

The Circular

BRADFORD RAILWAY CIRCLE 2021



THE CIRCULAR - 2021

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Photo courtesy of Tom Ickringill

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THE CIRCULAR

Bradford Railway Circle

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Editorial

Hopefully, our meetings at Sedbergh Community Centre will have restarted by (in fact, on) the publication date of this issue, so we have everything to look forward to. And the Circle's printers are working pretty much normally again, so we hope to issue normal printed copies starting with the March issue. It is hoped that printed versions of the digital issues of 2019/2020 may also be available, but the covers may be on normal copier paper (not card). This is because, unfortunately, it is hardly practical or economic to reconstruct the documents by separating covers from contents, then printing the former on card & the latter on paper (without covers), and then collating them again for stapling.

Thank you to the members who have contributed an excellent range of articles for this issue – some historical, some travel, some UK, some foreign . . . It all makes for a varied and hopefully interesting issue.

Some of you may be wondering what this has got to do with railways. Others will know that there was once a railway station there serving the holiday camp, open only on summer Saturdays. My involvement was due to the fact that my career on the railways in early 1968 was in a bit of turmoil. Railway lines & stations were closing, and freight traffic was being lost to the road hauliers, so my time at Bradford Valley Goods Depot and the "new" New Pudsey park & ride station was over. I was redundant for the first time!

I was scouring the weekly vacancy lists for a suitable job. I must have been desperate as I applied & was interviewed at Newcastle for a job as the BR rep. on the Newcastle to Bergen boats. Also at Hull for the BR rep. at Butlins, Filey. Initially I was informed that that I was not successful for either job but soon afterwards I was told that the temporary summer job at the Filey camp was mine. A day release on 18th April found me at Filey searching for board & lodgings at addresses there provided by the staff at Filey station, eventually being accepted by a lovely family at 20 Rutland Street. I travelled from there by bicycle to the camp every day, the bike being lent to me by a signman. At some point in the past accommodation had been available in the camp for the BR rep. but this facility had been withdrawn for some reason.

Monday 13th May 1968 was my first day, getting my entrance pass for the camp & looking at my new work place. "Very dirty & neglected", it says in my diary. I spent the rest of the week cleaning, painting, sorting BR ticket stocks, coach trip ticket stocks plus coloured chalk & black boards for notices, meeting the Butlins office staff & ascertaining their requirements of train details for their use.

On Saturday 18th May the camp opened to the public but no trains were scheduled into the camp station. However, passengers travelling by train were dealt with at Filey station & conveyed to the camp by coaches.

P.L.A. (Passengers' Luggage in Advance) had been arriving by van from Filey station & was stored in the office awaiting collection by the arriving passengers/campers. On the day before their departure passengers were able to bring their luggage to the office & the service was done in reverse - 5s/25p (£4.50 approx today's value) collection & conveyance, or 5s/25p (£4.50) conveyance & delivery. I seem to recall only 1 family had their luggage lost in transit. It was rather embarrassing having to get permission for them to buy articles & clothing to use whilst waiting for the lost luggage to turn up. There was no means of tracing their cases etc other than phoning various stations where it might have been dealt with en route.

Using the green public timetable, Eastern Region 6th May 1968 to 4th May 1969, Table 43, Hull to Scarborough & v.v. I have listed the Arrivals & Departures at the holiday camp station BUT I have made no mention of the dates that trains ran, or didn't, to simplify the details. Not having a Working Timetable I am unable to give details of the empty stock workings or if the trains are loco hauled or DMU's. Saturdays were my busiest days, being a 9 hour shift with no chance to visit the

station, meet the staff & see & photograph the trains, my office being located by the swimming pool! The staff at the station were brought in from Hull as required.

Saturday 15th June the first train of the season was the 10.17 arrival from Leeds & the first departure was 10.35 to Plymouth.

Services 15th June to 7th September 1968.

Departures	Arrivals
09.25 to Hull	10.17 from Leeds
09.28 Scarborough	10.21 Scarborough to Plymouth *
09.50 Sheffield Mid	10.46 Bridlington to Leeds
10.10 Newcastle *	11.22 Scarborough
10.35 Plymouth *	11.34 Leeds
10.53 Manchester Vic	11.44 Sheffield Mid
11.00 Leeds	12.35 Manchester Exch
11.02 Leeds	13.25 Kings Cross *
12.20 Kings Cross *	13.33 Bristol *
13.48 Scarborough	14.30 Newcastle *
* Loco Hauled ?	

As a result of doing this exercise I thought that I would delve a little further back using my collection of old North Eastern & Eastern timetables, going ten years & 19 years further back, again omitting the dates the services ran for clarity.

Services 9th June to 14th September 1958

Departures	Arrivals
7.53 to Glasgow Queen St via Scarboro	7.7 from Scarborough
8.55 Newcastle via Bridlington	11.46 Leeds via Bridlington
9.20 Kings Norton "	12.29 Leeds "
9.30 York "	12.53 Manchester Exch "
9.40 Sheffield "	1.31pm Sheffield Vict "
10.00 Leeds "	1.55 Kings Cross "
11.5 Manchester Vict "	2.40 Newcastle "
11.15 Kings Cross "	4.40 Gloucester Eastgate "
	5.9 York "

Services 23rd May to 25th September 1949

Departures	Arrivals
8.35 to Newcastle	11.47 from Leeds
9.00 York	12.1pm York
9.30 Birmingham	12.46 Manchester Ex
9.45 York	1.49 Sheffield Vict
10.50 Kings Cross	3.12 Newcastle
11.37 Leeds	4.33 York
12.55 Manchester Exch	4.4 Kings Cross

As you can see from the lists of services for 1949 & 1958, most of the departures were away before any trains started arriving. One advantage would have been the ability to deal with 2 distinct flows of passengers. However just think of the logistics of having two separate fleets of coaches, engines & crews every Saturday.

