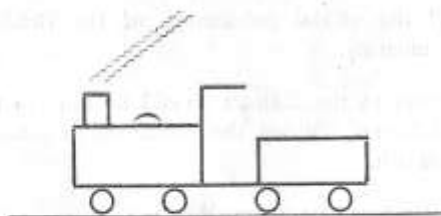




THE CIRCULAR



No. 23

DECEMBER 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.
Hon. Secretary :	G. H. BUTLAND, "Kintallen," The Moorway, Tranmere Park, Guiseley, Yorkshire. Phones : Guiseley 600 and Bradford 23051.
Hon. Treasurer :	C. E. SCHOLEY, 20, Brae Avenue, Bolton Lane, Bradford.
Committee Members :	D. BUTTERFIELD and A. SHACKLETON.
Editors of "The Circular" :	E. H. HALLIWELL and J. THORNHILL, 6, Fern Hill Mount, Shipley.
"The Circular," Distributed by :	D. BUTTERFIELD, 11, Chatsworth Road, Thornbury, Bradford.

"The Circular," the official publication of the Bradford Railway Circle, is published monthly.

Articles and letters to the Editors should be sent to the Editorial address, 6, Fern Hill Mount, Shipley, three clear weeks before publication on the first of the month.

Short advertisements can be accepted.

:: :: CHRISTMAS GREETINGS :: ::

The December number of "The Circular" reminds one that Christmas is drawing near. I therefore extend a hearty Christmas greeting to all our members and hope they all have a happy time.

When I wrote a Christmas message last year, I made some remarks about what we might think if we had a "white" Christmas, little thinking of the ordeal we and our railways were to face in the New Year. I am sure it is no exaggeration to say that never throughout their history had the railways to face such conditions all over the country as they had to face last February. Certain sections have it bad at times, notably the Highland line - the Kyle line was once closed for six weeks - but never had the snow blocks been so widespread.

I would again remark that if only the world at large could get a bit of the spirit and friendship that animates our Circle, it would be a happier place. The Spirit of Christmas is one of hope and friendship, and that is what is required in these difficult days.

The New Year will bring a great change in the constitution of our railways, we older members thought Grouping a great upheaval, but I am sure our interest in our railways will be maintained - there is always something new in the future and there is much to be thought of and talked about in the past.

I hope we shall still be able in the future to enjoy the facilities we have had in the past.

Wishing you all a bright New Year.

CHARLES HUTTON, President.

ANNUAL GENERAL MEETING

The Annual General Meeting will be held at the Centre on MONDAY, 29th. December, 1947, at 7-30 p.m.

It is to be hoped the effects of the Christmas festivities will have worn off somewhat by then and that as many members as possible will attend this important function.

As laid down in the constitution of the society, with the exception of the Joint Editors of "The

Circular", the Officers and Committee serve for one year and after the Annual General Meeting automatically cease to hold office. A detailed list of attendance of committee members at committee meetings is given below.

Nominations for committee membership are invited (any member is entitled to be nominated by any other member) and a ballot will be held at the Annual General Meeting to determine the new committee. Nominations must be in the hands of the Hon. Secretary by the 20th. December. The existing committee members all seek re-election and need not be formally nominated. Ballot papers will be available at the Annual General Meeting and an opportunity afforded members to vote.

G. H. BUTLAND: Hon. Secretary.

Attendances of Committee

(Fifteen meetings were held) Possible : actual

BUTLAND (Hon. Secretary)	15	15
BUTTERFIELD (Co-opted)	9	9
HALLIWELL (Joint Editor)	15	15
JAMES (Elected Vice-President 3/47)	4	4
SCHOLEY (Hon. Treasurer)	15	14
SHACKLETON	15	13
THORNHILL (Joint Editor)	15	13
WILSON (Resigned 11/3/47)	3	0

SOLUTION TO SHUNTING QUERY PUBLISHED LAST MONTH.

1. "B" loco. goes into siding 2 moves
2. "A" train moves towards X, clear of points 1 move
3. "B" loco. runs out towards X 1 move
4. "A" train moves back towards Y, towing "B" train and pushing it into siding 2 moves
5. "A" train returns towards Y 1 move
6. "A" train proceeds on journey to X 1 move
7. "B" loco. backs into siding 1 move
8. "B" train goes on journey to Y 1 move

Total:- Ten Moves.

