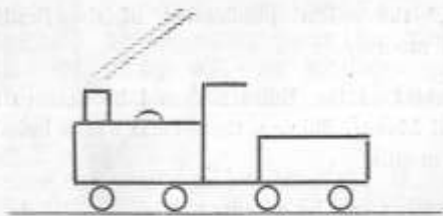




THE CIRCULAR



No. 20

SEPTEMBER 1947

BRADFORD RAILWAY CIRCLE.

The Centre, Up Platform, Manningham Station, Bradford.

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Short advertisements can be accepted.

:: :: CIRCULAR TOUR :: ::

Railway talk of recent weeks has centred upon the accident at Doncaster rather than the graver issues of impending nationalisation. This lamentable mishap, following on the Polesworth derailment, has aroused in the public an unreasoned reprehension. Our diplomatic mission is surely to represent to the soluble but uninformed critics that railway accidents should be considered only in relation to the many thousands of train movements daily made with expedition and safety. It cannot be too clearly stressed that nothing is seriously amiss with the safety equipment and operating methods of our railways, nor with the personnel who man the footplates and signal boxes. The latter have an awareness of responsibility to the travelling public for which they receive little appreciation and fewer thanks. It should always be taken into consideration that the human element is ever prone to failure. Let no stones be cast, for who in the course of his working life has not made a mistake through negligence, error of judgement or incapacity?

This month's funny story is about a member of a contemporary railway society, who unable to obtain access to a certain locomotive depot in Bradford commissioned some small boys to sneak in through the railings and take the numbers of the engines on shed! One wonders if he got a "cop"! "Number-snatching" as a be-all and end-all is understandable in juveniles, but adult indulgence in such a peurile practice rather detracts from the dignity of our hobby. And railway trespass of such a nature as that outlined above is quite indefensible.

A hearty welcome is extended to Dr. W. A. Tuplin who is to talk about "Engines Good and Bad" on 17th. September. Dr. Tuplin has a wealth of information on locomotive matters, and members are assured of an entertaining evening.

On the 6th. August a lecture by Mr. O. V. S. Bulleid, Chief Mechanical Engineer, Southern Railway, was read.

by Mr. J. Thornhill. Dealing first with the Ivatt and Gresley locomotives with which he was associated in his earlier experience, Mr. Bulleid then turned to the productions of his predecessor on the Southern Railway, these forming an introduction to his own unorthodox and provocative designs, the "Austerity" O-6-0 and "Merchant Navy" Pacific. The paper was copiously illustrated, official photographs having been kindly provided by the C.M.E.'s Department, S.R., and lent by the Press Relations Department, L.J.E.R.

Skipton (20F) shed was visited on Sunday afternoon, 17th August. The report of this, and all other outdoor activities, is filed in the Log at the Centre, open for perusal at any time.

Readers are reminded that the Editors are always glad to receive articles, notes and correspondence for publication in "The Circular". Contributions on locomotive and general railway matters will be most welcome.

Members who visited the recent Bradford Centenary Exhibition will, no doubt, remember the beautiful model of a North Union Railway four-wheeled coach on show there. We have received the following details of the prototype of the vehicle from the Circle's treasurer "our Charlie". This makes interesting reading for in this issue of "The Circular" we print an article on the North Union Railway under the same writer's series "Constituent Companies of the L.Y.R."

----- Coaches of the North Union Railway -----

First class vehicles were originally orange, later changed to a dark green.

Two examples possessed the names "COLUMBINE" and "CHANICLEER" but eleven built specifically for the Liverpool and Manchester trains had no less than three coats-of-arms emblazoned on their sides; they had Preston and Wigan in the centre, Liverpool at one end and Manchester at the other and were unnamed.

THE L.M.S. DIESEL-ELECTRIC LOCOMOTIVES :: ::

:: :: By Brian Field

It was recently announced by the L.M.S.R. that they were going to introduce diesel-electric traction on the main line services. Diesel-electric locomotives are being built for experimental use in main line passenger and freight services, including the most important express passenger trains on the Anglo-Scottish services.

The first experimental design is for express passenger service. The diesel-electric locomotives will be of 3,200 H.P. (composed of two 1,600 H.P. units coupled together) and will be capable of hauling the heaviest trains between London and Glasgow, or alternative fast light trains between these cities. The new type of locomotive will be able to work services comparable with the pre-war "Coronation Scot" train, which was normally worked by one of the company's most powerful 4-6-2 steam locomotives.