A brief history of the branch I obtained from British Railway Journal, Summer 1992, issue 42. It contains a wonderfully comprehensive 12 page article with diagrams & photos. *[Photos & captions here are reproduced from that article by permission of the publisher – Ed.]* Construction of the camp began in 1939 then WW2 started. The RAF used the facilities during the war, calling the camp RAF Hunmanby Moor. In July 1945 half of the camp was opened to visitors, the RAF finally leaving by December 1945. Construction of the lines & platforms began, the branch being used occasionally during 1946 before the official opening 10th May 1947. The first train was hauled by B1 1018 *Gnu* in apple green livery. Two platforms 900ft. long were built giving 4 platform faces. There was no cover along them to shelter from the English summer weather. A single storey building was eventually constructed providing shelter & basic facilities for passengers & staff. Until a tunnel was built under the main Scarborough to Bridlington road passengers had to climb a set of steps, carrying their luggage & then cross the main road to access the camp!

A view taken from the very end of the holiday camp branch, looking towards the junction of the north and south curves. The station building in the foreground provided passenger and staff facilities. The subway, which gave direct access to the holiday camp, under the Scarborough to Bridlington road, was just off the picture on the right.
AUTHOR'S COLLECTION



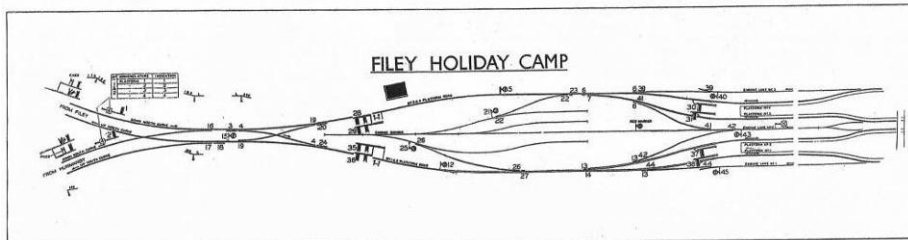
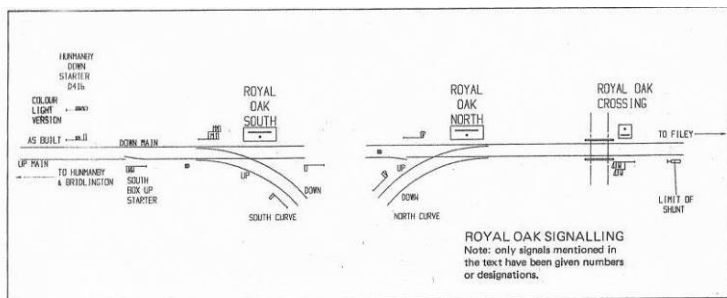
To operate the new branch line into & out of the camp three new signal boxes were constructed, as per the diagram. These boxes were normally only open on the Saturdays that trains ran into the camp. Also involved was Royal Oak Crossing, with manually operated gates across the main road causing long tailbacks to the road traffic on Summer Saturdays. The Camp box controlled all the movements on the branch curves, in the engine servicing area & the platforms. There were no track circuits in the platform area & this could cause problems when the sea fret came in with the reduced visibility. Spring points were installed at the concourse end of the platform roads to allow the engines to be released for turning & servicing.



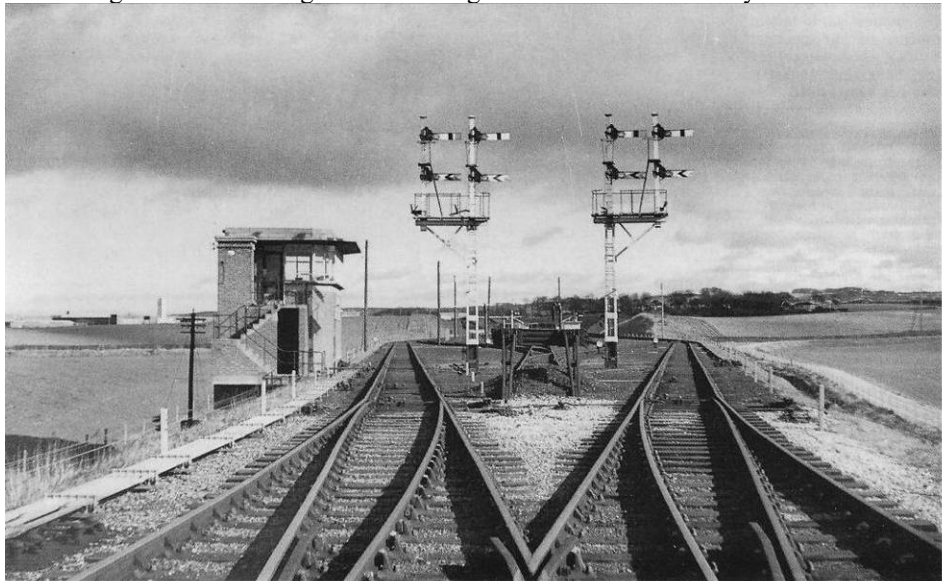
A general view of the station, looking west. The platform numbers mounted on the concrete lamp standards were repeated as cut-out figures mounted on top of the ticket collection booths. Of particular interest are the trains of passenger-carrying trolleys on the concourse area. These were provided by Butlins to transport passengers to and from the station and the holiday camp via the subway under the Scarborough to Bridlington road. The trolleys had four bench seats with safety bars for the passengers to hold on to. As can be seen in the picture, they also had large mudguards which totally enclosed the wheels. These vehicles were painted bright yellow with blue lettering and, to complete the jolly holiday appearance, there was a pole at each end with a line of brightly coloured pennants strung between them. In front of the left-hand trolley train is what appears to be a standard railway luggage trolley which has been fitted with high sides.

