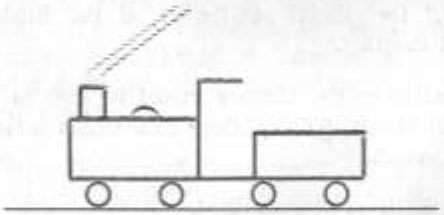
BRADFORD
RAILWAY
CIRCLE

THE CIRCULAR



No. 19 AUGUST 1947

BRADFORD RAILWAY CIRCLE.

The Centre, Up Platform, Manningham Station, Bradford.

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Short advertisements can be accepted.

:: CIRCULAR TOUR ::

The amusing commentary of the "Bradford Telegraph and Argus" on the duplicating debacle of the July issue has inspired one to adopt the title "Circular Tour" for the editorial pages.

Very hearty congratulations to the "Railway Magazine" upon the attainment of its Golden Jubilee. One could add one's superlatives to the many excellent appreciations already expressed but sufficient it is to wish this most popular railway periodical every success in the ensuing years. On to the Centenary number, "Railway Magazine"!

Mr.G.A.Sekon in his recent article "The Start of the Railway Magazine" touches upon a matter of especial interest to Bradfordians. The claim of Samuel Cunliffe Lister, first Lord Masham, to be the inventor of the compressed-air brake (apparently substantiated by Patent number 12,029, of 1848) gives rise to some speculation. If Lister, instead of turning his attention to the improvement of textile machinery and the building of Manningham Mills, had pursued the matter of the continuous brake he may have anticipated George Westinghouse in conferring upon railway operation the inestimable benefits of his invention. Further, had events taken a different course, the city art gallery in Lister Park may have been dedicated to George Stephenson instead of Edmund Cartwright - and next year would be the centenary of the "Lister" brake. It is extremely improbable that Lister would have received a baron's coronet for his labours in this direction, so slow are we to honour those who give so much.

Our guest-speaker on the 23rd.July was Mr.F.J. Hibbert, District Operating Manager, L.M.S.R., Leeds, who was accompanied by Mr.T.W.Polding, District Passenger Manager, L.M.S.R., Leeds. Mr.Hibbert favoured us with a most interesting, informative and sometimes amusing talk on the arrangements for 'D' Day from the point of view of the transit of war stores by rail, an operation with which he was intimately connected. Great things were done in the way of organisation and

one entirely agrees with the speaker in that the smoot operation of this vast and vital service was a crucial factor in the successful invasion of Europe. The speaker concluded his much appreciated talk with a generous invitation for us to visit him in his control room in Leeds one Sunday morning later in the year.

On 25th.June our President gave an excellent talk on the British locomotives of the 0-4-2 wheel arrangement. The types considered ranged from the "Lion" of the Liverpool and Manchester Railway to the "Gladstone" of the L.B.S.C.R., and included the machines of Patric Stirling's design, once numerous on the G.N.R. around Bradford.

A fortnight later (9th.July) a characteristic lecture was delivered by Mr.G.E.James, Vice-President, on the locomotives of the L.T.S.R., H.L.R., and Port of London Authority. With the aid of a personally prepared map the speaker outlined the history of the three concerns under review before proceeding with a description of their locomotive types. Talks on the railways of the London area are always of interest and each one whets one's appetite for more.

The visit to Heville Hill shed on 13/7/47 was much enjoyed by all participants. "The Morpeth", oddity of the "Hunt" class, very obligingly came on shed for a short time, much to the gratification of the few with cameras. Some diversion was caused by a Thompson Pacific, No.516, "Hycilla", unfortunately stopping in suc a position when entering the shed that an irregularity in the track caused the trailing coupled wheels to dro and lock against the brake shoes. Not having sufficient pressure to force the blocks off again "Hycilla" was unable to move until a tank engine came along and "butted" it into the shed.

Thanks to our President for two photographs taken a Keighley Museum on the occasion of the first visit to the Railway Centenary Exhibition; and to our Secretary for the useful gift of a pre-grouping railway map of Great Britain, now hung at the Centre.

HE MIDLAND RAILWAY AND MORECAMBE : By John Thornhill

Part III. The Operation and Traffic of Northumberland Street Station.

