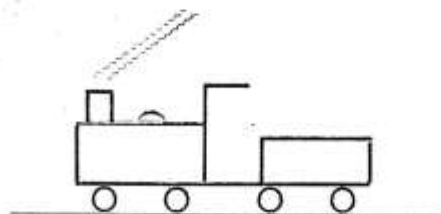




THE CIRCULAR



No. 18

G. H. BUTLAND, 'Kintallen', Moorway,

TRANMERE DIS Guiseley Yorks.

JULY 1947

BRADFORD RAILWAY CIRCLE.

The Centre, Up Platform, Manningham Station, Bradford.

President :	CHARLES HUTTON, Esq.
Vice-Presidents :	FRANK H. LEA, Esq. G. E. JAMES, Esq.
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Short advertisements can be accepted.

:: :: EDITORIAL :: ::

Owing its inception to the much maligned Consort of Queen Victoria, the recently rehabilitated Science Museum in London should be a Mecca for all who have a liking for things mechanical.

Second only to the York Railway Museum in point of interest, the railway section on the ground floor houses the original and reproduction "Rocket", the "Sans Pareil" and the "Puffing Billy", together with many glass cased locomotive models, several of which are actuated by compressed air upon the pressing of a button. In addition, numerous models of railway equipment, also a host of photographs, prints and maps, recently enriched by the acquisition of items from the famed Phillimore Collection, captivates the enthusiast. On the second floor of the building, of interest to many railwayists, is an admirable display of model ships, marine engines and ships' equipment.

Members who spend a day or two in London are recommended to pay a visit to South Kensington - it is time well spent.

It may also interest members to know that there is a magnificent display of models of various types of steam engines to be seen in the Bingley Public Library. The railway engine models consist of a really superb Horsdell 2-4-0 of the late North Eastern Railway, a Johnson 4-4-0 of the late Midland Railway, and one North Eastern and one Great Northern type single wheeler. These models are well worth seeing, quite apart from the railway interest, and the library is open daily from 10-30 a.m. to 6-30 p.m., Sundays and Tuesdays excepted. Admission is free.

The extension of flat-bottom track continues. A permanent way man informed me that during January the L.M.S.R. relaid the line through Blea Moor tunnel with flat-bottom equipment, and it is understood that Marsdale is scheduled for an early installation of flat-bottom point and crossing work. Flat-bottom track was described as "an improvement on the older type" and "it also stands up to derailments much better than the chaired road."

It is regretted that through an error made in the duplicating process half the pages of this issue are out of order.

Pages 1, 2 and 3 are in correct sequence. From the bottom of page 3 turn to page 4 in the centre and read back to the bottom of page 6. From here turn to page 7 and again read back to the bottom of page 9. Pages 10, 11 and 12 are in order, and the maps are correctly placed.

The cost of the materials and the labour involved, not to mention the scrapping of precious paper, precludes the replacement of the faulty leaves.

Mr.C.R.Clinker, our West Country friend, has submitted several items of interest. Lack of space precludes the publishing of a book review, but this is posted on the notice board at the Centre and thus will be available to the majority of members. Some dates relating to local stations will be published anon.

As Mr. Hibbert was unable to address the meeting on 28th. May the opportunity was taken by Mr. Butland to re-present a lecture on the "architectural" aspects of railway signals, first given in Laycock's Rooms in the Circle's very early days.

On Wednesday, 11th.June, the Circle paid a second official visit to the Railway Centenary Exhibition in the municipal museum at Keighley. Since the earlier visit the exhibits had been augmented by a selection of Canon Eric Treacy's excellent photographs, and a free-lance model of a "Jenny Lind" type 2-2-2, named "Defiance".

Thanks to Mr. W. B. Fenn, of Manningham station staff, for a copy of the G.W.R.'s official publication "Track Topics"; and to member J.T.Grierson for a length of black-out material.