The locomotives for the trains at platforms 1 and 2 are in the far distance in the locomotive servicing area. Both trains appear to be made up from a mixture of ex-LMS and LNER carriages. At the far end of the right-hand train is what appears to be a clerestory-roofed corridor coach, presumably a former NER or GNR type. In the loop on the left of the train at platform 1 is a gas tank wagon which was probably being used to supply gas to a kitchen car. As the photograph was taken at 10.30 a.m. on Saturday, 16th September 1950, the train was probably the 10.35 a.m. to King's Cross, the only service to include a restaurant car. The kitchen car would probably have been an ex-LMS vehicle as those built by the LNER used electric power. This train carried the reporting number 139. The train at platform 2, presuming that it was the next departure, would have been the 11.37 a.m. to Leeds City.

P. WARD



When engines needed turning on the triangle this would involve all the boxes - Camp, South, North, Crossing & Filey. One movement was a coupled group of four engines sent from Selby shed, leaving at 7.10am, routed via Market Weighton & Drifffield. One was left at Bridlington, one at the camp & the last two went on to Scarborough. Empty coaching stock for the departures was brought in from Hull, Bridlington & Scarborough, starting at 6.50am. The locos would be released, turned on the triangle & then put into the servicing area, taking water, then called onto their trains. A spare engine was provided, usually a K3. The Glasgow service loco was said to be a York shed Pacific: LE York to Scarborough, then tender first with the stock to the camp. Then it was turned, attached to the train & back to Scarborough tender first where it again ran round its train to run facing the correct way to York. It is said that the same loco then was turned at York to work train northwards to(?). I would have thought that a fresh engine & crew might be available at York by that time.



Photographs of the camp station are very difficult to find (can any reader help?) but this is an excellent view of the approach to the station, with Filey Holiday Camp box on the left. The holiday camp can be seen just behind the box, with the white clock tower prominent. A. M. ROSS

The services into & out of the camp in the 50's were reasonably consistent with the same times, points of origin & destinations. With the introduction of dieselisation things began to change as loaded arrivals began to form the train departures out. The Kings Norton departure changed to Cardiff, then Plymouth over the years, arriving from Worcester, Gloucester, Birmingham then Bristol! Penistone was another starting point for a camp arrival, later becoming a Sheffield service.

The last Kings Cross services were in the 1970 season. The number of passengers was declining as car ownership increased. By 1972 fewer trains & the use of DMU's & diesel locos meant that several tracks & signals were removed, including the use of the lines for platforms 3 & 4 plus the run round road for platforms 2 & 3. The station

finally closed on 17th September 1977, the holiday camp itself closing in September 1983.

Whilst I was working there as the BR rep. at some point the signalmen went on strike. That meant that there were no trains in & out of the camp one Saturday. I have nothing in my diary to say which day it was, maybe I was too busy ! The first I knew about the impending strike was crowds of angry holiday makers piling into the office after hearing tannoy announcements telling them to come and see me to find out how they would get home !! It would have been nice to have had some advance warning & details of the plan of action. Sorry to say I can't remember what happened to the camp's trains but the passengers were conveyed by a fleet of buses & coaches to Filey station to catch their trains, the new arrivals being brought in on the same vehicles from Filey.

Dealing with train service enquiries was a regular thing, as well as booking the sight-seeing motor coach trips. Butlins staff at Filey were often moving about between camps, Skegness being a favourite destination. Now from Filey it was straight down the line to Hull, across the Humber on the paddle steamer to New Holland Pier (depending on tides?). Train from there to Grimsby, change trains, train to Frisby, change again for a train to Skegness, easy! The alternative route via Doncaster was more expensive. It was easier to get them a service to Bognor Regis, but Pwllheli was also a difficult one.

My last train service at the camp would have been on Saturday 7th September, the 13.33 arrival from Bristol, departing at 13.48 to Scarborough. A shame in retrospect that I was never provided with any train loading or punctuality details. The camp closed to holiday makers on Saturday 21st September. I spent a couple of days closing down the office, then working at Filey station for three days before saying goodbye to my lovely landlady & returning home on the 27th.. The following Monday I started my new job in the Divisional Manager's Office, Aire Street, Leeds where I would work for the next sixteen years.



A line-up of Gresley medium-sized steam power at the Camp loco servicing area. Two water cranes and ash pits were provided for servicing engines ready for their return journeys. This picture shows 'K3' No. 61813 of Hull Dalrycoates shed (53A) taking water, coupled to D49/1 No. 62703 Hertfordshire of Bridlington shed (53D). It is likely that the 'Shire' was attached to the K3's train at Bridlington to give assistance over the 5½ mile climb up to Speeton. Three different types of tender can be seen. 'K3' No. 61893 on the right has the LNER group standard type with flat sides, the other 'K3' has the flared top version and the D49 has an ex-NER design behind it.