(Has any member worked it out in less moves?)

EASTBURN BECK BRIDGE COLLAPSE

As most readers will be aware, the collapse of the Eastburn Beck bridge, some little distance to the south of Kildwick and Crosshills station, has necessitated the closure of that part of the Midland Division main line to all through traffic.

For the benefit of members who are not au fait with the details of this failure one would briefly recapitulate the circumstances as follows.

The offending bridge was in the first place seriously weakened by a wash-out during the floods of October, 1946, and for several months has been in the partial possession of the Engineer's Department. By the end of the first week in November last the repairs had reached a crucial stage and on Sunday, the 9th., main line trains were diverted via Ilkley and single line working at dead slow speed was resorted to for the local traffic.

With the severe speed restriction still in force, more or less normal working was resumed on Monday, 10th. November, but heavy flood water on the following day so menaced the structure and impeded repair work that it was decided to revert to the operating procedure of the previous Sunday.

This then was the position, when at about half past two in the morning of Wednesday, 12th. November, the south span on the Down side collapsed under the weight of a passing train.

The train involved was the 2 a.m. ex-Bradford, which connects with the Down night Scotch expresses at Keighley and Skipton. In this instance it comprised two bogie coaches, hauled by 4-4-0 compound No. 1004. Fortunately, the only injury sustained appears to be a slight one to the shoulder of the pilot-man accompanying the train over the single line section. The engine men and five passengers were unhurt. An excellent photograph of the accident was published in the "Bradford Telegraph & Argus" on the 12th. November.

Since then up to the moment of writing all through traffic has been routed via Ilkley, which is for the time being enjoying main line facilities.

(concluded on page 11)

CIRCULAR TOUR

The Editors wish to stress that all articles submitted for publication MUST be original. Contributors are asked NOT to offer matter copied verbatim from other publications as this may lead one into difficulties through infringement of copyright.

One would take this opportunity of sincerely congratulating our member Mr. Roy Denys Brearley upon his engagement to Miss Eileen Margaret Schoon, of Iffley, near Oxford.

A regrettable mishap occurred near Baildon on the 24th. November when an Ilkley local train ran into the rear of the diverted Bradford-Morecambe "Residential" express. Members with any knowledge of this accident are asked to place their information at the Editors' disposal, as individual contributions of this nature may collectively form an interesting account.

Our valued member Mr. Douglas Butterfield has this month contributed, under the title of "On the Line", the first instalment of what one trusts will be a regular feature of this journal. "On the Line" purports to briefly record the high lights of current locomotive happenings, with emphasis on matters of purely local interest; it will fill an obvious gap in the subject matter of "The Circular".

Mr. Butterfield, incidentally, is now domiciled in Morecambe, although for the time being he is continuing his employment in Bradford and his duties in connection with the distribution of "The Circular". Members are asked to note that all enquiries regarding distribution should for the time being be sent to the Editors, either verbally or in writing to the Editorial address.

Coming to hand too late for inclusion in the secretarial notice and "Looking Ahead" section, which were already typed, is the information that the Annual General Meeting will be followed by a surprise item!

On 12th. November Mr. J. Thornhill read a lengthy paper on "Historic Locomotives Extant", this dealing with the majority of the engines that upon withdrawal from service have been fortunate enough to elude the breaker's hammer. Beginning with the "Puffing Billy" and "Wylam Dilly", nominally the two oldest locomotives in existence, Mr. Thornhill worked thro' the list in chronological order, finishing with the "City of Truro". The paper was well illustrated and it is gathered that it was not without its merits.

The "Tree and Easy" experiment on 26th. November met with a reasonable measure of success. Several members took photographs down to the Centre for informal display, and a number of models were in evidence. Mr. Butland gave a short still-cum-movie screen show which in spite of its elementary nature, or perhaps because of it, was well received. So much of general interest was to be seen that Mr. James, who had sponsored the project, decided not to display his magnificent albums until a more opportune time.

