

# **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

Welcome to 2021, and a great photo from Tom Ickringill for this year's covers. It was taken on a tour to Czechoslovakia with several other Circle members. We have another set of excellent articles in this issue, so thank you to everyone who has made the effort this time. Michael Leahy has contributed an account of a second trip to Scotland, again with excellent photographs, and he has also given us more accident reports, which are equally interesting. Everyone's efforts to support the Circular help to keep us all together in these difficult times. United we stand!

Well, a certain medical situation (or should I say a very unccertain situation?) didn't give the Circle much opportunity to celebrate its 75<sup>th</sup> anniversary in 2020. However, the healthy state of our finances, which allowed a "free" year's subscription, meant that members didn't have to pay out and receive nothing in return. Here's hoping for a return to normality soon.

Did you know that 2021 is European Year of Rail? The climate-change emergency has certainly encouraged expansion of railway holidays as being much more environmentally friendly than flights abroad or long car journeys. The number of adverts and travel articles in the newspapers, describing holidays by rail, seems to have increased enormously. Let's hope the world's railways can make the most of the opportunity to prove to the population at large that they can provide a pleasant and comfortable way of travelling, a fact which of course we ourselves already know!

## Over the Border Again – 1961      Michael Leahy

*Mother: “We are going to go to Edinburgh again to see your sister, I hope you don’t mind?”*

I had delayed submitting this second article as I was finding it difficult to make it different from my previous 1960 visit article. Then to compound my problem, I came across two articles that many of you will have read - firstly, Steam World, Jan. 2021 - A 1962 Scottish Shed Bash by Ian Richardson.

Ian details a mammoth day visit in Dec. 1962 with the Warwickshire Railway Society, picking up their coach at Glasgow Central then visiting 13 sheds & 1 dump of steam locos in the Glasgow & Edinburgh areas, seeing 599 steam locos, 531 for the first time. I would have said “copped”, but a friend said that I used that word too many times in my first article. Ian saw A3 60043 *Brown Jack* at Eastfield, one of my 2 missing A3s that I never saw.

Then I found BRILL Nov 2019 in the VCT magazine room at Ingrow with “The Scottish Steam Scene in the Early Sixties – Part 1”, by John Hall. He had joined the RCTS in 1960, touring from Aberdeen to Inverness & down to Ayr. He then visited Scotland again in June 1962, seeing 60043 *Brown Jack* on arrival at Edinburgh Waverley! The group visited 17 sheds & 1 works over 2 days. Part 2 of the visit I haven’t yet seen.

Hard acts to follow but at least the photos here are all my own. I had realised by now that shed permits were easily obtained from the Scottish Region so I planned my itinerary & requested them in advance. Good use was made of my copy of The Shed Directory by Adam Fuller. Sadly my recording of details other than the engine numbers had not improved much over the previous 12 months as you will see.

Tuesday 8th August 1961 .

DMU Bradford to Leeds to catch the Waverley to Edinburgh via Carlisle pulled by D34.

32 steam seen, 15 copped (sorry), the best one being 45671 *Prince Rupert* at Leeds.

Wednesday 9th August.

Train from Waverley to Piershill pulled by 67668, then visiting:

64A St. Margarets - 57 seen including 3 x A3, 2 x A2, 12 x V2 & 7 x B1’s resulting in 24 cops.

64B Haymarket - 16 seen - A4 x 3, A3 x 1, A2 x 1, A1 x 1 - 5 cops..

64C Dalry Road - 20/ 15 cops.

Back to Waverley, meet mother & sister then a train to Dalmeny, ferry across the Forth & back on the train from North Queensferry - seeing another 44 locos, copping 24 including 60004 *William Whitelaw* & 60099 *Call Boy*.



45158, North Queensferry, 9th August 1961

Michael Leahy



Thornton Junction, Gresley K4 61998, 11/8/1961

Michael Leahy

Thursday 10th August.

DMU from Waverley (60097 *Humorist* cop) to Glasgow Queen St., visiting the following:

66A Polmadie - 99 locos seen including 1x R/Scot, 1 x Jub, 7 x Coronations - 75 cops.

67A Corkerhill - 48 locos seen 1 x Corrie & 5 x Jubs - 39 cops.

