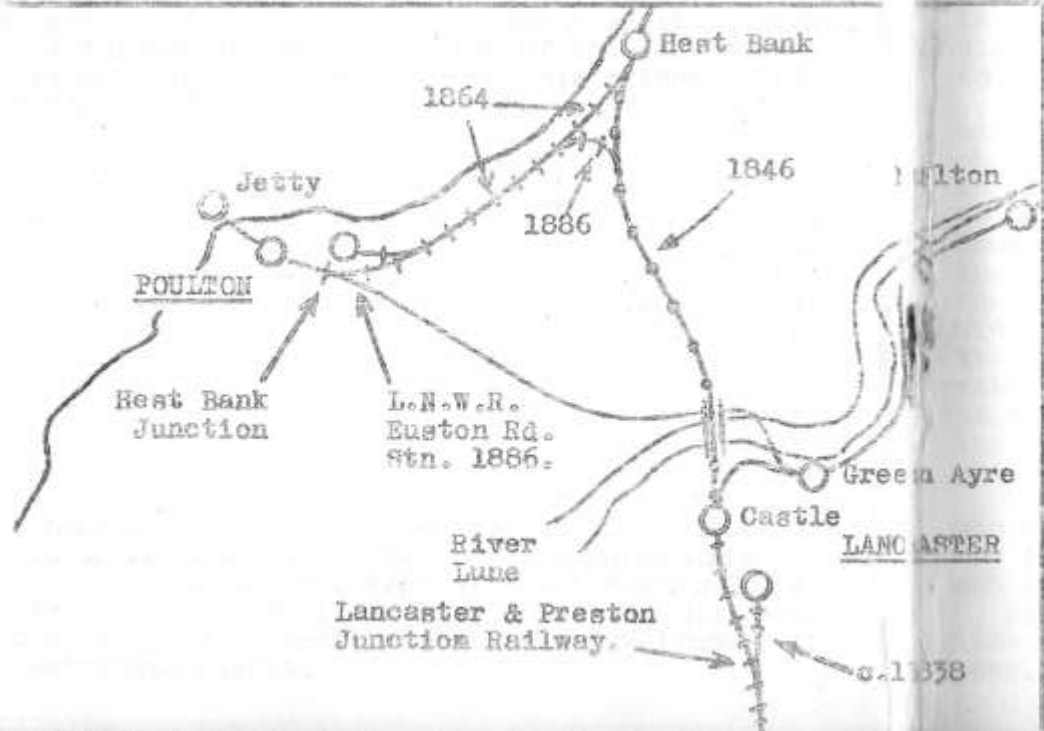
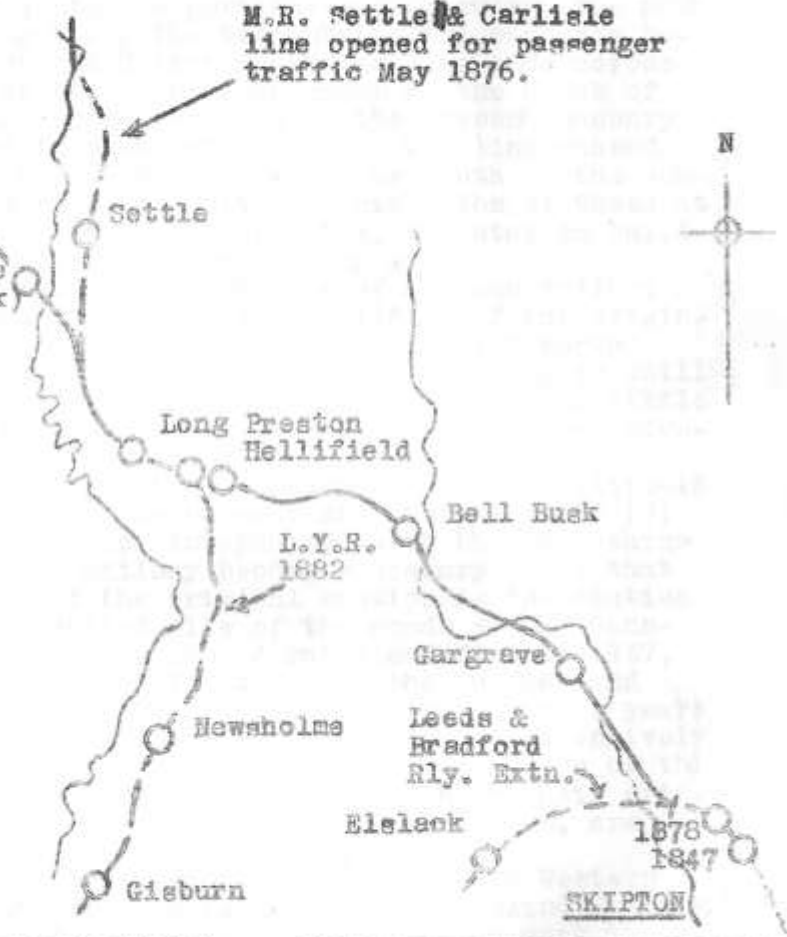
The connecting link between the manufacturing towns on the northern fringe of the industrial West Riding and the North Lancashire coast was thus completed, to play no small part in the development of the embryonic resort.



