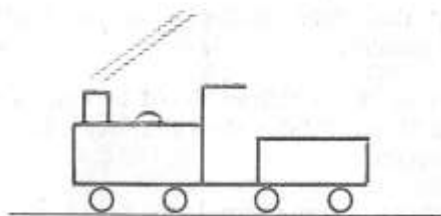




THE CIRCULAR



No. 22

NOVEMBER 1947

BRADFORD RAILWAY CIRCLE.

The Centre, Up Platform, Manningham Station, Bradford.

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Short advertisements can be accepted.

:: :: CIRCULAR TOUR :: ::

The Circle's second birthday, on 18th. October, was informally marked by a goods brake van trip over the Laisterdyke-Windhill line of the L.N.E.R., in which fourteen members took part.

Accommodation was provided by an additional van and an Inspector accompanied the party to authorise the proceedings.

At Windhill, the signal box, yard and disused passenger station were visited, and opportunity was taken to observe traffic moving on the adjacent Midland Division main line of the L.M.S.R.

The outing was thoroughly enjoyed and the L.N.E.R. is heartily thanked for the facilities placed at the Circle's disposal.

On 26th. October the Circle visited the L.M.S.R. Traffic Control Office at Leeds, by invitation of Mr. P.J. Hibbert, District Operating Manager.

Mr. Hibbert was in his office to welcome the party and before proceeding to inspect the Control Room he explained how the L.M.S.R. traffic control had developed from the original Masboro' Office on the former Midland Railway.

The method of graph plotting the timetables was explained and the control system lucidly described.

The train board occupies almost the length of a wall and information displayed is very detailed; every line, siding, loop, tunnel, station, signal box, etc., being indicated. The layout is not all to the same scale as the heavy traffic areas naturally occupy more space than a comparable length of rural line. Trains are represented by coloured cards on which are recorded all relevant details of loads, personnel and nature of the traffic. As information of trains movements is received by telephone the cards are moved on the board to correspond and thus the position of the whole district is kept up-to-date and readily available.

Grateful thanks are accorded the L.M.S.R., and especially to Mr. Hibbert who gave his time so willingly and did so much to make the visit the outstanding success it was.

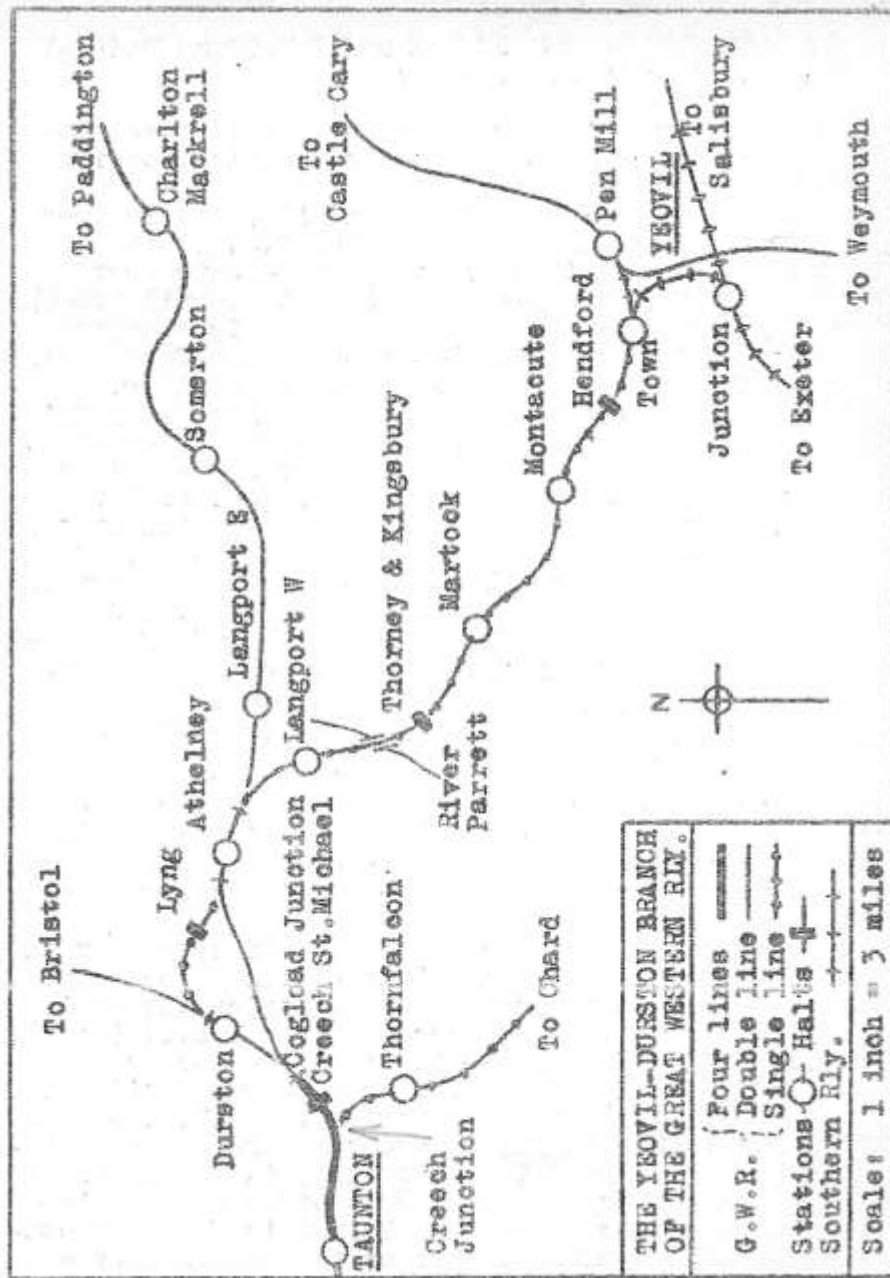
On 1st. October Mr. D. Ibbotson gave a talk on "British 4-4-2 Tank Engines". All engines of this wheel arrangement were dealt with except the little known 4-4-2T Webb rebuilds of the Metropolitan type Beyer, Peacock 4-4-0Ts, aquired by the L.N.W.R., on which engines, to use his own words, Mr. Ibbotson was unfortunately "caught bending".