65B St Rollox - 39 locos seen - 30 cops. Total for the day 228 seen - 171 for the first time.

Strange to think a lone 16 year old following instructions in a guide, visiting the sheds, sometimes with an bored escort, sometimes alone. Permits accepted, no problem.

Friday 11th August

DMU from Edinburgh to Thornton Junction to see the wonders at 62A MPD.

*Loch Long, Cameron of Locheil, Flora Macivor, Lord James of Douglas & The Fiery Cross.*

What a pity some these names were just painted on instead having cast nameplates.

The visit there resulted in 32 new ones out of 35 seen.

D6126 & D6135 pulled the 12.13 from there (TJ) to Dundee Tay Bridge, arr 1.7pm.

62B produced 20 new out of 35 seen. Then onto Perth to visit 63A seeing 46252/57 in the 41 seen with 26 cops.

My train from Perth at 3.25pm to Edinburgh was pulled by 44881.

Another good day seeing a total of 134 steam , copping 84 of them.

Saturday 12th August

A change of venue, travelling from Edinburgh to Fort William, changing trains at Glasgow Queen Street. However my lack of detailed notes lets me down badly here. I believe we left Queen St. at 10.05 banked out by 67600 & pulled by D5348, arriving at Fort William at 2.36pm. Steam seen enroute 34, 18 new ones. I suppose I would have been soaking up the scenery of the Scottish highlands.

Sunday 13th August.

A quick visit to the shed 63B Fort William - 13 steam, 9 new ones, & then again on Tues - 10 seen & 3 new.

Monday 14th August.

No great details of our journey from Fort William to Mallaig, but looking at the timetable I think that we caught the following services -

Fortt William dep 9.55am which left 10 minutes late, arriving Mallaig 11.28, on time.

Returning at 2.45pm pulled by 61147? Arriving Fort William 4.25pm.

Only 9 steam seen, of which 4 were new.

Weds 16th August.

Again lacking in journey details but as you can see 73109 + 61197 pulling our train from Fort William dep 9.40 to Glasgow Queen St. due 2.34. We actually stood at Cowlairst from 2.38pm to 2.46 where I think the 2 locos came off & 67600 took the train down into the station. The gradient into Queen St. is 1 / 41 for nearly 1 mile.





J36 65300 (class introduced 1888 by Holmes), at Fort William. 13/8/1961

Michael Leahy



Fort William shed, 45396, 65313 & 76001, 15/8/1961

Michael Leahy



En route from Fort William, dep. 9.40am to Glasgow Queen Street, 16/8/1961.  
73109 + 61197 - not the "Harry Potter" viaduct but does anyone know where?  
Is that a Gresley coach on the left?

Michael Leahy



Carlisle, on a previous visit, 18/7/1961. A wonderful line up of :-

72006 *Clan Mackenzie*

46256 *Sir William A. Stanier, F. R. S.*

45523 *Bangor*

"Peak" D17, The Thames Clyde Express

Michael Leahy



There was a through train to Leeds from St. Enoch's at 4.5pm via Kilmarnock & Dumfries which would seem to have been the logical choice but I have the word "Beattock 1015\*feet" scribbled in my book? If that was the case we might have gone to Central Station & caught the 4.30pm to Carlisle, but that would have been a very tight connection there into the train from St Enoch's to Leeds. What I do have is 70052 pulling the train to Carlisle.

The train from Carlisle at 6.55? was pulled by D14 to Skipton due 9.5pm where we changed into the 7.50pm from Morecambe which split at Skipton forming the 9.13pm to Leeds & the 9.18pm all stations to Forster Square, pulled by 2-6-0 Crab 42882! One of only 2 Crabs that I was ever hauled by. A fine end to a tiring day.

The missing statistic for the day - another 76 steam seen, resulting in another 40 to underline in my Summer 1960 abc BR Locomotives Combined Volume, price 10/6.

NB \* - Beattock sign is actually 1016 feet.

My thanks to Ian for his help & advice regarding getting the best results when scanning photos for transmission over the airwaves to him for publication. My thanks also to an "old" friend for his time & effort over the years in getting the best out of my negatives onto postcards. He will know who he is.