THE "LITTLE" NORTH WESTERN RAILWAY
AND ITS CONNECTIONS.
1850 - 1900



M.R. Settle & Carlisle
line opened for passenger
traffic May 1876.



Scales:-
3/8" = 1 mile.
1" = 1 mile.

N.W.R.	—	0
L.C.R.	—○—	Other lines
L.N.W.R.	-+ -+ -+	



Of the 42 miles from Skipton station, about 27 were in Yorkshire and rather more than 15 in Lancashire, the county boundary being passed between Bentham and Wennington, where the line crosses the river Wenning for the sixth and last time.

The engineering works between Skipton and Lancaster presented no particular difficulty, the most outstanding being the two substantial viaducts between Caton and Halton where the line cuts across the neck of the river loop known as the Crook of Lune. These were replaced by the present masonry structures in much later years. The line passed mainly to the west, south-west or south of the communities served, and with the exception of those at Hellifield, Caton and Lancaster, the station buildings were all located on the up side.

The administrative offices of the new railway were housed in the spacious building of the original Skipton station in which the "Little" North Western had a locus standi. This building is still in existence on the up side of the line some little distance to the south of the present station, opened in 1878.

Of the intermediate stations, that at Hellifield was replaced by the present structure in 1882 (?) when provision for interchange with the Lancashire and Yorkshire Railway became necessary. All that now remains of the original station is the station house and levelled site of the goods yard. Wennington station was considerably modified in 1867, when it became the junction for the Furness and Midland Joint line to Carnforth, and in later years the Green Ayre station at Lancaster was extensively rebuilt. The remainder, with some extension of the platforms, to this day are very much in their original state, and most, including Wennington, are still illuminated by oil lamps.

From the beginning the "Little" North Western was on most friendly terms with the Midland Railway, and in May 1852 the Midland arranged to work the smaller line for a period of twenty-one years.

At the same time it also enjoyed cordial relations with the Lancaster and Carlisle Railway Company, and, intentionally for the working of through

traffic to the north, the Lancaster and Carlisle projected its little Lune Valley line from Low Gill to Ingleton, where it was to make an end-on junction with the "Little" North Western branch from Clapham.

On 1st. January 1859, the Midland Railway, having an eye on the seaboard potentialities at Poulton, and no doubt influenced by the enormous but as yet hypothetical possibilities of a "via media" to Scotland, entered into a long lease of the "Little" North Western Railway.

In the same year, unfortunately for the Midland's plans, the Lancaster and Carlisle line passed into the control of the London & North Western Railway by lease, and the once accommodating ally perforce became a most bitter and implacable opponent. True, the Lune Valley line was duly completed, in 1861, but it soon became apparent to the authorities at Derby that nothing in the nature of through express services was to be expected. The L.N.W.R. refused to entertain any through working arrangements, and the luckless passenger travelling from the Midland system to Scotland had to change at Ingleton and Tebay, thereby enduring long waits and much inconvenience. Even so, this route had to suffice for fifteen years until, in 1876, the Midland's new trunk line to Carlisle was opened for passenger traffic. After this the Lune Valley line became a quiet and unremunerative backwater, and it was not until 1908 that the "entente cordiale" between the L.N.W. and Midland railways made the route available to Midland trains.