The visits to Newton Heath, Sheffield (19A) and Sheffield (Darnall) sheds were very much enjoyed by all who took part. A large number of engines were on shed at Newton Heath, these being mainly standard types with a sprinkling of ex-L.Y.R. stock. At the Sheffield sheds more of pre-grouping interest was seen as Darnall still had a decided G.C.R. atmosphere, whilst 19A savoured of Derby in its prime.

4853 was the number of the engine derailed at Bradford Junction, Shipley, in the early hours of the 12th.June. Class 8 No.8073 headed the break-down train and Horwich mogul No.2791 was on the P.W.Dept. train. This mishap completely blocked the Bradford passenger lines and trains were worked over the goods lines from the point of obstruction to Manningham Junction box, thereby depriving Frizinghall and Manningham stations of a train service for the greater part of the day.

"RAILWAY PICTORIAL" No. 2.

At last this fine publication
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descriptive booklet on the
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Railway, from its idea to
latest developments. Well
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back numbers 3, 4 and 5.

The shop for Y O U is

T H E H O B B I E S S H O P

of 202, Keighley Road,

FRIZINGHALL, BRADFORD.

Railway. I cannot think that the Low Moor Iron Works
would be long after that before they, too, introduced
locomotives, at least for the standard gauge lines
connecting with the L.Y.R.

Yours faithfully,
G. E. JAMES

Sirs,

I wonder if any of your readers with local know-
ledge can throw light upon the curious indecision of
the G.N.R. authorities in regard to the naming of
their Shipley station?

The name was originally plain Shipley. On 1st.
July 1887 the station became Shipley & Windhill; 1st.
August 1901 it reverted to its original name and on
1st. June 1912 it was again renamed Shipley & Windhill,
which it remained until closure for passenger traffic.

Merope,
Trevone Bay,
PADSTOW, Cornwall.

Yours sincerely,
C. R. CLINKER
Vice-President,
Bristol Rly.Circle.

Dear Sirs,

With reference to the article by Mr. Brian Field on
the compound locomotives of the Great Northern Railway
of Ireland.

An important point evidently escaping Mr. Field's
notice is that in the interests of maintenance the
boiler pressure was reduced some years ago to 200 lb.
sq.inch. Although in the modified state very good work
is still being done, and possibly with less slipping at
starting owing to the more favourable adhesion factor
(4.56 as against 3.87), the brilliance has definitely
gone from their day to day performance.

Having a tractive power reduced to about 20,130 lb.
they are now incapable of repeating their magnificent
exploits of the Eucharistic Congress year, when trains
of 450/500 tons were worked unassisted over the Inter-
national main line with only a marginal loss in time-
keeping.

No. 87, however, has quite recently been fitted with
a Belpaire boiler pressed to 215 lb.sq.inch, so we may
yet see a recrudescence of vitality.

These very fine machines are notable in being the

OBSERVATIONS IN THE BLACKPOOL AREA :: By P. B. Booth

The Blackpool area provides a reasonable amount of variety in traffic working, although from a locomotive point of view the ever-increasing predominance of standard types rather detracts from the interest.

As is well known, the Preston-Blackpool section carries a heavy volume of traffic at the holiday periods, although it has not returned to anything like the pre-war volume when the passage of 45 trains per hour was a common occurrence. This can be envisaged from the fact that 2,000,000 people were regularly carried for the five weeks of the Illuminations, some of the normal trains running in up to seven portions.

The line is quadruple from Preston to Kirkham North Junction, where the line to Blackpool North and Fleetwood diverges from the Blackpool Central line. At Kirkham South Junction there are facing crossovers in each direction, this being the only place between Kirkham and Preston where trains can change over from fast to slow lines or vice-versa without reversing being involved.