At the first meeting in the New Year, we shall have the pleasure of Mr. H.F. Cockshott as our guest-speaker. Mr. Cockshott is a well known Shipley railway enthusiast. Those of our members who have paid a visit to the "Fernhill Model Railway" will have seen some of his scenic handiwork decorating the walls.

In the January issue of "The Circular" Mr. J. Thornhill hopes to resume his notes on "The Midland Railway and Morecambe"; also, members may look forward to the first of a regular series of articles from the pen of Mr. G.E. James.

Finally, although this will certainly be anticipating the bouquet handed to him at the Annual General Meeting, one must extend a word of appreciation to Mr. G.H. Butland. The well filled syllabus is in itself more than sufficient testimony to his secretarial labours; need one say more?

Dear Sirs, Re the Premier Line.

My questioning of the L.N.W.R. claim to the title of "premier line", in the June issue, appears to have caused so much controversy that I should like to state more fully my views.

In the first place I wish to make quite clear that I had no grudge against the L.N.W.R.; for although the Midland was the first railway of my acquaintance, the L.N.W.R., with the G.C., came next, and that was as far back as 1904.

What constitutes a "premier line"? - in my opinion it should be altogether bigger and better than any other, or it should be the leader in all important matters. I do not think the L.N.W.R. could claim these characteristics. Space will not permit a review of the strong and weak points of the principal British railways, but the following concerning the Midland are worthy of note:-

In the last century the Midland had more money in it than any other of our home railways. It was the first to introduce third-class carriages on all trains (1872) and to bring them up to the standard of all existing second class; and it maintained this standard on all routes whereas many railways, including the L.N.W.R., allowed some very mediocre stock to remain on branch lines until well into the present century.

The Midland was the first to make general use of bogie coaches, and as early as 1875 was building 12-wheel bogie stock. It introduced Pullman cars into this country in 1874. It was the first British line to adopt automatic brakes (1873) and for over ten years spent much money in experimenting with five different varieties, finally bringing the vacuum brake to such a state of perfection that it could compete with its American rival, the Westinghouse; but the L.N.W.R. contributed practically nothing to solving the brake problem.

The story of the Midland engines is too vast to go into but it may be stated that in the last century they were equal to any in this country, and in advance of the L.N.W.R. and several other major lines. By 1860 the Midland standard boiler pressure was 140 lb. whilst Crewe had nothing above 120 lb. The Southern

Division of the L.N.W.R. had some 150 lb. pressures but when amalgamation with the Northern (Crewe) Division took place in 1862, all the 150 lb. pressures were reduced to 120 and nothing higher was seen until Webb took over in 1872.

It was at Derby that the steam-sanding system was invented in 1885, and it was later taken up by nearly all leading railways. The Midland was the only British railway to make really practical and successful use of that very economical system of propulsion, the compound engine.

The Midland, as successor to the old Midland Counties Railway, might perhaps even claim to be the pioneer of excursion fares. The first excursion was a private affair of Thomas Cook in July, 1841, but the Midland Counties following in the next month with one of their own from Nottingham to Leicester, when 2,400 people booked tickets in advance; they were all conveyed in one train consisting of 65 coaches (weight about 500 tons tare). The policy, once started, was continued by the Midland.

The foregoing, and more, might be said if space permitted; it is not intended to show that the Midland was the "premier line", but to show that it, and not the L.N.W.R., was the pioneer in several important aspects of railway operation.

Personally I never thought there was a "premier line" as I found it impossible to properly assess the value of the numerous features of a railway for comparative purposes; each railway appeared to have its strong points and its weak ones.

Yours truly,
G. E. JAMES

(May we suggest Editorially, that the title "premier line" was a self-adopted one by the L.N.W.R. for what would now be termed propaganda purposes? In the early issues of "The Railway Magazine" advertisements for that company nearly all contain some reference to the slogan and appear to have been accepted without question by the enthusiasts of the time, for no comment appears to have been made on the claim. Obviously if the L.N.W.R. could get away

with such a statement without being called upon for substantiation it could hardly be blamed for doing so, as it could hardly be expected to term itself the "worst line", as an aid to securing traffic. This correspondence must now cease. Editors.