Finally, on the 1st. January 1871 the "Little" North Western Railway was absolutely conveyed to the Midland Railway, and became the north-western ramification of the Midland system. Morecambe was gathered into the Midland fold!

(To be continued)

Parts II and III will be published after certain investigations at Morecambe have been carried out in the near future. They will be devoted to a description of Northumberland Street station and its working.

Leeds and Bradford Railway Extension.

Skipton (Old) Station to Skipton (North) Junction, about 70 chains.

"Little" North Western Railway.

Skipton (North) Junction.	0	00	00	00
Gargrave.	3 m.	15 c.	3 m.	15 c.
Bell Busk.	2 .	71 .	6 .	6 .
Hellifield (Old station).	2 .	72 .	8 .	78 .
Long Preston.	1 .	59 .	10 .	57 .
Settle (later Giggleswick).	3 .	59 .	14 .	36 .
Clapham.	5 .	53 .	20 .	9 .
Bentham.	4 .	19 .	24 .	28 .
Wennington.	3 .	15 .	27 .	43 .
Hornby.	2 .	22 .	29 .	65 .
Caton.	4 .	9 .	33 .	74 .
Halton.	1 .	53 .	35 .	47 .
Lancaster (Green Ayre).	2 .	65 .	38 .	32 .
Poulton (later Morecambe).	3 .	12 .	41 .	44 .

Clapham.

Ingleton N.W.R. (Mid)	4 m.	14 c.
Ingleton L.C.R. (L.N.W.R.)		29 c.

Lancaster (Green Ayre).)	
Lancaster (Castle).)	55 chains.

DATES OF OPENING. "Little" North Western Rly.

Lancaster (G.A.) - Poulton.	12th. June 1848.
Skipton Junction - Clapham.	30th. July 1849.
Ingleton Branch.	30th. July 1849.
Lancaster (G.A.) - Wennington.	12th. Novr. 1849.
Lancaster (G.A.) - Lancaster (C.).	December 1849.
Wennington - Bentham.	2nd. March 1850.
Bentham - Clapham.	1st. June 1850.

CENTENARY OF BRADFORD'S INCORPORATION.

The City of Bradford, in commemoration of the one hundredth anniversary of its Incorporation, is holding a "Bradford Can Make It" Exhibition in the Cartwright Hall, from 13th. June to 30th. July.

A room of the Hall is to be assigned for exhibits relating to Transport and Communications and will be occupied by the General Post Office, Cable and Wireless Limited, and the L.M.S.R. and L.N.E.R. collaborating as "Railways".

Further details of this forthcoming exhibition will be published when they become available.

L.M.S.R. Light "Moguls".

An editorial note in the February issue of "The Circular" rather deprecated the suggestion that the new L.M.S.R. "Moguls", built to the designs of Mr. H. G. Ivatt, were to be employed on the Cockermouth-Keswick-Penrith section.

It would appear, however, that the member putting forward that view is quite correct. One understands that the second batch of ten engines is to be allocated to Penrith and Tebay sheds, where they will replace a like number of L.N.W.R. "Cauliflower" 0-6-0s working principally on the Keswick line. In spite of the bridge reconstruction undertaken some nine or ten years ago the Webb veterans have borne the heat of many a long day, and their passing, presumably to the scrap-heap, will be sincerely mourned.

The progressive enlargement of the new class will result in the rapid disappearance of the older and less powerful 0-6-0 types, and before long we shall have seen the last of such delights as "outside-swingers" and spring-balance safety valves, apart from the examples that have found sanctuary in one of our museums. The cult of the railway enthusiast must inevitably tend to become more retrospective.

Please remember to return your envelope to Mr. Butterfield for re-use.

"TWO-RAIL PROPULSION".

Owing to the travel difficulties prevailing on the 12th. March, Mr. V. Boyd-Carpenter was unable to come over from Workson to lead the discussion on the above subject, much to the disappointment of those who were looking forward to his visit. The postponed discussion will now take place on 7th. May.

"THE SETTLE AND CARLISLE LINE OF THE L.M.S.R."

Mr. J. Thornhill, at short notice, improvised a talk on the Settle and Carlisle line of the L.M.S.R. for the meeting on Wednesday, 12th. March.