As to the resident locomotive power, Blackpool has about 60 locomotives (of which approximately ten can be housed at the small shed at Blackpool North) comprising as near as I can ascertain: one Fowler 2-6-2T, four Compounds, three taper-boilered 2-6-4Ts, ten Stanier mixed traffics and Jubilees, three of the new Fairburn 2-6-0s, nine L.Y.R. 4-6-0s, eight L.Y.R. 2-4-2Ts and thirteen L.Y.R. 0-6-0s. The depot at Blackpool Central only has one of the old L.Y.R. type coaling plants, which I imagine must be rather overworked at rush periods. Fleetwood shed houses about 24 locos., comprising five Horwich 2-6-0s, two Fowler Dock tanks, six L.Y.R. 2-4-2Ts, six L.Y.R. 0-6-0 saddle tanks and four L.Y.R. 0-6-0s.

Local passenger trains run between Blackpool North and Fleetwood, Blackpool Central and Kirkham, and Fleetwood and Kirkham (connecting usually with London trains). Normally these trains consist of three coaches, very often corridors. Push-and-pulls, worked by L.Y.R. 2-4-2Ts, work Blackpool North to Fleetwood, and one of the new 2-6-0s usually divides its time between working these trains and being station pilot. Manchester tr-

whistles.

So far I have only come across this arrangement on the Lancashire and Yorkshire, whose locomotives in pre-automatic brake days, and for a long time afterwards, invariably carried a second whistle. This instrument, rather smaller than the "road" whistle, was outside the control of the driver and worked by a crank on the top corner of the cab on the fireman's (right hand) side of the engine. From this crank ran a cord throughout the length of the passenger trains, forming the communication cord for emergency use. A similar arrangement on the Scotch lines operated a bell instead of a whistle.

Another point arising out of "Precursor's" article which many fail to realise is that whistles are sounded not to the driver's whim or fancy but according to a prescribed code for the particular area in which the train happens to be.

For instance, bank engines at St. Dunstan's and Adolphus Street (Bradford) invariably emit a "cock-a-doodle-do", better known as a "crow", which is repeated by the train engine before moving off. There used to be a rule in force for engines ex Forster Square on approaching "our" Percy's box (Manningham Junction), to give two shrieks if going North at Shipley, and three if going South. So ingrained in the enginemen is this whistle approaching Manningham that it is still frequently done although the rule, I understand, is now rescinded.

Yours faithfully,

CHARLES E. SCHOLEY.

(The above has aroused the speculation as to whether the 25 fine was levied for the "improper" sounding of the whistle or bell. If so, one thinks that the whistle would give a better five poundsworth to the culprit than the tolling of a bell. What do you think Charles? -EC.)

Dear Sirs,

On the Palace Gates branch of the former Great Eastern Railway I recently travelled in one of the antique coaches rightly described by Mr. E. J. Tyler as some of the worst in the London area. Nor was this an isolated example, for in the numerous sidings around Stratford whole trains of identical stock were to be seen.

(Concluded on Page 11)

only practical application of the late W. M. Smith's system to a design incorporating modern refinements in steam distribution, and they are a striking testimony (if any were needed) to the inherent soundness of their Deeley prototype.

Yours faithfully,
"THE WINGED WYVERN"

Dear Sirs,

In the excellent article by your contributor, Mr. G.E. James, on the L.N.W.R. eight-coupled goods engines, published in the June issue of "The Circular", he commences:-

"The L.N.W.R. claimed (with questionable justification) to be the premier railway of Great Britain."

Why questionably? Was not the West Coast Route the first to reach that cherished goal, Scotland? The L.N.W.R. made practically everything for itself. It had the finest track in the world, mostly rolled in the Company's own works, and the longest mileage of quadruple track in the country.

What about the American Specials and later in the national emergency the Jellicoe Specials, and the train of trains the 2 p.m. Corridor?

It was the quickest route to Ireland and carried the mails, it tapped some of the largest towns in the country and conquered Shap.

Did not the L.N.W.R. incorporate the famous Liverpool and Manchester, the London and Birmingham, etc.? It was a "Stephenson" line.