By 1903 Northumberland Street station had become one of the operational problems of the Midland Railway. For years its working had been a matter of ever increasing seasonal difficulty, and with the recent intensification of services it called for an unusually great effort on the part of the station staff at the peak periods of activity.

Viewed in relation to the platform space the number of passenger trains dealt with on the Saturdays and holidays in the summer was enormous. The major part of the scheduled traffic originated in Bradford and Leeds, although Sheffield, Nottingham and places further afield contributed a not inconsiderable quota. The Lancaster and local station-to-station traffic was also quite heavy at times. On this schedule were super-imposed the numerous duplications and extras that were always run as a matter of course during the months of July and August, it being no uncommon event for a booked train to be run in three portions.

The long platform, divided into two unequal parts by the ramps leading down to the station foot crossing, was capable of holding three trains of the maximum tonnage allowable (equals 20-1/2). Unless some very exceptional circumstances arose only one incoming train at a time was admitted to the platform. This restriction was not serious, however, as in the time a following train normally spent traversing the lengthy block section between Lancaster North (Green Ayre had two signal boxes in those days) to Hest Bank junction its forerunner in the station could be unloaded and the platform road cleared.

The method of sidetracking a train varied. If the line was clear up to the marine road crossing the engine would be put round the train through the remote hand operated points and over the cross-over near to the sidings connection, the stock then being drawn out for propulsion into the carriage sidings. In the event of stock being destined for the coal yard it was necessary to draw it out on to the up main line,

put it in block to Hest Bank junction and then back it in through the points under West End Road bridge. If the extension line was wholly or partly occupied by coaches standing or being loaded (excursion trains particularly were loaded at the further end) the station pilot or any available engine was requisitioned to draw out a newly arrived train and release its engine, the procedure otherwise being as described.

When the platform line was at all occupied by stock all incoming trains were brought to a standstill at the signal protecting the main approach cross-over, and the driver verbally informed of the position. So usual was this procedure that drivers knew what was expected of them before the signalman made contact; if the signal was "off" then it was understood that the line was clear right up to the promenade crossing.

The platform, however, was often wholly occupied by the stock for three departing trains which would normally be despatched one after the other at ten minutes intervals, this headway being determined by the length of the block sections up to Hellifield. When the platform was fully occupied an incoming train had to stand for signals until accomodation was available. Every expedition was used to despatch the trains so that incoming traffic was not subjected to excessive delay. The bay line would just take a five-unit close-coupled "twin" set, or equal, and was used chiefly for local services, although the 4-45 p.m. Bradford train was often started from this platform.

On busy days a representative of the locomotive department, usually a senior driver, came down from Lancaster to take charge of the loco. yard. This official had authority to change any locomotive working if necessary, irrespective of where an engine was shedded, and his presence ensured an orderly disposition of the motive power. To avoid congestion it was the practice to put engines on their trains in the sidings, even if they had to subsequently stand there for an hour or two. A point of interest is that the old turntable was only just big enough to take a 2-4-0 or 0-6-0 engine, bogie engines having to go back to Lancaster for turning.

In times of extreme pressure, too, the District Traffic Inspector at Lancaster would come down to take

DERAILMENT AT SHIPLEY :: :: By Brian Field

A derailment occurred at Shipley, Bradford Junction, early on the morning of Thursday, June 11th. The engine concerned was No. 4853, a Stanier class 5 4-6-0 of 20A (Holbeck) shed.

This engine was working a fish train from Leeds to Bradford, and had attached a few vans on to the 4-10 a.m. Bradford-Skipton express, which was standing in number 1 platform at Shipley. No. 4853 was returning to the rest of its train in number 4 platform when the derailment occurred, owing to the trailing points on to the down passenger line not having gone properly over. A piece of coal was found later between the blades of the points.

Both up and down passenger lines were therefore blocked, and emergency passenger working on the goods road came into use. The Leeds motive power breakdown train was called out, and the Manningham ballast train was put under the supervision of the breakdown gang officials.

The tender was the first to be dealt with, and during lifting operations the iron chain round it affixed to the crane snapped. The tender crashed down on to the track with terrific force but luckily no one was injured. It was then removed into Shipley angle.