After some reference to the origin of this notable undertaking, Mr. Thornhill turned to his maps, and described the salient geographical, topographical and operational features of the line.

The various heavy engineering works were touched upon, and the Batty Moss viaduct at Ribbleshead was described in some detail. The viaducts and terraced location of the track in Dentdale were referred to and Mr. Thornhill mentioned that this was the exposed stretch of line particularly susceptible to snow blocks. Various features between Risehill tunnel and Appleby station were described, including the station at Garsdale, and Ais Gill summit. The talk concluded with a brief reference to the stations in the Eden Valley and the approach to Carlisle.

During the subsequent discussion Mr. Butland very entertainingly described his personal experiences of the line. Mr. Hutton mentioned the various types of snow ploughs in use from time to time, and also referred to the accidents which occurred north of Hawes Junction and on Aisgill Moor. E.H.H.

PERSONAL.

Members recently made the acquaintance of Mr. John Gallagher when he was home on leave from Palestine. Unfortunately Mr. Gallagher had to return for another spell of duty but we look forward to seeing him again just as soon as he resumes civilian life.

CORRESPONDENCE. Letters to the Editors.

Apropos to Mr. G. E. James's letter which appeared in the January issue re the Low Moor Iron Works, we received no reply to this, and after making tentative enquiries, were unable to secure any information on the matter. It was then decided to write to the firm direct. This was done and we have much pleasure in publishing the reply to the letter.

Dear Sir,

We have received your letter drawing our attention to the letter in your publication. We have read this letter carefully, in which your correspondent speaks of a Low Moor railway system connected with Low Moor ironworks. The only railway system we know of was the mineral railway system on which the Company operated some four shunting locomotives; two such locomotives are at present in use, but we do not know of any special characteristics connected with this internal works service such as appear to be implied by your correspondent. As far as we can trace, locomotives were never actually constructed at these works, but very large supplies of constructional material in the form of boiler plates, rivets for boilers, and other purposes, and bars for staybars, couplings, etc., have been supplied. The material is no longer being supplied in plate form as we believe that steel is exclusively used for that purpose nowadays; on the other hand "Lowmoor" iron in the form of Bars and Rivets is still being supplied in substantial quantities to the main line companies.

It is possible that under the Low Moor Company and their predecessors many other types of work were carried out for the railway companies, but we regret that there is nothing available now in detail, so far as we are aware, which would enable us to give you a comprehensive summary. Many of the original engineering activities are no longer carried on at Low Moor, but the original ironworks have continuously been operated by this company since the days of the Low Moor Company and, as we have said, the supplies to the railway companies are nowadays in

the form of wrought iron bars and rivets. In these works the production of wrought iron is carried on by the puddling process by methods very similar to those originally employed; very pure and expensive base metals are used in the puddling process and this, together with the hammering and rolling to which the iron is subsequently subjected, produces very special qualities in the finished material which remain unequalled in any other wrought iron in the country, and no doubt this accounts for its continued use by the railway companies.

In recent years the ironworks site has been developed for purposes not contemplated by the old proprietors, and in addition to the ironworks there are today other factories engaged in the production of Alloy and Special Steels, General Iron Foundry work and precision engineering, together with other small businesses in a variety of trades.

The original water supplies are still owned and used by this company, who also operate the internal locomotive service for their own purposes, and for the other factories referred to.

Yours faithfully,
for Low Moor Best Yorkshire Iron, Ltd.,
ROBERT STUBBS, Director.

Gentlemen,

May I trespass on your space to correct an error in the interesting article in the March issue, "Some Railway First Impressions of the West Riding", by E. J. Tyler (London)?

Mr. Tyler says "around London all local stock is standard Gresley design, articulated in eight coach sets." This is not the case. On the G.M. section (Mr. Tyler implies of course that only the L.N.E. is concerned) the standard suburban train is eight coaches articulated in FOURS, so that the train can be divided and a four coach set run in slack hours. On the G.E.R. section the Gresley sets are articulated in FIVES, a ten coach train being the normal rake in peak hours. Also, on the G.E. section there are trains of four-wheeler bodies mounted on one underframe. I should imagine that these must be the

coaches which prompts Mr. Tyler to say that the worst coaching stock is to be found on the G. E. section, as the bodies are very cold and hard, although they ride smoothly. They are usually run on the Loughton and Ilford lines, but never on the Enfield and Chingford lines. It has always been the practice on the G. E. suburban lines to sharply divide practices on the suburban lines. For instance, before the advent of Hill's famous 0-6-2 tank (now N7) the little 0-6-0 tanks ran the Enfield and Chingford passenger trains, but never any of the other routes. They ALWAYS ran chimney first FROM Liverpool Street, and no explanation has ever been given as to why, but it was a hard and fast practice.