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## **The Bradford & Shipley Branch Line    Bob Watson**

On 2nd February 1931 passenger services ceased on the Idle line and the stations at Shipley & Windhill, Thackley, Idle and Eccleshill closed to passengers. However, all apart from Thackley (which never had any real goods facilities) remained open for the conveyance of merchandise such as parcels, coal and livestock. The branch was originally opened by the Great Northern Railway for goods in May 1874, with passenger services commencing April 1875. My Bradshaw's August 1887 Railway Guide shows around 18 services each way on weekdays.

The first train was the 5.15am from Bradford Exchange arriving at Shipley & Windhill at 5.40, returning at 5.45; the last train of the day left Shipley & Windhill at 11.22pm. Most called at Thackley, Idle, Eccleshill, Laisterdyke and St Dunstan's before arrival at Bradford Exchange. On Sundays there were seven services each way. When the line opened the Bradford Canal was still up and running (it closed in 1922) and some goods were transhipped from the canal to the railway at Shipley & Windhill. Underneath the station there was (and still is) a massive cellar area which was used for this purpose.

I have an old ledger from Shipley & Windhill station which shows the sale of passenger tickets in the 1880s. The vast majority of tickets sold (97%) were Third Class. As trams and then trolley buses took hold throughout Bradford the line suffered and could not compete, hence closure. The line continued to offer goods facilities until full closure, as well as being a through route for goods trains from the



Last steam-worked freight at Idle

Jonathan Stockwell



Last steam-worked freight at Idle

Jonathan Stockwell

Skipton direction (plus Forster Square) to Low Moor and beyond. Some passenger services did continue to such places as Blackpool and Morecambe until well into the 1960s.

The last such passenger train was a "West Riding Rail Tour" on 6th September 1964. I well remember travelling on a football special on 9th January 1954 which left Idle on its way to Horton Park where Bradford Park Avenue were playing Manchester City in the 3rd round of the FA Cup. My dad went to watch the game, but I was considered too small and instead had to walk into town with mum. I was not best pleased!

As a young lad I often walked through Idle Station Yard on my way to the village, and was always fascinated if there was a goods train either shunting or passing by. The coal drops were always interesting, where the local merchants used to collect their supplies at Walter Scott's and Garnetts as I recall. Full goods services continued until 31st October 1964, when the line was truncated at Idle, then just a short branch from Shipley. Full closure was on 5th October 1968, after which the line was lifted.

Should anyone have any photos or memorabilia regarding the line that they would be willing to share, then please contact me via the Editor.

*[This article first appeared in the local Idle magazine "Trumpit" and is reproduced by kind permission of the author. Bob is, of course, one of our members. Also, the Editor's thanks to Tom Ickringill for forwarding the article on.]*

*Editor's Note:* Many members will also have seen another article marking the 90<sup>th</sup> anniversary of passenger services on the line. The Bradford Telegraph & Argus of February 15<sup>th</sup> included a centre-page article by Circle ex-member Mark Neale, titled "Life on the Railway from Shipley and Windhill", recalling old days on the line. Also, by a happy coincidence, member Jonathan Stockwell recently sent in two photos of the last day of steam-worked freight operations on the line – reproduced here.

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## **Ben's Bits**

Over sixty years ago I was told by a fellow student who had attended Woodhouse Grove School, that an "old boy" had purchased land at Apperley Bridge Station so that pupils using the station could have direct access to the school. I don't know if this was ever done, and if so does it still exist?

When the railway overbridge was being replaced in the 1960's the contract for the manufacture & supply to site of the concrete bridge beams was won by Greenwoods of Cullingworth, who were rail-connected at that time. They intended to transport the pre-stressed concrete beams by rail from Cullingworth to Apperley Bridge. A colleague in the City Engineer's Office informed me that they were not permitted to do this, as it would "adversely" affect the income of the Keighley-Queensbury route, which was under consideration for closure – so they were delivered by road. Incidentally, the carriageway was never widened to the width created by the new bridge.

# A Yorkshire Railway Quiz

**Bill Jagger**

A challenge for fun only, no submission of answers, no prizes.

For this, Yorkshire includes the current boundaries as well as all three Ridings.