Mr. W. B. Yeadon was our guest-speaker on 15th. October when he spoke on the passenger train workings in the Hull district, under the title of "From Waterbury to Antelopus". Mr. Yeadon's talk covered an extensive period of years and it had all the savour of expert local knowledge. His many interesting points were well illustrated by a selection of photographs passed round at the discussion stage. One trusts that Mr. Yeadon enjoyed his visit and that he will be able to speak to us again on some future occasion.

A successful month's activity was concluded on 26th. October by Mr. A. Shackleton's reading of a paper on "The Railways of the Isle of Wight". The paper was quite comprehensive in scope and covered such aspects as history, topography, construction, operation, motive power, and so on. A sketch map of the island railway systems, drawn on the blackboard, admirably served its intended purpose.

Those of our members who may be interested in road transport and organisation are invited by our member Mr. A.H. Spring to pay a visit to Batty's District Headquarters and Depot on Sunday, 15th. November. Further particulars will be found in "Looking Ahead".

On Wednesday, 26th. November, it is proposed to hold a "Free and Easy" evening. Members are invited to take down to the Centre any selection of photographs, drawings or literature which they may feel disposed to exhibit. Opportunity will, no doubt, be found for informal discussion, also for the disposal of surplus or redundant items by sale or exchange.



3
 THE YEOVIL-DURSTON BRANCH OF THE GREAT WESTERN RAILWAY
 By D. W. Oates

As the writer recently travelled over this fascinating branch line some notes, necessarily brief, on its features may be of interest.

Immediately on leaving Yeovil (Pen Mill) Station, on the line from Castle Cary to Weymouth, G.W.R., the single line branch strikes out in a west-south-west direction through a steep-sided valley to Yeovil (Town) station. The distance is half a mile and is steeply upgraded. The line continues to rise to Hendford Halt, consisting of a short wooden platform and shelter.

Shortly after leaving Hendford the Westland Company's aerodrome is passed on the right hand side of the line. Here the country widens out and presents a very pleasant picture. The next station is Montacute, rather more pretentious than Hendford. Between the two stations the line reaches its summit level of 250 ft.

Martock, the next station, is probably the busiest on the line for there is a crossing loop and a considerable goods yard. The platforms are staggered. From the summit the line gradually falls to Martock and changes its direction to north-west. From here the line is practically level and almost at sea level, crossing a vast plain of which part is named Sedgemoor, the scene of a famous battle. The next stop is Thorney and Kingsbury Halt, a similar structure to Hendford. Adjoining is a Nestle's Milk depot whence nightly at about five a milk train departs for south-east England via the S. R. main line. A mile or so further on the line crosses the River Parrett.

The next station is Langport West, now resplendent in new paint; it is an important station with a goods yard. The line becomes double just before entering the station, and at one time has been double from Yeovil (Town), the Up (Durston) line being still in place for some distance from Yeovil and is used as a carriage siding.