When after grouping, the Gresley ten-coach sets appeared on the G. E., it was many years before they were used on other than the Enfield and Chingford routes. There are other customs, but the above will suffice.

Finally, in defence of my beloved Great Eastern, I hope Mr. Tyler visits the West Riding again before long, and tries a Halifax local on the L.M.S. from Exchange station. He will find some truly bad coaching stock that will make the G. E. look like Pullmans.

Yours faithfully,
F. H. LEA.

Dear Sirs,

I have read with some interest the reference to the new L.M.S.R. 2-6-0s in the current issue of "The Circular". Whilst I have no information on the matter, it may be of interest to know that for several weeks past I have seen Nos. 6400 and 6401 at work in sidings at Wincobank (between Sheffield and Rotherham). Expressing a personal opinion only, I think they are ugly.

Yours faithfully,
W. R. HAYES.

THE WEST RIDING SMALL LOCOMOTIVE SOCIETY.

On Saturday, 15th. March, a number of our members paid a visit to the exhibition arranged by the West Riding Small Locomotive Society in Bradford.

The exhibition contained more than 55 model locomotives ranging from 7-1/4" gauge to 2 m/m scale, in diverse stages of construction; also model railway equipment, tools and workshop appliances, stationary engines, model aircraft and general engineering models. A number of model tram-cars in various scales were a feature of interest.

The exhibition was excellent in every way and one could quite profitably have spent a full day exploring its delights.

When thanking the society's officers for their very kind reception of the Bradford Railway Circle it was suggested that liason between the complimentary groups of enthusiasts might be effected by an occasional joint meeting.

J.T.

Now in Stock at "The Hobbies Shop".

- "The Railway Handbook" 1946-7. Price: 5/-
- "The Locomotive Stock Book" - published by the Railway Correspondence & Travel Society - Price: 7/6
- "The Queen Mary of the Iron Road" - this is a very fine book, being the life-story of Driver Fred C. Bishop, the man who drove the "Coronation Scot" in America. Price: 12/6
- "Trains Annual 1947" by Cecil J. Allen. Price: 7/6
- "A-B-C L.N.E.R. Renumbering" Ian Allen. Price: 2/-

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LOOKING AHEAD!

Wednesday,
2nd.April: "The History of the Otley and Ilkley
7-30 p.m. Joint Railway and Associated Lines" -
a paper by Mr. A. Shackleton.

Wednesday,
9th.April: Committee Meeting at 7-30 p.m.
(Committee members please note)

Saturday,
12th.April: Visit to Horwich Works.
Assemble in Exchange Station for 8-15
train to Manchester.
A small charge will be levied on each
person to cover the admission fee.
NO CAMERAS AND NO SMOKING allowed in
the Works.

Wednesday,
16th.April: "Gems from the L.N.E.R. Headquarters
7-30 p.m. Records" - a Lantern Lecture by Mr.
Dow, Press Relations Officer, L.N.E.R.

Sunday,
20th.April: Visit to Leeds L.M.S.R. (20A) Shed.
11-0 train to Leeds, stopping at all
stations (Shipley 11-11, Apperley Br.
11-18). SUBJECT TO CONFIRMATION.

Wednesday,
30th.April: "Photographing Trains" - a Lecture by
7-30 p.m. the Rev. Canon Treacy, Rector of
Keighley.

Wednesday,
14th.May: "The Later Days of the North Eastern
7-30 p.m. Railway" - a Paper by Mr.S.W.M.Hind,
Press Relations Dept., L.N.E.R., York.

DUTY ROTA.

April 3rd. - April 16th. : J. E. Jagger.
April 17th. - April 30th. : G. E. James.
May 1st. - May 14th. : F. H. Lea.
May 15th. - May 28th. : G. Lawson.