Trevone Bay,
Padstow, Cornwall.

Sirs,

I read with special interest Mr. Oates' article on the Yeovil-Durston Branch of the G.W.R. since it lies within a district with which I have special associations. I compliment you upon the excellence of the accompanying map which is a most necessary, if neglected, adjunct to contributions of this kind.

The single line Yeovil branch of the Broad Gauge Bristol and Exeter Railway was opened 1st. October, 1853, from Durston to a temporary terminus at Yeovil (Hendford) and extended thence to Pen Mill in Feb'y., 1857. It was converted to Narrow (standard) gauge on the 30th. June, 1879; the space so recovered explains the author's misapprehension as to the branch having been originally double track. The second line from Yeovil to Hendford was always narrow gauge, having been opened on 1st. June, 1860 for accomodation of the L.S.W.R. In 1879 this became redundant and was used as a siding, which it remains to this day.

The original branch stations were Athelney, Langport (renamed Langport West on the opening of the East station on 1st. July, 1906), Martock and Yeovil (Hendford). Montacute was opened on 1st. March, 1882, Thorney and Kingsbury Halt (to serve the large milk factory there) on 28th. November, 1937, and the present Hendford Halt on the 2nd. May, 1932. Yeovil Town (Joint) station was opened on 1st. June, 1861, whereupon Hendford became the principal goods depot; traces of its origin as a passenger station are still clearly visible.

Yours faithfully,
C. R. CLINKER

191, Langham Road, N.15.

Dear Sirs,

With reference to the letter from "Jingling

Geordie" in the November issue; it can be stated definitely that the large whistle on G.W.R. locomotives is for warning in case of emergency.

For example: On one occasion, a train began to leave Truro station while the signal was still at danger. The driver of a shunting engine spotted this and blew his emergency whistle. In the words of the friend who saw this incident "Truro station froze instantly."

The smaller whistle is the one for normal use.

Yours faithfully,
E. J. TYLER

ANALYSIS OF STAGGERED HOURS QUESTIONNAIRE

Number of forms sent out	(approx.)	50
Number of forms returned		15
Number of forms returned with question 1 marked "X" (Question 1 read: If your are unaffected by staggered hours as regards B.R.C. meetings as at present, please put an "X" in this square)		12
Number of verbal answers		4
Number of verbal answers unaffected by staggering		3
Total number of definite replies, written and verbal, unaffected by staggering		15

Note! The above 15 are "active" members. The questionnaire stated "Any member failing to make a return will be deemed to be in favour of the status quo" and it is gathered that the majority of those who did not make a return intended this as their answer.

G. H. BUTLAND: Hon. Secretary

HOWLER ! ! !

On a recent train watching expedition one of the small boy habitués of a local station platform asked one of our members "Have you seen Robert Louis Stephenson's Rocket?"

ON THE LINE :: :: By D. Butterfield

A recent withdrawal from the L.M.S. stock list was 4-4-0 No. 14333, the last remaining engine of the "Dunalastair" II class. Originally numbered 777 and built for the Caledonian Railway in 1898, she belonged to a class consisting of fifteen engines, having coupled wheels 6'-6" diameter, cylinders 19" x 26", a boiler pressure of 175 lb. sq. inch and a tractive effort of 17,900 lb. These engines differed from the "Dunalastair" I in that the cylinder diameter was increased from 18-1/4" to 19", the boiler pressure from 160 to 175 lb. per sq. inch; the second batch receiving 8-wheeled bogie tenders. New boilers were fitted in 1915. No. 777 received Ross "pop" safety valves, and the smokebox wing plates were removed. Later the bogie tender was replaced by one of the 6-wheeled pattern.