Three quarters of a mile further on the G.W.R. main line from Paddington is joined and here are goods reception sidings. Athelney, the next stop, is the centre of a basket making industry and on both sides of the line are large willow beds. Here the layout is somewhat complicated for half a mile further on the branch leaves

the main line, which strikes out to the left, and becomes single again. There is one small halt, Lyng; and then Durston. Just outside Durston the G.W.R. line from Bristol is joined, a loop platform being provided for the branch trains.

Almost all trains continue to Taunton, county town of Somerset, and some five miles distant, so it will be well to describe this section. One mile from Durston the Paddington line joins the Bristol line, the former running between the Bristol line by means of a fly-over junction. Half way between ~~Lyng and~~ Taunton is Creech St. Michael Halt, served by the Bristol lines only. This halt is the pride of the G.W.R. - its display of roses is second to none. Water troughs are located just before the halt, and shortly after the single line Chard branch joins the main line on to Taunton.

Taunton is quite a large station with four through roads served by four platform faces with bays at the ends of the outer road platforms, accessible by an airy subway. There is a large signal box at each end of the station, and the locomotive sheds are situated at the west end; a goods loop passes to the south. Trains start here for the Chard, Minehead and Barnstaple branches.

My train, the 2-32 from Yeovil (Town) comprised three coaches and two vans hauled by 5565, a Yeovil 2-6-2 tank. As 5565 departed, 129, a S.R. 17 tank engine, moved off in the opposite direction, pushing its train to Yeovil Junction. Urie 4-6-0 was at the head of a coal train waiting to proceed to the junction. After the initial climb we ran rapidly down to Montacute. At Martock, 6397, a 2-6-0, hauling two coaches, was waiting our arrival. 9757, a pannier tank, was shunting here. At Langport West, 5529 was working in the goods yard.

On the return journey, the 8-20 from Taunton was made up of three corridor coaches headed by pannier tank No. 3733.

Taunton station was very busy about the time. There were several taper boiler 0-6-0s about in the loco. yard, and one standing at the head of a Barnstaple train; next to this was 5098, "Clifford Castle", in ch-

(Concluded on page nine)

CONSTITUENT COMPANIES OF THE L.Y.R. :: :: NO. 5 By Charles E. Scholey.

The West Riding Union Railway

The project of this company, sanctioned by Parliament in 1846 after a bitter opposition from George Hudson and the Leeds and Bradford Railway, was to construct railway connections between several West Riding towns which up to that time had been left out of the schemes of the larger companies.

It was promoted by Edward Aykroyd and William Firth, both West Riding business men. The two main schemes being a line joining Leeds and Bradford and one from Sowerby Bridge to Halifax and Bradford.

In order to further their cause, the West Riding Union Company suffered absorption into the Manchester and Leeds Company which almost immediately became part of the L.Y.R., upon whose board of directors Messrs. Aykroyd and Firth became members.

These two gentlemen were doomed to disappointment for the new company dropped the West Riding scheme for the Leeds and Bradford line, completing only the Sowerby Bridge to Bradford portion, on 10th. May 1850.

This caused, in 1851, the resignation of the two above mentioned directors who, in conjunction with Henry Nelson, a Leeds solicitor, and John Hawkshaw, engineer, and supported by the Great Northern Railway, promoted the Leeds, Bradford and Halifax Junction Railway to run from Bowling on the L.Y.R. to Leeds. This went through Parliament satisfactorily, followed by another Bill in 1853 giving the G.W.R. running powers not only into the new station at Bradford, but also over the L.Y.R. line to Low Moor and Halifax, first used by the G.W.R. trains on 1st. Aug. 1854, after which the G.W.R. and L.Y.R. used the line jointly, the latter obtaining another route into Leeds and one which in later years became practically an L.Y.R. main line although G.W.R. property.

As yet, the writer has been unable to trace any record of the locomotives of the West Riding Union Railway but it is considered highly probable that it never possessed any on account of the early amalgamation with the Manchester and Leeds concern.

An appreciation from our former President.

Dear Sirs,

I wish to thank the Bradford Railway Circle for continuing to forward to me each month a copy of "The Circular".

I look forward to the receipt of this publication and I congratulate the Circle not only on its production but on the most interesting matter it contains.

It is so interesting that after I have read it myself from cover to cover its contents are devoured by several members of my staff.

May your good work continue.

Yours very sincerely,
R. C. FLOWERDEN.

Dear Sirs,

It may interest your correspondents and readers to know that two whistles, one large and one small, were early adopted by Edward Fletcher on the North Eastern Railway and perpetuated by the brothers Worsdell if not by Sir Vincent Raven. A Worsdell feature was the forked boiler mounting, on the prongs of which the whistles were fitted. This is still to be seen on an ever diminishing few of the former N.E.R. engines, although only one whistle is now carried, the other stem being sealed.