AUTHOR'S COLLECTION

I need to get back on a train!

Peter Holden

To be fair, I decided a good while ago that as soon as the “Essential Travel Only” was removed from rail travel, I would be back out on the trains again.

With this in mind as soon as an opportunity presented itself, I decided I would be off! (None of the trains I caught were anything like busy!).

So it came to pass that on Monday 19th July having been dispatched to EMR’s Occupational Health department in Leicester, I somehow managed to lose my sense of direction and end up in Exeter for 4 nights. What could I do but buy a Freedom of the South West Rover Ticket.

Following my 10:00 appointment in Leicester I made my way across to Birmingham New Street, there catching the 12:11 Cross Country Voyager (poor excuse for a) train forward to Exeter. Engineering work meant that the normal route into Bristol Temple Meads was closed for track relaying and trains had to head towards Bath and reverse before entering Temple Meads. This was all timetabled.

It was incredibly hot for all four days in the South West.

Having checked into Premier Inn, I decided to go back out for a quick run across to Salisbury on the 15:26 from St. David’s. The Air con was not working, following Exeter Central I was the only one in the carriage! It was ridiculously hot. The L&SW line across through Axminster is most picturesque on a nice sunny day. Having grabbed a coffee and an ice cream in Salisbury I then caught the 17:42 Salisbury to Westbury, once again, no air con!



158 749 at Westbury, 19th July 2021

Peter Holden

Sadly, no class 59s to witness passing through Westbury during my brief wait for my last train of the day, the 18:57 Westbury to Exeter. This train formed of Hitachi Unit 802 110. At last a working Air con! The local butcher could have stored his sides of beef in the carriage it was that cold! I was not complaining though. After a long but enjoyable day I decided to end my day by quenching my thirst a pub near St. David's Station.

Tuesday 20th July.

I was to be joined by three friends around lunch time. We were to meet at The Bridge Inn, Topsham.

A nice early start sees me onboard 158 951 on the 07:08 to Barnstaple, this out and back journey was once again very scenic indeed. On arrival back into Exeter, I decided to catch a train to Newton Abbot and grab a late breakfast before heading back to Topsham.

Well, I arrived in Topsham on time, but had to wait a while for my friends to turn up. Trains were being delayed due to the hot weather.

As I am sure you all know, The Bridge Inn at Topsham is famous as being the only pub where HRH is alleged to have had a beer!!!! (There are pictures in the pub to back this up!)

Tuesday 20th July being friend Simon's 60th Birthday and combined retirement trip, we spent the rest of the afternoon visiting various cultural places of interest in Topsham before moving on to The Beer Engine at Newton St. Cyres. A marvellous little brewery, well worth a visit. The station is not exactly in the village but is next to the pub! Nice to use a request stop for the train back as well.

Wednesday 21st July.

Once again I chose the early rise option and caught the 06:55 Exeter to Penzance HST (43 153 & 43 029) as far as Plymouth, there changing on to class 150 243 for a return trip to Gunnislake. Yet again stunning scenery.

A quick bite to eat in Plymouth station and I then board a further HST (43 186 & 43 088) as far as Camborne, on board which are the "Have a lie in" members of the party. Our destination of Helston was one of the Beeching cuts, which necessitated us having to catch a local bus service. Once again, ridiculously hot.

Following a reasonable break in The Blue Anchor, Helston, (home of Spingo Ales Brewery), we then catch a further bus on to Penzance.

Following further refreshment in Penzance we board the 18:15 to Exeter formed of 158 956 ending another fine day.

Thursday 22nd July.

An even earlier start today sees me on board 802 006 forming the 05:49 Exeter to Westbury for a quick connection onto 165 135 on the 07:03 Westbury to Swindon via Trowbridge & Chippenham. Following a breakfast in Swindon I then board the 08:41 Swindon to Newport formed of 800 318. Temperatures were already rising as I boarded the 09:41 Newport to Bath Spa. Well, I had every good intention of walking from Bath Spa to the site of the old Green Park Station to have a look around, but as

the train pulled into Bath Spa, I noted the Bath Ales pub on the station was just opening, and I somehow ended up in there with a pint of their marvellous “Gem” ale until the “lie-in-for-an-hour-or-2” brigade joined me. Following an enjoyable day marvelling at the wonderful Georgian Architecture that is Bath, we made our way to the station, being distracted once again by the Bath Brewery Tap!

Our chosen return to Exeter was by means of the 18:03 to Westbury, there changing onto an Exeter train. GWR decided to cancel the Exeter train. This necessitated a quick walk to The Station Pub, at the end of the approach road to Westbury Station. We had around an hour to wait for the next service to Exeter, this being the 20:03 Hitachi formed of 802 112.

Friday 23rd July.

Back home again. Catching the 08:22 Exeter St. David’s to Leeds, there changing onto the 13:27 to Bradford Interchange.

A fantastic week, great company very hot weather and one or two beers along the way. Total mileage for the trip 1519 miles.

Michael’s Meanderings

Michael Leahy

Q. If “New Pudsey” station opened in 1967, why in 2021, 54 years later, does it still have the word “New” as part of its name? I wonder how many people remember the old stations of Pudsey Greenside & Pudsey Lowtown that were only ½ a mile apart.