A recent occurrence, which I consider unique, was the appearance in Forster Square station of two rebuilt "Royal Scots" within about eight minutes of each other. No. 6153, "The Green Howards", hauled the 4-35 p.m. express from Leeds, whilst No. 6108, "Seaforth Highlander", brought the 4-35 p.m. slow train from Leeds. This resulted in a "race" between the five-coach local and the twelve-coach express between Leeds and Armley, which No. 6108 won; but by the time the express had reached the local, standing in Armley station, its engine was getting hold of the train, and shortly after passing under the fly-over at Kirkstall No. 6108 was left far behind. Incidentally, the 35 minute timing for expresses travelling between Leeds and Bradford and stopping only at Shipley is very liberal; especially when the local under consideration is timed to arrive in Bradford at 5-18, only eight minutes after the express. I believe the identical journey in peace-time was timed at 21 min.!

On the L.N.E.R., an interesting withdrawal is that of G.N.R. 0-6-0 class J.3, No. 4111. This engine was standing at the back of Ardsley sheds on the occasion of our latest visit there in September.

Four engines of class J.1, 0-6-0s Nos. 5000, 5001, 5011 and 5012 were withdrawn at the same time, these constituting the first withdrawals of this class of

engine, which Ivatt designed in 1908. They had 5'-8" diameter driving wheels, 18" x 26" cylinders, and a boiler pressure of 170 lb., which was later increased to 175 lb.

New BIs have been reported seen in the Bradford area recently; No. 1035, "Dibatag", was allocated to Bowling shed in August.

It now appears that the Stanier 2-8-0s, at present classed D.6 in the L.N.E.R. stock and numbered 3500 to 3567, are being sent to the L.M.S.R. - four of this batch have been seen at Crewe bearing L.M.S.R. numbers 8731, 8734, 8740 and 8764.

On the G.W.R. oil-burning 4-6-0, No. 3904 (formerly No. 4972) "Saint Brides Hall" is the first G.W.R. locomotive to be fitted with electric lighting. A famous "Castle", No. 100 "Al Lloyds", is now running as an oil burner

Eastburn Bridge Collapse (concluded)

As the ridge between the two valleys has to be surmounted twice by heavy grades between the southern points of divergence and Skipton, such double-heading is in evidence, and at the northern end of the loop freight trains are being banked from Skipton up to Embay junction signal-box on the Ilkley side of Hasbank tunnel. An interesting feature is that all trains at Skipton are accommodated in the higher level, rather exposed platforms Nos. 5 and 6, normally used only by a very few trains serving Embay, Bolton Abbey and Addingham.

One's sympathy is extended to the Leeds District Operating Manager and his staff who have to wrestle with the emergency traffic arrangements; such a work at best can only be regarded as an improvisation, and delays, missed connections and some inconvenience are inevitable.

"It's an ill wind that blows nobody any good" - thinking particularly of those members resident in the Guiseley-Ilkley neighbourhood who are surely having the time of their lives! One trusts that the more interesting workings will be duly noted and passed on to the Editors.

LOOKING AHEAD:

-12-

Wednesday, 10th. December, at 7-30 p.m.:

Mr. W. A. C. Suddaby, Assistant District Operating Manager, Leeds, L.M.S.R., will speak on "The Operation of the Railways in the British Zone in Persia, used for the conveyance of War Stores via the Persian Gulf to Russia"

Wednesday, 24th. December. Meeting transferred to:

MONDAY, 29TH. DECEMBER, AT 7-30 P.M.:

A N N U A L G E N E R A L M E E T I N G

Wednesday, 7th. January, at 7-30 p.m.:

A talk by Mr. H. F. Cookshott, on "Maintenance on the L.N.W.R." AND "A Ride on the Footplate"

Wednesday, 21st. January, at 7-30 p.m.:

"Railway Signalling: its Principles and Problems"
A talk by Mr. R. P. Gray.

Wednesday, 4th. February, at 7-30 p.m.:

"Some Irish Railway Reminiscences" by the President.

Wednesday, 18th. February, at 7-30 p.m.:

Mr. L. H. Andrews (L.N.E.R. Commercial Representative, Bradford). Subject later.

Wednesday, 3rd. March, at 7-30 p.m.:

"Locomotives of the Belfast and Northern Counties Railway" - a talk by Mr. G. E. James, Vice-President.

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

Mr. G. H. Butland will talk on "Locomoddities"

WANTED Photos. of light and narrow-gauge railway equipment. -- Apply J. Milner, 12 School Street, Cottingley, Bingley.

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.