16-cylinder diesel engines of 1,600 H.P. and electrical equipment for each unit, is being provided by the English Electric Company. The diesel engine will be to the firm's own design, based on the engine used in the L.M.S. diesel-electric shunting locomotive. The L.M.S. is building the mechanical parts of both units in its Derby workshops.

The weight of the locomotive will be 220 tons, and it will be capable of speeds of 100 m.p.h. A flexible gangway is being provided between the units, so that the length of the locomotive can be traversed for inspection purposes while running.

The first locomotive of this type will be put into service between Euston and Glasgow in competition with the modern 4-6-2 type steam locomotives at present in use.

(A correspondent informs me that the construction of the first diesel-electric unit is well advanced at Derby works, where every effort is being made to get it into service before the end of the year. Ed.)

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THE MIDLAND RAILWAY & MORECAMBE : By John Thornhill

Part III. The Operation and Traffic of Northumberland Street station (concluded)

The most important train based on Morecambe in 1903 was the Leeds and Bradford "Residential" express. This service was operated chiefly for the benefit of the first and third-class passholders (the salt of the earth so far as Morecambe station was concerned) who had business in the Yorkshire cities.

The departure of this train at 8-0 a.m. presented no difficulty, but the return arrival at 6-40 p.m. coincided with an evening departure, and smart work was usually entailed to clear the platform for its reception. The "Residential" had to always have the best of it.

Having a standard formation of four coaches for Bradford and three for Leeds, a special rake of up-to-date bogie clerestory lavatoried stock was continuously employed on the service. The train worked with the Leeds portion in the rear on the outward journey and at the front on the return, thus it could be put right away into the sidings ready for the road again without any re-marshalling. Superficial cleaning only was done at Morecambe, the stock being "bottomed" at Leeds and Bradford during the day.

A feature of the train was a hot-water (?) heating system experimentally introduced before the present steam heaters were adopted.

A restaurant car also graced the train around the turn of the century but this was with-drawn prior to 1903. Some little time before its discontinuance a driver was rash enough to exceed the speed limit over the Lune bridge at Lancaster, for which he was subsequently suspended. Apart from receiving the complaints of the much shaken wool magnates, the company had to foot a bill for a lot of broken crockery!

Through carriage workings to places as far away as Bristol called for the provision of much composite class lavatoried stock, and in the season this was not always readily obtainable. It was the practice to make up any deficiencies by taking the odd "compos" out of the excursion trains and substitute them with

SOME RAILWAY DATES OF LOCAL INTEREST.

In a private letter from Mr. C. R. Clinker, received by Mr. J. Thornhill, the writer says: "My researches into history in various parts bring forth some curious facts, explanation of which is, of course, purely local. Some local dates which I have unearthed whilst looking for other matter may interest you, if you are concerned in local railway history" :-

Apperley renamed Apperley & Rawdon, 1st.Nov.1890.
 Apperley & Rawdon renamed Apperley Bridge & Rawdon, 1st.May 1893.
 Pickle Bridge renamed Wyke, 1st. March 1882.
 Wyke renamed Wyke & Horwood Green, 1st.Nov.1896.
 Wilsden opened 1st.July 1886.
 Ravensthorpe & Thornhill opened 1st.Sept.1891.
 Thwaites opened 1st.June 1892, closed 1st.July 1909.
 Horbury renamed Horbury & Ossett 1st.May 1903.
 Grassington renamed Grassington & Threshfield, 1st.May 1903.
 Kirkstall Forge closed 1st.Aug.1905. (1st.May 1903.
 Edge Bridge N.E. opened 1st.April 1913, closed 1st.March 1914 (the reason for this very short life could be interesting. Can any reader throw any light on the matter?)

with any ordinary third-class coaches available. The guards of the excursion trains objected to this procedure as the "compos" were always a source of personal revenue, it being a certain "tip" if one could usher gratified passengers into lavatoried stock!

A proportion of the excursion traffic was carried in old four-wheelers and five-bodied six-wheelers of a type long out-classed on ordinary service. These had low segmental roofs and were lit by oil lamps. As this antique stock spent most of the year standing out in the sidings, such as Manningham, where it accumulated much dirt, careless carriage shunting always resulted in the stock, and anyone near it, being enveloped in clouds of dust!