In the words of Rixon Bucknall it was "The largest Joint Stock Corporation in the world". It symbolised the whole British Empire, Briannia, incorporated in the crest.

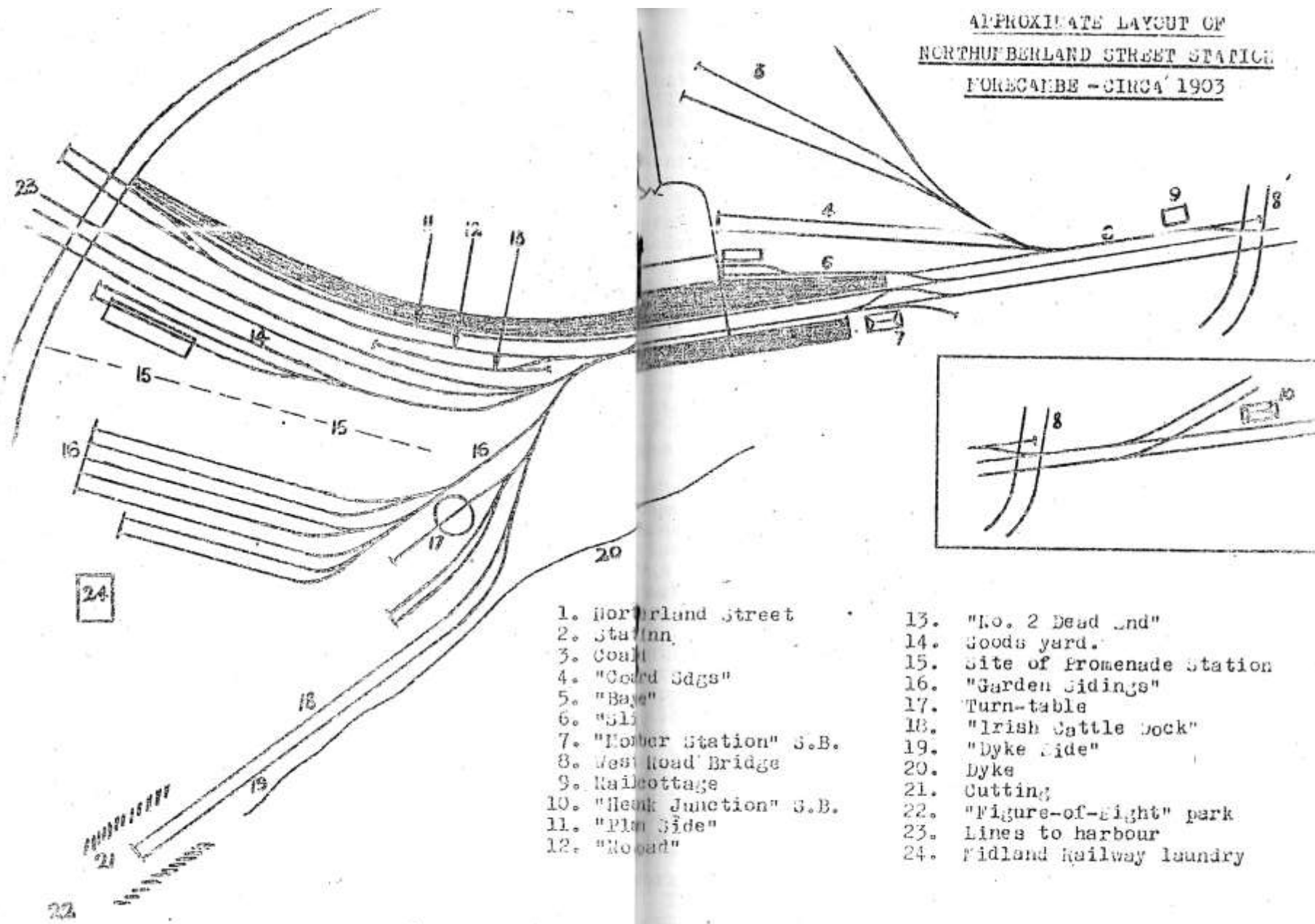
Although not particularly a London and North Western enthusiast I must admit, even in this Midland-biased district, the L.N.W.R. was indeed the "Premier Line."