For many years also the Great Western Railway has fitted two whistles to its main line engines, this practice still being in vogue. So far as I can say the smaller whistle is for use in the yard and for acknowledging guards' signals, etc., whilst the larger one is reserved for the road.

The N.E.R. express engines Nos. 910 and 1621 and the G.W.R. "City of Truro" in York Museum are all still fitted with two whistles, both in each case being blown from the cab.

Yours faithfully,
"JINGLING GEORDIE"

Gentlemen,

The editorial footnote to my letter on locomotive whistles calls for a little comment on my part. Suffice it is to say that during the first two years of my working life it was my questionable privilege to attempt to make myself heard thro' out a half-acre factory with an "Acme Thunderer", manually operated, four times a day for the princely sum of 12/6 per week! It is doubtful, therefore, whether I could be prevailed upon to spend £5 to sound even a L.Y.R. whistle let alone a bell!

CHARLES E. SCHOLEY.

Gentlemen,

"Precursor's" letter upholding the claim of the London and North Western Railway as the "Premier Line" opens up a controversy in which mention of the Lancashire and Yorkshire might appear to be an impertinence.

It is nevertheless an irrefutable fact and without parallel in railway history that, in 1921, in anticipation of the absorption of that much maligned transport system the L.Y.R., its General Manager, Arthur Watson, was appointed to the same position on the L.N.W.R. holding down both jobs AT ONE AND THE SAME TIME. Following the amalgamation he continued as General Manager of the fused companies, George Hughes, also from the L.Y.R., becoming Chief Mechanical Engineer and providing the engines to conquer Shap!

Surely one would have expected the "Premier Line" to have been in possession of the best men, or am I in error?

"ELLAND WYE"

Dear Sirs,

I have followed with interest the correspondence regarding the justification or otherwise of the popular title of "Premier Line" (not railway) as applied to the L.N.W.R.

I have always understood that the name originated because:-

- (a) The L.N.W.R. provided the fastest and principal service between London and the four greatest provincial cities, Glasgow (with the C.R.), Birmingham, Liverpool and Manchester.
- (b) Its constituent, the Liverpool and Manchester, was the first railway to carry passengers in trains hauled by steam locomotives; it was the first real public railway.
- (c) Another constituent, the London and Birmingham, was the first of the present day trunk lines from London.

I cannot share the view of "Winged Wyvern" that "Precursor's" "complacent statement" regarding service to large towns is effete as an argument; it is interesting to hear the oft-expressed view that the Midland Scottish trains catered more for traffic from towns en route (Leicester, Nottingham, Sheffield and Leeds) than for traffic from London, yet the census held in 1902 showed that 78 per cent of the Scottish passenger traffic originated in London, 15 per cent in Leeds and the remainder en route, the running costs of the Scottish trains were so heavy that developments of other services were restricted, for all the Scotch trains did not pay.

The "Highland" Express from St. Pancras achieved notoriety by running non-stop from Leeds to Carlisle on a number of occasions during the winter of 1908, with fewer than ten passengers aboard. The Midland had to pay a total of £6,097 during the period 1903-7 to the N.B.R. to bring the train's earnings up to the guaranteed figure of 2/1½ per mile. Even the 1-30 "Diner" was subsidised to the extent of £5,090 for the period 1905-8 for the Edinburgh portion. I think the above are examples of "ostentation without foundation". Did the L.N.W.R. have to do the same in regard to the 2 p.m. "Corridor" or the 8 p.m. "Highlander" to Inverness and Aberdeen for their running over the Caledonian?

To hear an avowed Midland enthusiast refer to the "parsimonious policy" of the L.N.W.R. reminds one of the recommendation to rid the beam from one's own eye before complaining of the tone in one's brother's organ. Glaring examples of the Midland "cheap policy" are the flat rail sidings at Manningham and the lack of main line facilities at Shipley; the former laid down

to avoid payment of rates to the Bradford City Council, the latter to save the higher rates of pay to a staff at a main line station.

Other examples coming to mind are Bedford station, unchanged save for an extra footbridge since it was opened over sixty years ago, and which has been a regular source of delay on the main line ever since. The lightly-built viaducts which had to be strengthened before modern 4-6-0 engines could run over them, even the lower clearances of some bridges and tunnels necessitated cut-down boiler mountings on certain foreign types, and the long continued use of 36ft. rail lengths after the L.N.W.R. adopted 60ft.

It is interesting to note that the best testimonial a Locomotive engineer could put forward was that he was a Crewe man; in the words of Mr. O.S. Nock, "Crewe was always a great and hard training school".