(Part III concluded)

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THE RAILWAYS OF HARROGATE AND KNARESBOROUGH

Several members will no doubt recall that on the occasion of the Starbeck shed visit in May some discussion took place regarding the railway layout in the district. With a view to elucidating the matter the following notes are submitted by Mr. J. Thornhill who is indebted to Mr. S.W.M. Hind, Press Relations Department, York, for information about the junctions at Starbeck, and to Williamson's history of the North Eastern Railway for historical data.

The late summer and autumn of the year 1848 saw three distinct and separate lines of railway opened in the Harrogate and Knaresborough district.

Projected to serve Harrogate, a branch of the York and North Midland Railway, from Church Fenton through Wetherby and Spofforth, was opened on the 20th. July.

Entering the district from the south-east it crossed the valley of the Crimple Beck by "a great viaduct of thirty-one arches, each fifty feet in span, built of brick with stone facings on stone piers" at a height of 110 feet above the stream. Taking almost a direct course for a distance of about two miles it terminated at a station adjacent to the Brunswick Hotel in Low Harrogate.

The original plan was for a station on the southern outskirts of the town, but as it was felt that one in the centre would be more desirable a supplementary Act was obtained for 1-3/8 of a mile extension to the Brunswick site.

On the 1st. September following, the portion of the Leeds and Thirsk Railway's main line between Wormald Green and Weston was brought into use, and Harrogate then has a second station in the one at Starbeck, a good mile distant. A horse 'bus service provided the connecting link.

Taking advantage of the natural path afforded by the Crimple valley, the railway passed in a north-easterly direction under the second eastern-most arch of the viaduct carrying the York and North Midland line, then made a wide sweep to pass through Starbeck in a north-westerly direction before turning north towards Ripon.

The 30th. October in the same year witnessed the opening of the East and West Yorkshire Junction Railway, a local line under George Hudson's patronage.

In spite of its ambitious title this railway only ran between York (Poppleton Junction) and Knaresboro', a distance of fifteen miles, and indeed at first, owing to the collapse of the nearly completed Nidd viaduct on the 11th. March previously, it got no nearer its western terminus than Haypark Lane, half a mile short of Knaresborough.

On the 1st, October 1851 the rebuilt viaduct (a fine three arch, castellated structure) was brought into use and the line extended through Knaresborough to make an end-on junction with a branch of the Leeds-Northern Railway, corporate successor of the Leeds & Thirsk Company.

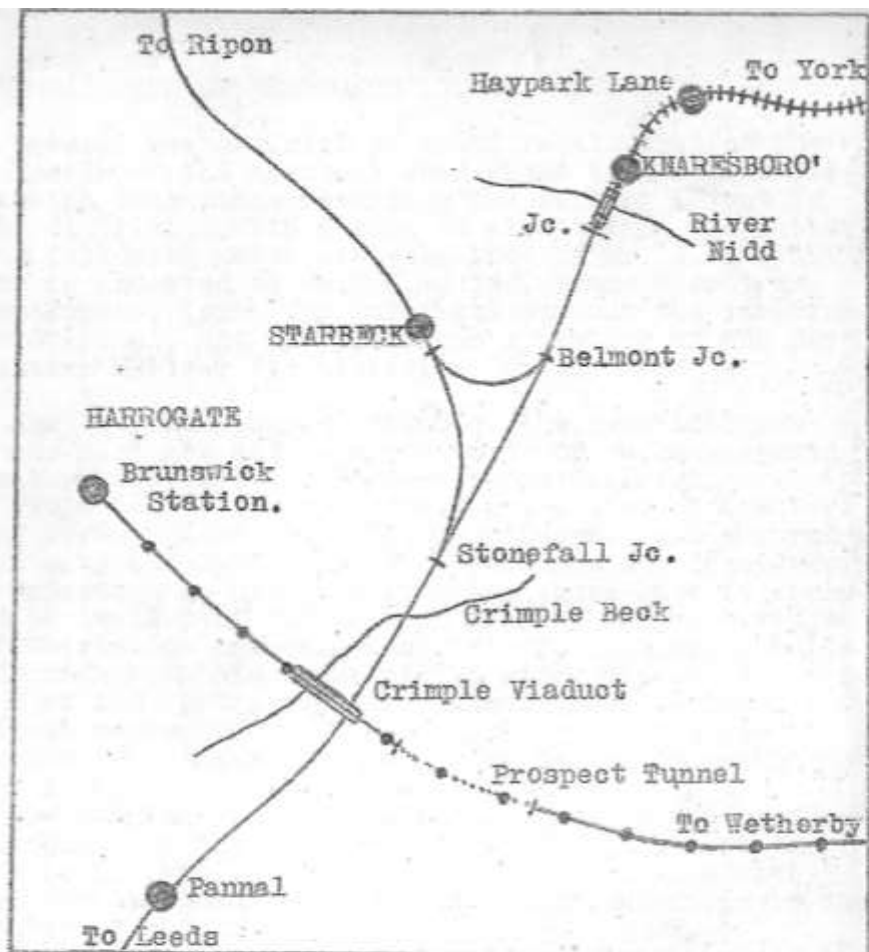
This branch, a mile or so long, joined the main line by a triangular junction near Starbeck, the northern curve intersecting at the south end of the station. The junctions at either extremity of the eastern leg of the triangle were known as Belmont and Stonefall respectively, the former taking its name from a nearby farm and the latter from the adjacent Stonefall Hall.