Yours faithfully,
"PRECURSOR"

Gentlemen,

I found the article "Whistle while you work" in our May issue rather unusual, but non the less interesting particularly the part concerning engines having two

APPROXIMATE LAYOUT OF
 NORTHUMBERLAND STREET STATION
 FORECAMEBE - CIRCA 1903



- | | |
|--------------------------|-------------------------------|
| 1. Northumberland Street | 13. "No. 2 Dead End" |
| 2. Station | 14. Goods yard. |
| 3. Coal | 15. Site of Promenade Station |
| 4. "Coal Edgs" | 16. "Garden Sidings" |
| 5. "Bay" | 17. Turn-table |
| 6. "Sli" | 18. "Irish Cattle Dock" |
| 7. "Hobber Station" S.B. | 19. "Dyke Side" |
| 8. West Road Bridge | 20. Dyke |
| 9. Railcottage | 21. Cutting |
| 10. "Heak Junction" S.B. | 22. "Figure-of-eight" park |
| 11. "Pm Side" | 23. Lines to harbour |
| 12. "Road" | 24. Midland Railway laundry |

as the "Irish Cattle Dock" and the "Dyke Side" which at their further end terminated in a cutting through the hill behind the "Figure-of-Eight". The reason for this cutting is obscure but it suggests to the writer that an extension towards Heysham might at one time have been contemplated. The "Dyke Side" siding took its name from the Dyke which bounded the yard on the south.

Each of the several groups of sidings enumerated were protected by signals only, the trap points being located near the signal box. It should be mentioned that the old down platform, almost certainly the original one, was at this period disused, No. 2 road here being virtually a shunting neck.

The "Bay Line", from which diverged a spur to a dock platform, continued forward as the "Slips", a connection to the up line being provided independently of the one under West End Road bridge. From the "Slips" radiated the two "Coal Yard Sidings", used for the storage of coaching stock, and the lines to the coal yard and gas works.

Two small signal boxes, within a stone's throw of each other, controlled the station and its approach. "Morecambe Station" box was located on the down side at the Lancaster end of the short platform. "Hest Bank Junction" box, working the connection to the L.N.W.R. yard, was situated in the angle between the lines. The Lancaster end of the "Slips" was also controlled by the junction box.

The main platform, for the length of the station buildings, was covered by a glass roof which extended across the lines to embrace the disused platform, being supported on the further side by a substantial stone wall. The long platform extension was entirely open to the weather.

Last of all may be mentioned the "Station Inn" which stood just outside the gates in Northumberland Street. In the days of round-the-clock drinking this "pub" did a roaring trade, mainly attributable to its unique strategic position - first off the station and last on!

The station presented several unusual features of working which will be dealt with in the next instalment.

The writer would be pleased to hear from any senior member who may be able to contribute further information to that already given.

from that working through to the harbour, found accommodation in the "Little" North Western station and yard.

Poulton, or Morecambe as it had now become, appeared in the 'seventies as portrayed in F.S. Williams's history of the Midland Railway. The romantic eclecticism of Williams in the matter of illustrations is disconcerting to the historian, but the station building shown is undoubtedly that in existence in the early nineteen-hundreds. The westwards expansion of the resort gradually came up to and beyond the harbour lines, the field in the right foreground of the picture above mentioned being taken up by the Winter Gardens and the small pleasure park adjacent.

Northumberland Street was opened out and this thoroughfare, directly facing the main frontage and forming the carriage approach, gave its name to the station.