Platelayers then set to work repairing the damaged stretches of the track, and it was not until about 1-30 p.m. that operations were started on the engine.

The engine was replaced on the road in an appreciably short time. The tender was then brought out of the angle and re-coupled. After the track had been given a final inspection, No. 4853 was pushed into Shipley goods yard and marshalled into the Leeds breakdown train. The passenger lines were re-opened at approximately 5-20 p.m.

There were two errors in the "Telegraph and Argus" report on the incident. First, the derailed engine was No. 4853 not 483, and of course the tender when full to capacity holds only nine tons of coal, not twenty tons as stated.

(This is a first-hand report, for our confrere, Mr. B. Field, was on the Manningham ballast engine at the time - Ed.)

To the Editors

Dear Sirs,

I was interested to see Mr. Clinker's letter regarding the naming of the G.N.R. station at Shipley.

I never had any official explanation about this but I think the following points will probably explain it, and probably be correct. When the line was first open the G.N.R. would want it to be known that they had reached Shipley; Windhill, which is really a suburb of Shipley, would not be taken into account. As time went on it is quite likely that it was pointed out that as the station was really situated in Windhill and served that district as well as Shipley, both names should be included. Possibly a stationmaster might suggest this, as living in the station house his address would be Windhill, Shipley.

Coming now to 1901. About this time occurred one of those fierce outbursts of competition between the Midland and Great Northern Railways, the Midland having introduced some Dining Car trains between London and Bradford, which of course served Shipley. The Great Northern had quite a good connection for Shipley by their evening train from London, changing at Laisterdyke for the Shipley branch; and a similar one up in the morning by a train round about ten o'clock, and in point of time quite as quick as the Midland. The Great Northern authorities, wanting to emphasise that they also served Shipley, most likely got the idea of again changing the name to Shipley.

Between 1901 and 1912 the Bradford Corporation had been extending their electric tramway system. They bought up a local tramway in Shipley and then extended their track from Thackley to join up with it in Windhill. This put Windhill on a direct tram route to Bradford.

To meet the competition when the trams were extended to Idle and Thackley the Great Northern had already speeded up some of the trains and they had actually put on a mid-day train non-stop to Eccleshill, where it arrived in eight minutes (good locomotive work this when one considers the start out of Bradford Exchange and the curves at St. Dunstan's). This train reached Shipley, and of course Windhill, in seventeen minutes against a good half-hour by tram. Although for a train journey it was actually quicker to Shipley by the Midland route, yet Shipley station is in the centre of Shipley and it is a fair step from there to Windhill, up-hill all the way. Therefore it probably occurred to the Great Northern people that it might be as well to again change the name and emphasise that they served Windhill.

As I said at the start this is all surmise but does appear to be a likely explanation.

Yours truly,
CHARLES HUTTON

Gentlemen,

My reply to Mr. Tyler's article seems to have brought a few brickbats, aimed at the G.E.R. suburban coaches. I am quite unrepentant. To "Noel Parker" (a rather good nom-de-plume, for I have, I am sure, worn a groove up the stairs to the platforms at Noel Park station) - I don't remember saying any G. E. R. coaches were Pullmans. Many years as a season ticket holder taught me otherwise, and as he will recall, until a few years ago, season ticket holders were 1st. and 2nd. class only. What I DID say was that many L.M.S. coaches on the Halifax locals would make them appear so by comparison, and again, experience as a season ticket (pardon, this is Yorkshire, so I must say Contract) holder makes me stick to that opinion. For sheer dilapidation, their equal will be hard to find. No lights as often as not, holes in the floor big enough to see the track through, heating either off or leaking so badly as to prevent its use, seats and backs oozing stuffing everywhere. I could go on quite a bit about their faults. Mr. Tyler and "Noel Parker" should remember that but for the war, the Loughton and Ilford lines would have been electrified long since, and the ancients with half partitions scrapped, as they will be as the electrification proceeds. They were built to carry the maximum number of passengers paying the minimum fare - you can't provide luxury coaches for workmen paying 2d. return for a 12 mile journey, as was the workman's return from Enfield

in my young days, and the plain rexine seats were cleaner for navvies with their dirty clothes than cloth seats and backs! So to both Mr. Tyler and "Hoel Parker" I say, yes, I agree the G. E. coaches ARE the worst probably in the London area, but they aren't as bad as some I know up here.