Three months previous to this last opening the East and West Yorkshire Junction Railway was acquired by the York and North Midland Railway, after having been leased to the Leeds & Thirsk company and worked by the York, Newcastle & Berwick line, and by E. B. Wilson & Co., all in the short space of about four years.

All the lines in the Harrogate and Knaresborough district came under one ownership on the 31st. July 1854 when the Royal Assent was given to a Bill constituting the North Eastern Railway.

Harrogate about this time was not too pleased with the facilities offered by the constituents of the North Eastern Railway, and at least two competitive lines were projected to give better accommodation to the rapidly rising spa. To counter the threatened invasion of their exclusive territory the North Eastern Railway resolved to place Harrogate on a through line of their own, for which powers were obtained in 1859.

The new route, 4-1/2 miles in length, diverged from



1848 - 1854

THE RAILWAYS OF HARROGATE AND KNARESBOROUGH

1854 - 1947

Constituents of the N. E. R.

Leeds Northern Railway, opened 1/9/1848;
branch to E.W.Y.J.R. opened 1/10/1851.

York and North Midland Railway, branch
from Spofforth opened 20/7/1848.

East & West Yorkshire Junction Railway,
opened 30/10/1848; to L.N.R. 1/10/1851.

North Eastern Railway

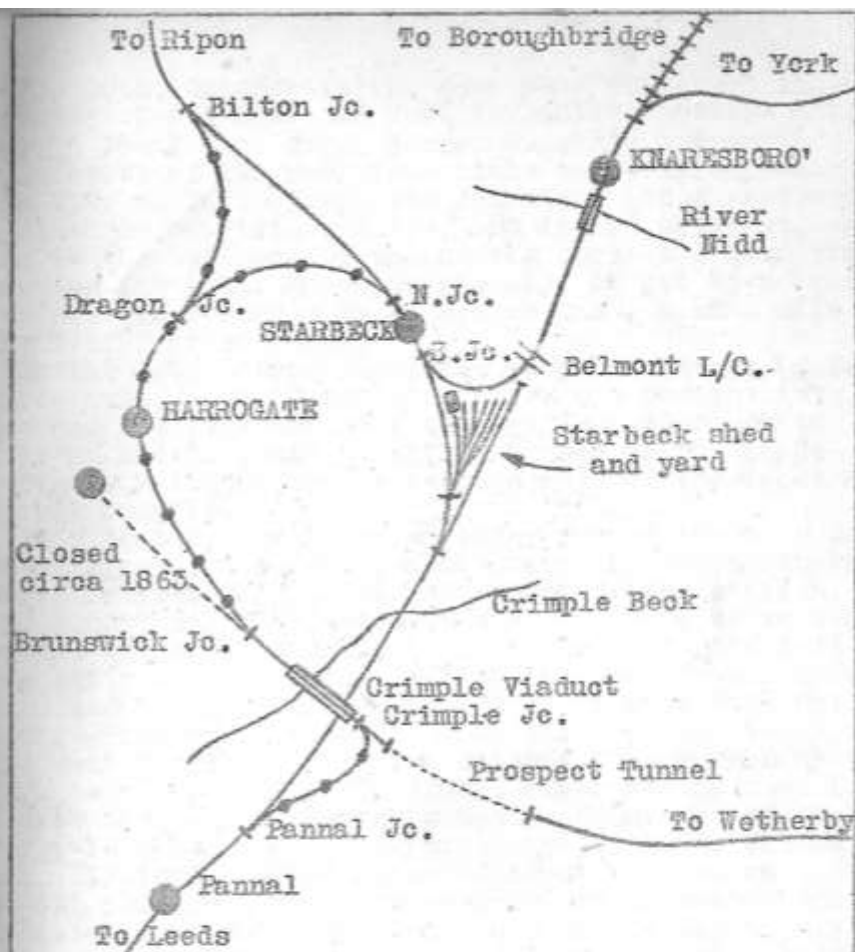
————— Lines existing in 1854.