To provide additional accommodation during this expansive period the old up platform was extended right back round the curve to the marine road crossing, and it thus became one of considerable length. About the same time a short bay line was laid in on the up side, facing towards Lancaster. Additional sidings followed and modifications were made until by the opening years of the century the station had assumed the form shown roughly on the accompanying plan and as here described.

The long platform line was known by the railway staff as the "Platform Side", and the loop partnering it for its whole length as "No. 2 Road". Beyond the main crossovers near the signal box these became the "Up Main" and "Down Main" respectively, and at their further extremity crossed the marine road to terminate in a sandbank. The crossover for engine run-round purposes was operated by hand points uncontrolled from the box.

A short siding connecting with the loop line was "No. 2 Dead End", and next were the several lines of the "Goods Yard", most of which crossed the road to fall out into the harbour sidings. Next a piece of spare ground, the site of the later Promenade station, on which was nothing apart from staff cabins. Beyond this were the seven roads of the "Garden Sidings", so called because they were laid on what had been a kitchen garden. The turn-table and its engine sidings formed the next group.

Finally on this side were the two long sidings known

Part II. Northumberland Street Station.

Notes on the very early layout at Poulton must necessarily be conjectural without extensive research in contemporary records, particularly as a paucity of references in the specialised press measures the neglect with which the subject has been treated.

The structure and location of the "temporary terminus", built to serve the immediate needs of the first section of the "Little" North Western Railway in May 1848, is shrouded in obscurity. It was, however, of a very transient nature as its successor was undoubtedly brought into use at a date anterior to the full opening of the line in 1850, probably later in 1848 upon the completion of the jetty and the extension of the running lines through to the harbour station.

The erection of 1848(?) formed the nucleus of the station which served Morecambe until the building of the Promenade station, and it comprised up and down platforms, both short and low, with the yard facilities of a country terminal. Extra sidings for the maritime traffic were also provided. A railway cottage still to be seen on the seaward side of the West End road overbridge is reputed to be the original station house but its real function was the protection of the cross lane level crossing which existed at this point prior to the building of the bridge.

An adjunct to the station, dating from the earliest years, was the "North Western Hotel", erected on the promenade west of the jetty. This valuable amenity of the resort became the "Midland Hotel" in 1871 and it remained more or less in its original condition until the bringing into use of the present building in the early nineteen-thirties.

Small and unpretentious, the station was, no doubt, reasonably well abreast of the traffic requirements obtaining in the 'fifties, but the expansive period of the next two decades, during which the traffic appreciably increased in volume, must have taxed its limited resources to the uttermost. In 1861 the London and North Western Railway opened its branch from Hest Bank

The Editors.

Dear Sirs,

Apropos the account of the Low Moor Iron Works in the April issue of "The Circular". The following brief particulars of some of the locomotives that have been employed there may be of interest to your readers. They are extracted from my general records of industrial locomotives and are not thought to comprise the whole of the Low Moor stud:-

4'-8.1/2" Gauge.

- No. 3; 0-4-OST - Beyer, Peacock. No. 1821 of 1878.
- ; 0-4-OST - Black, Hawthorn. No. 993 of 1891.
- No. 6; 0-4-OST - Manning, Wardle. No. 1521 of 1891.
- No. 7; 0-6-OST - Manning, Wardle. No. 1852 of 1914.
- No. 7; 0-4-OST - Barclay. No. 1979 of 1930.

3'-10" Gauge.