The Results of Being Caught Trying to Avoid Buying a Ticket.

I was interested to read recently in the local paper details of the Court cases regarding train passengers trying to avoid paying their fares for the journey made & being caught out.

Passenger A – travelling Bradford to Leeds, ticket cost £4.60, was fined £440 + £4.60 compensation + £150 costs + £44 victim surcharge, total £638.60 !

Passengers B & C – Leeds to Bfd, £4.60 ~ total costs & fine £636.60 each.

“ D & E – Halifax to Bfd, £3.50 ~ “ “ “ £637.50 each.

“ F & G - Shipley to Bfd, £2.80 ~ “ “ “ £638.60 each: both
lied about getting on at Frizinghall.

“ H Keighley to Bfd ~ adult using a child ticket £637.50.

“ I Leeds – Bfd ~ railcard ticket but no railcard £638.60.

“ J Bfd – Leeds ~ no ticket £286.60 ?

“ K Leeds – Bfd ~ invalid ticket & lying £880.70 !

“ L Ipswich – Bfd ~ failed to hand in ticket £508.00.

“ M Thorne – Bfd ~ no ticket £388.90.

“ N Snodland – Bfd ~ no ticket £552.50.

“ O Bfd- Kirkstall ~ only had ticket to Frizinghall & abusive
£812.40 !

An interesting cross section of life ?

Amtrak 50th Anniversary 1971-2021: a brief history

Dave Peel

Known fully as the National Railroad Passenger Corporation, Amtrak was founded on 1st May 1971 from an amalgamation of 20 privately owned intercity passenger rail companies. It serves some 500 destinations in 46 US states, but also included the Canadian states of British Columbia, Ontario and Quebec as well. It currently operates roughly 21,400 miles over 44 routes.

In its first full year, Amtrak carried nearly 16 million passengers, rising to a record 32 million in 2019, though with several ups and downs in the interim. Standard gauge is used throughout, and diesel haulage dominates, though the North-East Corridor (Boston, New York, Philadelphia) is electrified at either 12kV 25Hz AC or at 25kV 60Hz AC. Interestingly, 83% of passengers travel on routes shorter than 400 miles.

In the USA, the National Highway system, and the airports and air traffic control network are both funded by the government, whereas Amtrak receives a combination of both state and federal subsidies, though paying for its own infrastructure. In the beginning this included, for instance, all seven terminals in Chicago having their tracks rerouted into Union station only, drastically reducing their expenditure. On the west coast, one immediate success was the creation of the Los Angeles-Seattle “Coast Starlight”, a real money-spinner.

Outside the NE Corridor, most Amtrak trains run on tracks owned and operated by privately owned freight companies. These operators are required by law to give dispatching preferences to Amtrak services. However, this law has not been widely adhered to for many years, and was investigated in 2008, resulting in stricter laws about train priority. “On-time” Amtrak performance jumped, for instance, from 11% to 95% for the “Missouri River Runner”, from 22.4% to 96.7% for “The Texas Eagle”, and for the “California Zephyr” from an all-time low of 5% to 78%. Even now, despite Amtrak issuing Report Cards to freight operators, only Canadian Pacific was graded “A” (top), whilst Canadian National and Norfolk Southern were graded “F” (bottom).

In terms of rolling stock, Amtrak initially picked about 1200 of the best passenger cars formerly owned by the private railroads; soon bought EMD E and F diesel units and ordered new EMD SDP40F diesels plus EMD-7 electric locos. These latter have now been replaced with GE Genesis P42PC electrics and the high-speed “Acela Express” is popular in the NEC. Of the six busiest stations, four are within the NEC at New York (1st), Washington, Philadelphia and Boston (5th).

Only one of the illustrations is within the NEC, whilst the others, well scattered, depict largely the SDP40F type from Amtrak’s first “new” order of motive power. These are now long gone, and post-Covid-19 Amtrak is actively looking to expand its routes and increase its services, all with decarbonisation in mind. (Just like GBR is ...)



8/8/76 E.c.s. for the 4pm to Detroit runs into Chicago Union station behind P30 723 hauling Amfleet stock



Same day: 4.30 departure to Houston, "The Lone Star" leaves Union Station headed by P30 720 with double-deck coaches.



Denver 10/8/76 "San Francisco Zephyr" pulls out behind a pair of SDP40F's



Flagstaff 18/8/76 lead loco 523 comes to a stop with the eastbound “South West Limited”



“South West Limited” halts at Albuquerque same day – and receives high-level window cleaning!



8/8/76 A pair of SDP40F's reverse into Chicago Union station with the stock of the “San Francisco Zephyr”, with which they will depart at 4pm. The Sears Tower dominates the skyline.



19/8/76 6.30am at Kansas City, engine 596 is eventual power for the 11am "National Limited"



19/8/76 Trenton, New Jersey. E60 electric 957 heads ex-Penn Central stock to New York



26/8/81 Two units head the northbound "Pacific Coast International" (San Diego-Vancouver) towards Seattle

Great Western King Class 4-6-0s – From Construction To Withdrawal, by David Maidment

Another title from the ever-flowing pen of David Maidment, in Pen & Sword's excellent Locomotive Portfolios series – this covers the prestige "King" class GWR express passenger locomotives, which numbered thirty in total: 6000-6029.