Regarding the controversy of "Chimney first", I agree with Mr. Scholey that water level has nothing to do with it. The engines have only travelled a very short distance from their start at Liverpool Street, and presumably the boilers would be full, and in any case the Bethnal Green bank isn't as steep as the one from Bradford Exchange to St. Dunstan's. Also the rule only applied to the Enfield and Chingford trains using the slow and local lines to Bethnal Green. I asked many people from drivers to shed foremen, and higher officials at Stratford. The query was often put to the "Railway Magazine", but it has been unanswered, so it must be just "one of those things". I can't remember much of the Northern Heights section of the G.N., but there again, the grades are no steeper than between Bradford and Wakefield, and even tender locos. work tender first on these lines.

But thanks, both London correspondents, for reminding me of some of the "good old days".

Yours truly,
F. H. LEA

P.S. Can Mr. George Dow throw any light on the subject?

Dear Sirs,

"Precursor's" letter re the premier pre-grouping railway in the July issue of "The Circular" cannot go unchallenged.

Our honourable friend in support of his theory gives only one side of the picture. Let us try and draw up a brief balance sheet and see if the L.N.W.R. really could lay claim to this arrogant and august title.

Taking the assets first; to those enumerated in the letter in question may be added the largest locomotive and passenger stock and the largest locomotive works.

On the debit side, let us examine "Precursor's" points in turn. I will concede that the Nor' West reached Scotland first, but surely the fact that they made everything for themselves is no justification

whatever.

As regards locomotives, the Precedents, Precursors and Georges were undoubtedly very good engines - given sufficient coal and water, but what of some of the others, including not a few that were prone to try and go both ways at the same time? In my opinion, so far as locomotives were concerned, the Crewe designs were a long way down the list at the head of which I maintain the G.W.R. held pride of place by a big margin.

I will admit, too, that the L.N.W.R. had the longest track, but a small point, it had not the longest UNBROKEN quadruple road; this being on the Midland, as was also the most comfortable and pleasing coaching stock, and this company too, was the wealthiest.

I must question also "the train of trains, the 2 p.m. Corridor". Has not "Precursor" heard of the "Cornish Riviera" of the Great Western, for so long the longest non-stop run in the world? And what of the "Flying Scotsman" and the "Southern Belle"?

The L.N.W.R. was the quickest route to Ireland, but they had not the fastest railway-owned steamers, nor anywhere near the largest docks, which were the property of the N.E.R.

It certainly tapped some of the largest towns, but came a long way short of having the most intensive suburban traffic, this being the prerogative of the C.E.R. Nor had it the best record for time-keeping; probably the G.C.R., whose station staffs prided themselves on their quick and efficient servicing of trains during stops at stations could beat it here, to mention only one company. As regards Shap, this showpiece of the L.N.W.R. and its approaches is considerably less of an obstacle than what the Derby men had to tackle on the Settle and Carlisle line with its abundance of engineering achievements.

The L.N.W.R. certainly incorporated some old lines and stuck to some old ideas too!

All this, of course, is not to say that it was not a great railway; it was, but in my opinion, although first and last a Midland man, though not a biased one I hope, I would unhesitatingly say that by and large, of all the pre-grouping companies, of blessed memory, the Great Western could, with most justification, lay claim to the hypothetical title of "Premier Line".

Yours faithfully, "DURRAN HILL"

Dear Sirs,

It is surprising to me how the credulity of otherwise discerning enthusiasts was, and still is, imposed upon by the L.N.W.R's bogus claim to be first among its peers.

To my mind the pretensions of the Great I Am were seriously and effectively challenged by both the Great Western and Midland railway companies.

The Great Western was a grand seigneur, with fine traditions, a sound administration and exemplary motive power; a line endowed with many stirling qualities and one that played second fiddle to none.

The M.R., ever becoming more efficient, equalled or bettered the L.N.W.R. in several directions, as was evident at the Grouping when the substance of its splendid methods and organisation was adopted by the new largest line. This more than anything else gave the lie to the North Western's much vaunted supremacy.