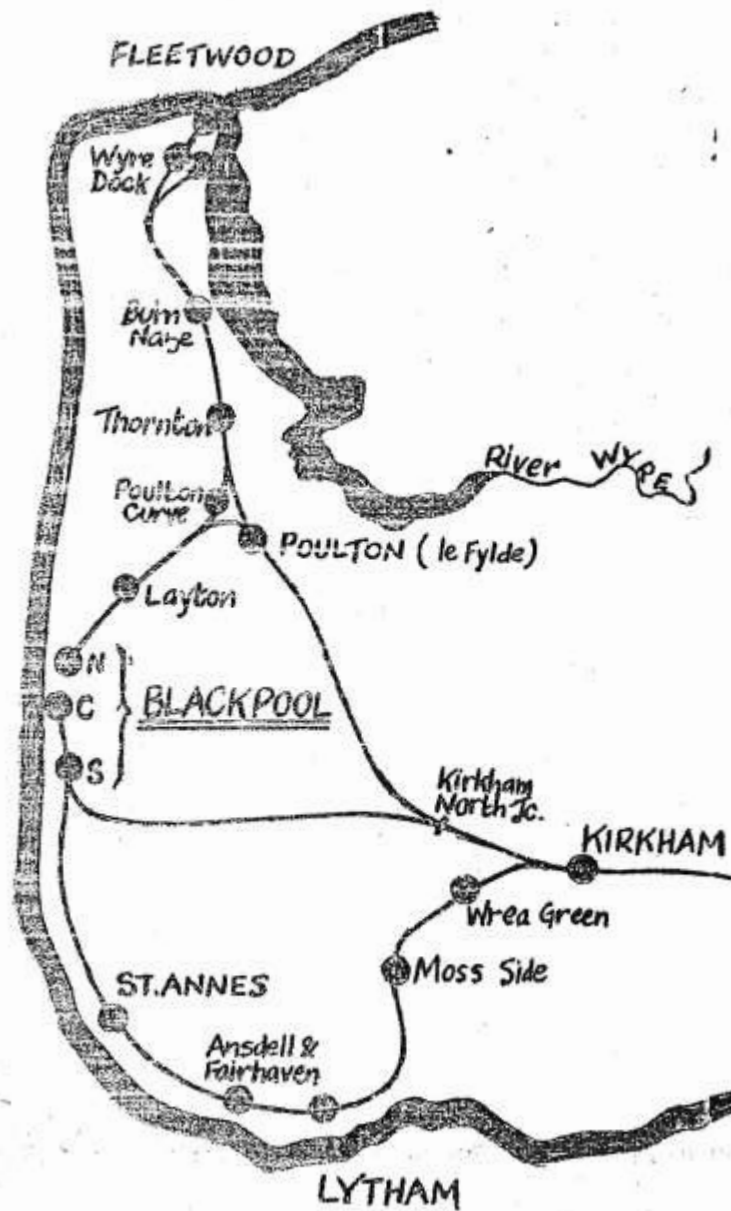
- "Lamplugh Wickham"; 0-4-2ST.
Manning, Wardle. No. 1660 of 1905.
- "Henry Woodcock"; 0-4-2ST.
Manning, Wardle. No. 1717 of 1907.
- "Charles Hardy"; 0-4-2ST.
Manning, Wardle. No. 1924 of 1917.

No. 6 and the second No. 7 are the only engines which appear to have been at work at Low Moor during the last fifteen years.

The first No. 7 was transferred to Robert Heath's Works at Stoke-on-Trent when that firm amalgamated with Low Moor about 1922. The names of the narrow gauge engines will, perhaps, be recognised as those of some of the pioneers of the Low Moor concern.

The works were opened in August, 1791, and eventually about 22 miles of railways or tramways were laid down for the works and associated collieries. Mostly they were worked by horses for very many years, though some seem to have been worked by gravity. I can't trace the date when locomotives were first used, but as the Beyer, Peacock engine was No. 3 there were probably two older engines at work originally.

Bowling Iron Works were opened in 1784, and locomotives introduced in 1854 when the works railway obtained a connection with what was then the Leeds and Halifax



ains, the majority of which start from Blackpool Central, are usually worked by Jubilees and Mixed Traffics of Blackpool or Newton Heath sheds. The L.Y.R. 4-6-0s can occasionally be seen on Manchester trains (usually slow ones), but they are apparently not very popular owing to their reputedly large coal consumption, in which connection I have heard it said that they could do with an additional coal wagon behind the tender, and also that the amount of steam issuing from the front end makes it difficult to see ahead; nevertheless they aren't too bad once they get going. Other turns on which these engines are to be seen are goods, local passenger and Todmorden trains via Blackburn and Rose Grove.