The origins of the design lay in the success of the Castles from 1925, and PR rivalry with SR following the introduction of the Schools, and the increasing traffic (especially summer holiday traffic) to the West of England. These factors led the GWR board to tell Collett to urgently produce an express loco with TE above 40,000lbs, suitable for the main line from Paddington westward to the South Devon banks as far as Plymouth. Difficulties with axle-loading restrictions on some parts of the route to the West were overcome by upgrading bridges, and the first 6 Kings appeared in mid-1927 – gaining the title of the most powerful express locos in Britain & holding the title for a full five years (until the LMSR "Princess Royals" appeared in 1932). 6000 was exhibited at the Baltimore & Ohio Railroad centenary celebration in September 1927, and was an immediate "hit" for its clean design, quality of construction and performance. Back in Britain, the locos' power & economical operation gave them a fabulous reputation among footplate staff and railway enthusiasts alike.

With only a small number of locomotives to describe, the author has been able to devote more space to discussing both their performance, and his own experiences with the locomotives, as part of his work with BR. Performance is always a key consideration for express locomotives such as the Kings, and there is no shortage of logs available, recorded by many well-known writers, from O.S.Nock & Cecil J.Allen downwards.

Some interesting facts are also brought to light – for example, in 1938 a pair of Kings (sources disagree as to which locos were actually used) were tested on Newport Docks-Ebbw Vale iron-ore trains, both singly and as train engine & banker. But their large driving wheels made them prone to slipping, and steam pressure was hard to maintain, so the job was left to 42xx 2-8-0T and 72xx 2-8-2T locos until the BR 9F 2-10-0s arrived.

After a brief biography of C B Collett, the GWR's CME at the time, there are ten main chapters, laid out as follows :-

Ch.1 Design & Construction. A Pacific design wasn't suitable, so a 4-6-0 was chosen, with a longer & larger boiler than Castles, larger firebox, and higher pressure; slightly smaller wheels were necessary to raise the TE to top 40,000lbs. Rough riding initially, and a derailment led to changes to bogie springing. Another 14 locos appeared from February to July 1928, and the last ten in May-June 1930.

Ch.2 The Immediate Impact. After a couple of months "running-in", 6000's tour in the USA is described. With Castles on the Cheltenham Flyer and Bristolian, Kings

were used on the Cornish Riviera Express & Torbay Express, and usage was widened to cover the Paddington-Birmingham-Wolverhampton route. Seven runs are logged.

Ch.3 Heyday in the 1930's. This one of the major chapters - forty-nine timing logs are provided, along with over forty photos. Streamlining of 6014 was attempted in 1935, with an ugly bullet-nose, together with casing over the cylinders which caused overheating and was partly removed. With a straight fairing instead of the usual curved splashers, the loco needed straight nameplates, unique for the class – were they preserved, one wonders?

Ch.4 War & its Aftermath. Loco & track maintenance had been reduced, and coal quality was lower, so performance was poorer. Few wartime logs or photos are available as enthusiasts might have been mistaken for spies, though one wartime run is included, together with a couple of pre-nationalisation runs and several photos.

Ch.5 Nationalisation & Recovery. Another major chapter - the Kings were reboilered in 1951-56, but holiday traffic to Cornwall & Devon expanded quickly in the 1950's, without increase in service frequency, and p.w. checks were still common as the infrastructure was only gradually being restored to prewar standards. For these reasons, loads were very heavy, and the examples given in the text and tables show that locomotive speeds and timings were slow to recover.

Ch.6 Renewal – Later in the 1950's, 6015 was tested with a double chimney, and results were so good (speeds exceeded 100mph!) that all the Kings received double chimneys, and frames were also strengthened. Roller bearings were planned & even made, but sadly were never fitted. Availability improved, but the BR 1955 Modernisation Plan and the introduction of the Warship diesels indicated that the end of the Kings was on the horizon.

Ch.7 Performance in Later Years. The 1957 shed allocations for Old Oak Common, Plymouth Laira & Wolverhampton Stafford Road are described, and the later reallocation to Cardiff Canton (of locos displaced from the South-West route by the new Warships), for routes to Shrewsbury & Paddington (via Severn Tunnel). This is the longest chapter of all – thirty-six detailed logs are provided, in three sections for the routes from Paddington to Bristol and the West, to Wolverhampton, and to South Wales.

Ch.8 Personal Experiences. The author benefited from a holiday job at Old Oak Common shed in 1957-58, and a professional career with Western Region from 1960, both of which provided many opportunities to travel behind (or even on the footplate of) the Kings. He provides logs and/or notes of journeys behind all except two, and their performances are more typical than the outstanding ones as published in Railway Magazine & Trains Illustrated at the time.

Ch.9 The End. The Hymeks & Western diesels arrived from 1962, and this chapter includes a dozen or so logs of performances in this final year before all the Kings were quickly withdrawn. 6018 was reinstated for a SLS Farewell special in April 1963. 6013 had run nearly 2 million miles, the others all over 1½ million.

Ch.10 Preservation – 6000 *King George V* was saved by Bulmers (the Hereford cider company), and later transferred to Steam museum at Swindon as a static exhibit. 6023 *King Edward II* went to Didcot and now awaits overhaul. 6024 *King Edward I* is based at the West Somerset Railway - it was used on mainline specials, and the author

describes some outstanding performances over the South Devon banks of Dainton & Rattery; the loco is currently being overhauled.