1. Which railway ran a passenger service with two passenger-bodied Ford 1-ton trucks adapted for rail use?
2. Which then operational railway company escaped nationalisation?
3. A place labelled on an old OS map as "County Lunatic Asylum" had an electric railway - where was it?
4. A railway system had locomotives which ran on wool grease. Where was it?
5. Lineside cottages at Pilmoor have a stone shield reading G. N. E. R. Co 1843 - what do the initials stand for?
6. The ownership of The Nidd Valley Light Railway was unique in the UK - in what way?
7. Which Yorkshire town had the first funicular cliff lift in the UK?
8. The Greenwich Meridian passes through only one (now defunct) line in Yorkshire - near which station?
9. The South Yorkshire Joint Railway was made up of how many pre grouping companies?
10. What happened to Kilton Viaduct?
11. Which viaduct had a wind gauge at one end?
12. Where is there a bridge on an old railway now an official footpath and cycleway which used to swing but now is fixed?
13. Where is there a bridge on an old railway now an official footpath and cycleway which still swings?
14. Where was a new railway viaduct opened in 1974?
15. Where is Yorkshire's reputedly oldest tramway / railway viaduct?
16. A main line railway project was abandoned after only a viaduct and minor works were completed. Where is the viaduct?
17. A railway abandoned part way through construction is known as Paddy Waddell's Railway. Which open station is near its southern end?
18. Which main line railway project was abandoned after the initial 9 miles were opened?
19. The furthest north The Great Northern Railway got on its own lines was where?
20. The furthest north The Great Central Railway got on its own or joint lines was where?
21. The furthest north The Great Eastern Railway got on its own or joint lines was where?
22. The infamous / famous George Hudson is buried where?
23. Which Locomotive Superintendent of the Leeds & Selby Railway went on to found a major railway manufacturing business - in Lancashire?

24. Severus Junction is the only junction in the UK named after a Roman Emperor - where is/was it?
25. An early railway roundhouse survives at Holbeck - which railway company built it?
26. Who designed the roundhouse above?
27. One railway line which entered Yorkshire from a neighbouring county had one station in Yorkshire and departed into a neighbouring county. Where was the station?
28. Few stations are physically moved - name the current locations of two.
29. Where did the two above come from? (one alas is a mile outside Yorkshire !)
30. Where in Yorkshire was Cannon Street station?
31. The current station at Starbeck opened in 1848 - what was it originally called?
32. A town had three stations - Baghill and Monkhill were two - what was the third called?
33. There is a replica zero mile post at York station - How many lines are measured from it?
34. Which station was originally called "Tunnel Inn"?
35. The world's longest seat is at Scarborough station - how long is it - in yards?
36. Where was Leeds (Whitehall) station?
37. Which line was Portsmouth station on?
38. Which line is Clapham station on?
39. Which line was St Pauls station on?
40. There were four pre-grouping companies serving Dewsbury, each on its own lines - which were they?
41. Which Yorkshire city no longer has a station?
42. What is the highest platform number at Leeds station?
43. Which station - still open - is only accessed by a footpath crossing a field?
44. A large hotel was built adjacent to Bolton Percy station, it had a relatively short life - why?
45. Leeds Central station was a joint station between which pre-grouping railway companies?
46. The pillars supporting the east end of the Queens Hotel in Leeds have twelve shields of various places on them. What connects them?
47. Where was Adolphus Street station?
48. Which standard gauge line was the highest in Yorkshire?
49. Where was a twin track 700 yard tunnel opened out and replaced by a cutting and a single arched tunnel of 110 yards (approx.) both accommodating 5 tracks?
50. Golden Acre Park in Leeds had a miniature railway with two steam outline diesel locomotives. Where are they now?

Answers will be published in the next Circular. But for members who don't want to wait, Bill will be giving a Zoom presentation of the answers (with pictures) on 21<sup>st</sup> April – watch out for his email with Zoom link a day or so before the event.