Compounds, 2-6-0s, 2-6-4Ts and, on rare occasions, L.Y.R. 2-4-2Ts are seen on Manchester trains. The London trains are normally worked by Jubilees or Royal Scots.

There is not a great deal of goods traffic on the Blackpool line, but a fair amount goes to Fleetwood, and during the evening quite a stream of fish trains from Fleetwood can be seen.

As far as I can ascertain, the last serious accident on this section was in the vicinity of Lytham in 1924. The loco., which was an Aspinall rebuilt 7'-3" 4-4-0, left the road and turned completely round, fetching the first part of the train off the track, killing five people. An old signalman showed me a local newspaper of that year which gave very full details and photographs of the accident.

My article now reaches a rather abrupt end, but I should like to point out that the foregoing is rather a collection of random observations than a detailed account.

DUTY ROTA	July 10th. - July 22nd.	A. Shackleton.
	July 23rd. - Aug. 5th.	H. E. Smith.
	Aug. 6th. - Aug. 19th.	R. Sparks.

These are very far from being the Pullmans that Mr. H. Lea suggested, even when measured by the Lancashire and Yorkshire yardstick.

Yours truly,
"NOEL PARKER"

Wednesday, 9th. July, at 7-30 p.m. :

A talk by Mr.G.E.James on the locomotives of the London, Tilbury & Southend Railway; North London Railway; and Port of London Authority: with a brief account of the respective systems.

Sunday, 13th. July :

Visit to Neville Hill Shed. 11-0 train from Forster Square Station. (Shipley 11-11.)

Tuesday, 15th. July, at 7-30 p.m. : Committee Meeting.

Wednesday, 16th. July :

Visit to Bradford Centenary Exhibition. Meet at main entrance of Cartwright Hall at 7-30 p.m. This outing is subject to confirmation.

Wednesday, 23rd. July, at 7-30 p.m. :

Mr.F.J.Hibbert, District Operating Manager, Leeds, L.M.S.R., will speak on "The Arrangements for 'D' Day from the point of view of the Transit of War Stores by Rail."

Wednesday, 6th. August, at 7-30 p.m. :

A paper by Mr.O.V.S.Bulleid, M.I.Mech.E., M.I.L.E. Chief Mechanical Engineer, Southern Railway, entitled "Locomotives I Have Known", read by Mr. J. Thornhill. (Illustrated.)

Sunday, 17th. August :

Visit to Skipton (20F) Shed. As no trains are available for the outward journey, members are requested to make their own way to Skipton and assemble outside the station entrance at 3-15 p.m.

Wednesday, 20th. August, at 7-30 p.m. :

"British Atlantics", a talk by Mr. D. Butterfield.

Saturday, 6th. Sept. : Visit to Ardsley Shed.

Wednesday, 17th. September, at 7-30 p.m. :

Dr.W.A.Tuplin, D.Sc., will lecture on "Engines Good and Bad."

The Bradford Railway Circle was formed in 1945 to bring together those who are enthusiastically interested in Railways.

It has its own headquarters, "The Centre," on Manningham Station, L.M.S., where regular meetings are held on alternate Wednesdays throughout the year. There is always an interesting talk, lecture, or discussion on Railway matters—Topical, Technical, Historical or General—and in addition shed visits, lineside observation and other outdoor activities are arranged at frequent intervals.

Membership is open to all enthusiasts of 16 years of age upwards, and the annual subscription is 12/6 per annum (or 3/9 per quarter), which includes a copy of "The Circular."

Application for membership should be addressed to the Hon. Secretary, whose name and address appear on page 2 of this cover.