Lines opened 1/8/1862.



Line opened 1/4/1875.



the Brunswick line of the former York and North Midland Railway and ran through Harrogate to join the old Leeds Northern line at Bilton Junction. As direct running to and from the Leeds direction on the Leeds Northern section was the essence of the new project, a sharply curved, steeply graded loop had to be constructed between Pannal Junction and Crimble Junction; and to facilitate the working of trains in the Knaresborough and York direction, a curve was laid in between Dragon Junction and Starbeck North. All these several new lines were opened on the 1st. August 1862.

From Brunswick Junction the line rose, mainly on a gradient of 1 in 91, to the station, from whence it fell to Bilton Junction, at first on an inclination of 1 in 66 and then less steeply.

Dragon Junction (the signal box is plain "Dragon") presumably received its peculiar name owing to its proximity to the group of thoroughfares of that appellation, whilst Bilton Junction is near the hamlet of that name.

Some little time after the opening of the new line (circa 1863) the old Brunswick station and its approach lines were abandoned and the junction closed.

Finally, to complete the layout as it exists today, the Pilmoor-Boroughbridge branch of the North Eastern Railway was extended to Knaresborough and opened for traffic on the 1st. April 1875.

The junction at Belmont was subsequently taken out but it is understood that the eastern leg of the triangle still exists for most of its length, probably serving as a siding. An Engineer's Department survey of 1891 mentions this junction as having been removed, so it was evidently classed as redundant prior to that year.

Starbeck locomotive depot is situated in the angle of the running lines south of the station.

J.T.

DUTY ROTA

Sept. 3rd.	-	Sept. 16th.	---	D. Ibbotson
Sept. 17th.	-	Sept. 30th.	---	J. Thornhill
Oct. 1st.	-	Oct. 14th.	---	H. Walker

CONSTITUENT COMPANIES OF THE L.Y.R. - - No. 4

THE NORTH UNION RAILWAY :: By Charles E. Scholey

This little company with its 22-1/2 miles of main line and 16-1/4 miles of colliery branches cannot readily be claimed as a full constituent of the Lancashire and Yorkshire Railway for reasons which will later be apparent, but it was important in giving the L.Y.R. access to Preston and beyond.

It was formed in 1834 by the first railway amalgamation in this country, that of the Wigan Branch Railway and the Preston and Wigan Harbour and Dock Company.

The former had been incorporated in 1830, and opened its 7-1/2 miles of road from Parkside on the Liverpool and Manchester Railway to Wigan, on 3rd. September 1832, the L.M.R. were to work the line. The other partner formed in 1831 had powers to build 15 miles of track from Preston to Wigan. Work was begun in 1835 and it was opened on 21st. October 1838.

The year 1843 saw, with the completion of the Bolton and Preston Company's line from Bolton to Euxton Junction, the beginning of the rate war as mentioned in an earlier part, and involving the Manchester, Bolton and Bury; Liverpool and Manchester, and North Union concerns.

The North Union, in 1846, was leased to the L.N.W.R. and Manchester and Leeds Railway, which latter had acquired the M.B.B.R., and thus obtained through running from Leeds to Preston.

The section Euxton Junction to Preston became jointly owned, the L.N.W.R. acquiring the Parkside to Euxton section, the M.L.R. working Euxton to Bolton.

Locomotives of the North Union Railway

The North Union Railway owned 17 engines in all which, upon the 1846 agreement, were shared out between the L.N.W.R. and M.L.R. companies, the former obtaining 11 of them and the latter 6.

The L.N.W.R. engines do not concern us much here, but they were re-numbered 177 to 184, and 214 to 216, the other six being enumerated herewith.

All were formerly in charge of Thomas Hunt, who by

To the Editors.