Finally, were the armoral bearings granted by the College of Heralds, or merely arrogated? In either event the ensigning of Britannia with two pinch-bars, proper, in saltire, would have been very apt!

Yours truly,

"THE WINGED WYVERN"

THE MIDLAND RAILWAY & MORECAMBE (continued)

up a position on the ballast near the signalbox, from whence he could advise signalman and platform staff of the procedure to be adopted to meet any specific case, and to take responsibility for the movements against, or not covered by, rules.

(Part III to be concluded)

DUTY ROTA

Aug. 6th. - Aug.19th.	:	R. Sparks
Aug.20th. - Sep. 2nd.	:	R. Thornton
Sep. 3rd. - Sep.16th.	:	D. Ibbotson
Sep.17th. - Sep.30th.	:	J. Thornhill

Correction: The building date of Low Moor Iron Coy's engine No.6, Manning,Wardle No.1521, should be 1901 NOT 1891 as stated on page 6 of the July "Circular".

TANK ENGINE DERAILMENT :: :: E. J. Tyler

On the 29th.May, 1863, the 5 p.m. express from Brighton arrived at East Croydon a little late. The train was divided according to custom, one portion going to London Bridge and the other, consisting of 16 vehicles and weighing about 200 tons, to Victoria, hauled by 2-4-0T, No.131. This was one of a class of six locos. built at Brighton in 1858 to the designs of Mr.J.C.Craven, for working the West End of London and Crystal Palace Railway. It was provided with both inside and outside frames, the cylinders being placed inside. This arrangement made a very sturdy, if somewhat stiff, engine, and the class had the reputation of being uncomfortable to ride on although quite satisfactory at their work.

On leaving Croydon, 131, running bunker first, soon gathered speed and by Streatham Common was doing 60 miles per hour. On reaching here, the engine began to oscillate violently after entering a curve and the driver immediately shut off steam. The engine, however, left the road and turned over; the dome struck a rail and the boiler burst, the dome landing 175 yds. away. All 16 vehicles left the road also and the wreckage only occupied about half the space of the original train.

On the train were a number of Grenadier Guardsmen returning from manoeuvres at Eastbourne, commanded by Col. Burnaby, hero of the ride to Khiva; two of these were killed and thirty-six injured. One other passenger and the driver were also killed, the fireman being badly scalded; twenty-three other passengers were seriously injured.

At the subsequent inquiry, the jury condemned the engine as unsuitable in spite of Mr. Scott Russell, the famous engineer and shipbuilder, giving evidence to the contrary. An opinion was also given that the time allowed for the journey from Croydon to Victoria (16 minutes for 10 miles) was too short, and the company was recommended to re-time trains to an easier schedule. The locos. were subsequently rebuilt by Mr. Craven.

This accident calls to mind other cases where tank engines have left the road at speed. The Sevenoaks disaster of 1927 was a similar case and the M.R.

:: :: LOOKING AHEAD! :: ::

Tuesday, 12th.August: Committee Meeting at 7-30 p.m.

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.:
A talk by Mr. D. Butterfield on "British Atlantics"

Wednesday, 3rd.September, at 7-30 p.m.:
A talk to be arranged.

Saturday, 6th.September:
Visit to Ardsley Shed. Take 1-40 p.m. train from Exchange station, changing at Holbeck. (Train time subject to confirmation).

Wednesday, 17th.September, at 7-30 p.m.:
"Engines Good and Bad" - a lecture by Dr. W. A. Tuplin, D.Sc., M.I.Mech.E.

Wednesday, 15th.October, at 7-30 p.m.:
"From Waterburys to Antelopes" - a talk on passenger train workings in the Hull district by Mr. W. B. Yeadon, Heckmondwike.

TANK ENGINE DERAILMENT - concluded.

0-6-4Ts were prone to derailment when running expresses. The L.B.S.C.R. "Baltics" were not too successful until certain modifications had been made, but in a series of tests made towards the end of the company's existence as an independent concern they proved to be the steadiest engines on the line. The "6100" class of the G.W.R. and the 2-6-4Ts of the L.M.S.R. run daily at very high speeds without any cause for alarm.

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.