I am a staunch admirer of the Midland - although I am too young to remember it - and consider that the figure achieved in 1913 of 63 per cent of working expenses to gross receipts was exceptional, but I do feel that what your correspondent describes as "parsimony" on the part of the L.N.W.R. would be described as economic working methods on the part of the Midland.

Yours faithfully,
A. O. KENNEDY

The Yeovil-Durston Branch (concluded)

Large of a local train. 2931 "Arlington Court" drew into the station with a Paddington bound parcels train, and a "Hall" passed by with a westbound empty milk tank train.

At Durston the train was held up for a short time to await the passing of a Bristol-West of England express which was hauled by "County of Montgomery". At Athelney, 2267 on a two-coach train was awaiting our arrival before proceeding westwards.

In spite of its small wheels, 3733 made rapid progress; indeed I began to wonder if the "internal organs" would disintegrate, such was the pace at which she ran down to Yeovil!

In conclusion, the locomotives in the Taunton district are generally in a very clean condition.

L. M. S. COAL WEIGHING TENDERS :: By Brian Field

During the week ending June 14th. last, engine No. 4986, Class 5 4-6-0, arrived at Manningham shed after working the Birmingham-Bradford goods. To it was attached one of the new coal weighing tenders.

These tenders have been built to the design of Mr. H. G. Ivatt, C.M.E. of the L.M.S., in conjunction with Transport and General Engineering Co. (Leeds) Ltd., the manufacture of the actual weighing mechanism being the responsibility of the latter.

The underframes, wheels and axle boxes are similar to the standard 4,000 gallon tenders, but new tanks and coal bunkers have been fitted which will hold 3750 gallons of water and 7-3/4 tons of coal; these tenders can be coupled to any standard engine.

In appearance they are similar to the tenders of the W.D. 2-10-0 engines or to those of the new 2-6-0 2F locomotives of Mr. Ivatt's design.

The coal weighing device, which is not intended for use whilst the engine is in motion, is arranged as follows:- A separate coal bunker has been provided, with vertical sides and a self-trimming back, and this normally rests on six cone seatings on brackets on the tank top; in this position it can be locked to prevent movement and consequential damage to the knife edges of the mechanism. When it is desired to weigh the coal the locks are released, the load is then transmitted through two shafts running longitudinally along the tender tank top to two main levers located at the rear of the coal space, and then via another lever to a steelyard. The latter is calibrated to read directly in tons and quarter cwt. by the usual sliding weights, and is provided with devices to lock it in the weighing position or otherwise to safeguard the knife edges.

In operation, having ascertained that the bunker is in the correct position and all locks engaged, the tender is coaled in the normal manner. The cover is then removed from the steelyard, and its locking devices and those on the bunker itself are released so that the load is being transmitted through the lever system to the steelyard, where the load is weighed by adjustment of the large and small weights on the arm. The locking devices are then returned to their normal positions,

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TOTLEY TUNNEL :: :: :: By "Ventilator"

Situated on the L.M.S.R. (Dore and Chinley line), this tunnel passes for the greater part of its length under moorland, which rises to a height of 1,250 ft., the tunnel being driven at about 520 ft. above sea level. The date on the portal is 1893, its length is 3 miles 950 yards, and it is the second longest in Great Britain. With the exception of 100 yards at the western (Grindleford) end it is straight. There are variations in the levels however, and the east (Totley) end is 77 ft. lower than the west end. The tunnel is driven mostly through black shale and coal measures.

During the construction immense quantities of water were encountered, 7,200,000 gallons being discharged per day in one instance; and when a thick wall was temporarily constructed in an attempt to keep it back, the pressure of the water amounted to as much as 155 lb. per square inch!

There are four shafts of ten feet in diameter and one large one of forty-five feet. The section is a flat horse-shoe, 27 feet wide and 20 feet 6 inches high above formation level. 163 tons of explosives (gelignite) were used in excavating it.

Totley Tunnel is situated about 5-3/4 miles southwest of Sheffield on the Midland route to Manchester (Central), and it is commonly known to Sheffield people as Grindleford tunnel, as its western portal is adjacent to Grindleford station.

Incidentally, although the Dore and Chinley line is only twenty miles long, over a quarter of it is in tunnel, Cowburn Tunnel at the western end of the line being over two miles long.

and the cover replaced, when the tender is ready for the road.

Locomotive Inspectors ride on the engines with these tenders whenever they are working a train and coal weighing is undertaken, so that the day's consumption can be broken down as desired into that used for lighting up, shed duties, shunting and also while working the train, and during any traffic delays which may occur.