Dear Sirs,

My ally, "Durrant Hill", has erred in "admitting" that the L.N.W.R. had the longest track. This distinction was held by the G.W.R. with a substantial margin, 2,658 miles being absolutely owned. The L.N.W.R. was next with 1,806 miles and the M.R. a close third with 1,794 miles. The route mileage of the G.W.R. was 3,005 miles; the M.R. worked 2,169 miles and the L.N.W.R. 2,063 miles.

"Precursor's" complacent statement "it topped some of the largest towns" is effete as an argument in support of L.N.W.R. superiority. In point of fact the M.R. easily led in this respect by working its MAIN LINE EXPRESSES into all but four of the fifteen most important provincial cities in Great Britain. The G.W.R., of course, wasn't in the running.

The L.N.W.R. made nearly everything itself to implement its desire to do things on the cheap. It was a notoriously parsimonious line, and this trait was reflected in the antedeluvian machinery at Crewe works; much of the equipment dated from the days of Ramsbottom. Verily, ostentation without foundation!

Yours truly,

"THE WINGED WYVERN"

the way, is reputed to be the first locomotive engineer to fit balance weights to driving wheels.

Locomotives ex North Union Railway.

All of the 2-2-0 variety with 5'-0" driving wheels and cylinders 12" diameter x 18" stroke.

Built	Builder	L.Y.R.No. (1847)	L.Y.R.No. (1850)	Scrapped
1841	Benjamin Hick	2	3	1859
1845	Bury	191	6	1869
1845	Bury	192	7	1870
1840	Jones & Potts	10	10	1870
1841	Haigh Foundry	8	11	1868
1841	Bury	12	12	1870

Recently I made what might be termed a sentimental journey over the Rochdale to Bacup branch, before its closure to passenger traffic as from 15th. June 1947.

The distance from Bacup to Rochdale is nine miles, and the journey time 30 to 35 minutes. From Bacup the Rochdale line turns sharply to the left away from the Bacup-Bury line and immediately rises on a gradient of 1 in 34 to the engine shed, situated on the left hand side. Past the shed the grade eases to 1 in 79 for a short distance, through a tunnel and cutting, and soon steepens to 1 in 35 for about half a mile.

Past Britannia signal box, the climb continues at 1 in 89/223 to the summit, followed by a sharp descent at 1 in 40 to Shawforth, where there is an easing through the station to 1 in 264; immediately beyond the platform the grade steepens to 1 in 39, changing to 1 in 34 before Facit.

At Facit the line becomes single and the descent continues at the rather easier grade of 1 in 60. Whitworth, the next station, is on the level and has one platform and a small goods yard. Broadley is the next station, and this has a loop with a platform on the right hand, or down, side; it also has a large goods yard. From the latter station the line descends at 1 in 63 over a large viaduct to Shawlough, a similar station to Broadley, but with an extensive goods yard. The gradients on to Wardleworth are 1 in 63/79/59, and there is a short tunnel and a branch to the south-west to a brickworks. Wardleworth is a comparatively large station with two platforms, large stone buildings with awnings (and nobody to take shelter), and a large goods yard.

From here to the junction with the main line the gradient is mainly 1 in 95, and there is a viaduct of sixteen arches, visible from the main Manchester line. The permanent way appeared well maintained and has been re-ballasted very recently; the stations are fairly close together and are typical of L.Y.R. practice, of very substantial construction.

I travelled on a train of two coaches hauled by a 2-4-2 tank, No. 10651, from Bacup; there was plenty of

:: :: LOOKING AHEAD! :: ::

Wednesday, 3rd. September, at 7-30 p.m.:
 "Forty-five Years of Railway Reminiscences"
 A talk by Mr. F. H. Lea, Vice-President.

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

Tuesday, 9th. September: Committee Meeting at 7-30.

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, 1st. October, at 7-30 p.m.:
 "British 4-4-2 Tank Locomotives"
 A talk by Mr. D. Ibbotson.

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

Wednesday, 29th. October, at 7-30 p.m.:
 "The Railways of the Isle of Wight"
 A paper by Mr. A. Shackleton.

Wednesday, 12th. November, at 7-30 p.m.:
 "Historic Locomotives Extant"
 A talk by Mr. J. Thornhill.

room as there were only four other passengers. The bus service from Bacup to Rochdale is very frequent and is much better than the eight daily trains on the branch. At Bacup there were two or three 2-6-2 tanks, Nos. 120, 191, and I think 199; some 2-4-2 tanks and tender 0-6-0 engines. Bacup station has one platform with two faces.

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.