To conclude, there is an Appendix with dimensions, drawings, a weight diagram, statistics (built date, first & last depots, withdrawal date, mileage, etc), modifications, and finally a Bibliography and Index.

Overall, this is a “must-have” book for Western enthusiasts. The subject is covered very comprehensively, and all chapters are copiously illustrated with excellent photos, many of which are full-page – a mixture of shed & station shots, and typical front-three-quarter views on expresses. The photos have useful detailed captions describing significant points. Just one repeated error is noted: Cullompton (on the main line near Exeter) is misspelt as Collumpton everywhere it occurs in the book (in numerous logs) – though perhaps this is just a fault in an early print-run. As ever, Pen-and-Sword’s production quality is excellent, with heavy glossy paper, fine strong binding, heavy board covers and a well-designed dust-cover. The landscape format suits railway photos very well.

Great Western King Class 4-6-0s – From Construction To Withdrawal, by David Maidment, published by Pen & Sword (Locomotive Portfolios series) 2020. 272 pages, over 300 photos (over 100 in colour). ISBN 978 1 52673 985 8, price £35
www.pen-and-sword.co.uk

Worcester Locomotive Shed – Engines & Train Workings, by Steve Bartlett

Your reviewer took a special interest in this book, as his earliest years were spent near Worcester, and he travelled daily by train to school in that city – past the shed that is the subject of this book. Besides that, his father worked as a railway clerk in and around Worcester from the 1930’s to 1960, and must have been very familiar with all the locations described.

Steve Bartlett’s father was Assistant District Motive Power Superintendent at Worcester from 1954, and Running & Maintenance Officer at Gloucester from 1960 when Worcester and Gloucester administrations were merged, so with many personal connections and both family and national records to refer to, he is in an unbeatable position to deal with his chosen subject, with his timeline being from about 1960 to the end of steam in 1965.

Worcester shed (code 85A) lay in a triangle of busy lines at the north of the city. The route west had Foregate Street Station and the high bridge over the River Severn and then led through the Malvern Hills to Hereford. The line south had Shrub Hill Station and then the route southeast to Evesham, Oxford & Paddington diverged from the way southwest to Cheltenham, Gloucester & Bristol. The route north led through a tunnel and on to Droitwich Spa, then splitting into lines for Birmingham New St (via the Lickey incline) and for Kidderminster & the Severn Valley line and onward to Birmingham Snow Hill, Wolverhampton or Shrewsbury.

This geography resulted in a very interesting mixture of services in the area, both on rural branches and minor routes, and between distant cities. In particular the Hereford-Worcester-Paddington route had 2-hourly express services (including the Cathedrals Express), for which the GWR/BR Castle class 4-6-0's were perfectly suited and well liked by railwaymen and enthusiasts!

The book doesn't have large chapters as such (the Contents page has 37 entries!), but the sections are arranged broadly as follows :-

- The shed – history, layout & facilities, footplate and shed staff of the period
- Loco allocations in 1960/2/3/4; the classes (Castles, Halls & Granges; Moguls & 0-6-0's; Prairie & Pannier tanks); and their various duties & diagrams
- Worcester Locomotive Works
- The "Castles" on the 2-hourly Paddington Expresses
- The GWR AEC diesel railcars
- The sub-sheds (Evesham, Kingham, Honeybourne & Ledbury) and their loco allocations & duties
- The various routes (Hereford-Worcester-Paddington, Cotswolds route to Oxford, Malverns route to Hereford, the Bromyard branch) – stations & services
- Main-line Freight trains
- Rundown to Shed Closure

In all the chapters there is a fascinating mixture of allocation details from national archives, and interesting personal reminiscences by shed & footplate staff. The latter certainly help to provide human interest to balance the technical & operational details. It is a tribute to those involved, that they have maintained their personal links since retirement so that the author was able to draw on so many of their memories. The great number of excellent and well-chosen photographs also display not only the locos and infrastructure around the shed and surrounding area, but also many of the staff in action. Lists of the photos appear as appendices, indexed both by locomotive number, and (unusually, but an excellent idea) by staff surname. Captions to the photos are detailed. The section on the GWR diesel railcars is especially interesting.

The north-south Midland route which avoided Worcester, between Stoke Works to the north and Abbot's Wood Junction to the south, is understandably not covered in this book. But the author also gives barely a mention to services on the line north from Worcester and on to Droitwich Spa via Blackpole Halt and Fernhill Heath (your reviewer's childhood home and first "spotting" location). This is an unfortunate omission, especially as a possible pannier-tank speed record on this rural line is mentioned in his volume covering those locomotives.

However, this is certainly a book to appeal to Western Region & steam enthusiasts, especially anyone with connections or interests in the West Midlands area. As such, it forms a trilogy with the other two volumes from the same author, covering the Gloucester and Hereford sheds. As always with publishers Pen-and-Sword, this

volume is produced to the highest standards, with heavy gloss paper and fine binding, and the reproduction of photos is excellent.

Worcester Locomotive Shed – Engines and Train Workings, by Steve Bartlett published by Pen & Sword (Transport series) 2020. 221 pages, ISBN 978 1 52675 059 4, price £25 www.pen-and-sword.co.uk

Secretary's Page

Peter Holden

I will begin these notes by sadly reporting to you that Circle member Robin Kitson passed away on the 29th August. All who knew Robin will be saddened by the loss of such a gentleman. Robin was always quick to help out and I never heard him complain. Of course, his tireless work on behalf of The Bradford Trolley Bus Association will always be remembered.

Better news at long last! I can report that we have been given the go ahead to recommence our meetings at Sedbergh. Who knows how long it will last for!!! I can also report Sedbergh appear to have spent some money on the place, including new chairs!

Your Committee met recently and decided that we will commence meetings on Wednesday 22nd September. Following which we hope to hold one meeting each month (NOT FORTNIGHTLY!) for the remainder of the year.

We will be closely monitoring attendances over this period, following which we will decide if or not we are to carry on into next year. So please make the effort to turn up if possible.

On the Covid front, we will provide face coverings for people who have not brought their own and may wish to wear one. Wearing them is not mandatory, this option will be up to the individual. We will however expect members to space themselves out and socially distance as much as possible. And, of course it should be obvious we will not allow any visitors in who show obvious symptoms.

That said, I for one am very excited about regaining an important part of my life back!

Best Wishes.

Peter

Circle Diary 2021

Please watch the website <http://www.bradfordrailwaycircle.co.uk> .

P	Sep. 22nd.	Belgium, Trains, Trams & Beer!	Peter Holden.
	Oct. 7th.	NO MEETING	
	Oct. 20th.	A Railway Miscellany	John Whiteley.
	Nov. 3rd.	NO MEETING	
C	Nov.17th.	A Quick Look at Slow Trains	Dave Peel.
	Dec. 2nd.	NO MEETING	
P	Dec. 15th.	An Austrian Tour	John Holroyd.
	Dec. 29th.	NO MEETING	

C - Copy date for *The Circular* – 4 weeks prior to ...

P – Publication – last meetings of March/June/September, & last before Christmas

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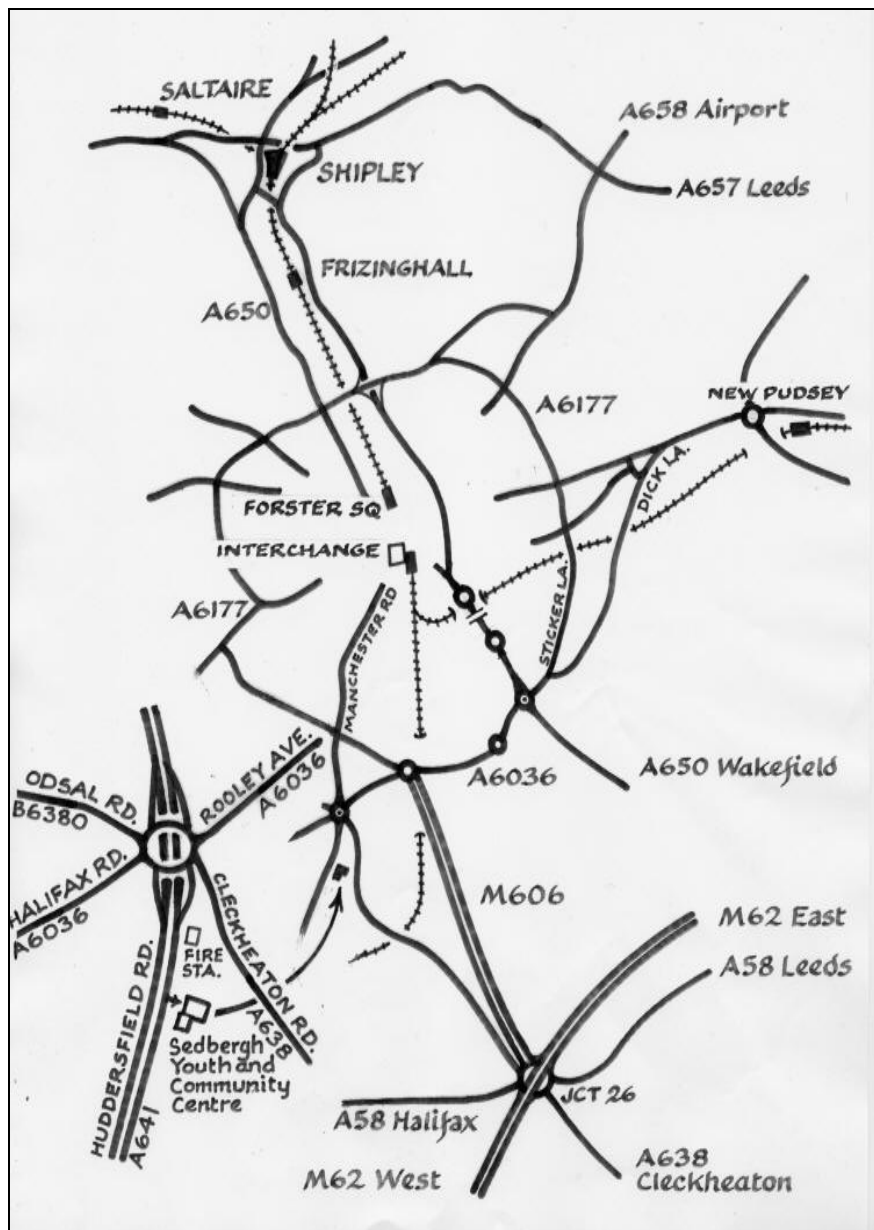
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Map by courtesy of John Holroyd

Bradford Railway Circle meets at 7.30pm on alternate Wednesdays.
For more information, see website www.bradfordrailwaycircle.co.uk