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## **More Local Accident Reports      Michael Leahy**

### **Hare Park Junction - 27th Dec 1970 (Report 16th May 1972).**

A passenger & newspaper train, 1Z09 the 00.30 Carlisle to Leicester, comprising a type 45 diesel loco, 2 corridor brake coaches & 1 passenger corridor brake derailed on the switch crossing at Hare Park Junction at 03.40 on 27th Dec 1970 destroying it. There were 3 staff & only 1 passenger on the train. No injuries were sustained. The crossing had been run through 30 seconds earlier in the Down direction, and had been damaged. The report (9 pages) is very detailed in technical aspects: "the camshaft in the circuit controller of point motor 2021B had dropped due to the displacement of the camshaft end bearing block remote from the nylon drive wheel"? Nuts & washers were found loose in the bottom of the point machine casing. This motor had been worked on previously by S&T technicians rectifying a fault.

Westinghouse Brake & Signal Co. quickly modified the working of the point machines to prevent it happening again, having identified all the ones in use on the railways.

The branch lines from Hare Park Junc. to Wakefield Kirkgate & Normanton reopened at 15.30 on the 28th Dec., & the main lines to Leeds/Wakefield Westgate & to Doncaster at 16.20 on the 3rd Jan. 1971 with speed restrictions & hand-signalling in operation.

### **York Station - 11th January 1975 (Report 11th June 1976).**

1E40 the 19.20 Aberdeen to Kings Cross, loco 55007 plus 11 coaches and a BG on the rear was running into platform 9, having crossed from the Up Main Line to the Down Main Line when its rear two vehicles were struck sidelong at 02.48 by loco 47255 hauling 1S77. This train was the 23.15 Kings Cross to Aberdeen comprising loco 47255, 3 car carrying vehicles (remember those?), 3 coaches, 6 sleeping cars and a gangwayed brake vehicle at the rear.

The driver of the Down train, 1S77, claimed that signal Y164 was displaying a Yellow aspect & that it changed to Red as he was almost underneath it. Investigations of the event concluded that he, the driver, was not paying due attention to the signals or his surroundings. He did not receive any assistance from his second man, who, it is said, proved to be an unreliable & confused witness when giving evidence to the railway officers own inquiry!

No passengers were injured but the guard of the Aberdeen to Kings Cross train was in hospital for 14 days. Normal working resumed at 11.40 on 11th Jan. 1975.

No mention is made in the report as to how the trains & passengers were dealt with as sometimes happens, that being a commercial matter. Does one come to the conclusion that of the crew of 1S77 the second man was asleep & the driver nodded off?

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### **Steam on the Southern & Western – A New Glimpse of the 1950's & 1960's, by David Knapman**

You can never have too many picture books of steam, especially if the photos haven't previously been published! Here we look into another of David Knapman's photo albums, as he progresses from his boyhood years with a Brownie box camera alongside the Reading-Redhill line in 1958, quickly moving on to a 35mm Agfa Silette in 1959, and taking us on to the end of steam, and into preservation.

The book is divided into two parts – the first covers the Southern Region, and the second one the Western. In each part, there are chapters corresponding to the areas of David's activity, so for the Southern there are fourteen chapters – Betchworth Station (mostly 1958-59), Brockham Crossing (mostly 1959-60), Guildford (mostly 1963), Ashford (1960-61), the Kent coast (LCGB special 25<sup>th</sup> Feb. 1962 – just two photos of this trip, before David's camera failed!), Waterloo (mostly 1961-62, including RCTS/SLS special on 2<sup>nd</sup> December 1962 with two Beattie well-tanks up from the West Country), Hayling Island branch (22<sup>nd</sup> Aug. 1962), Hawkhurst branch (23<sup>rd</sup> July 1961), Kent & East Sussex Rly. (24-25 July 1961), Bluebell Rly. (4<sup>th</sup> Aug. 1964), the Isle of Wight (September 1963), the Lymington branch (3<sup>rd</sup> Sep. 1963), and Brockenhurst-Broadstone, and finally the Somerset & Dorset line (both 3<sup>rd</sup> Sep. 1964).

This last chapter provides a good link to Part 2, with its chapters on Paddington (photos taken 1959-63), Old Oak Common shed (30<sup>th</sup> Nov. 1963), Reading (1<sup>st</sup> April 1963 & 11<sup>th</sup> Jan. 1964), Oxford (8<sup>th</sup> April 1963), Tiverton & Hemyock (LCGB Westcountryman tour 24<sup>th</sup> Feb. 1963), the Festiniog Railway (F.R. Special 25<sup>th</sup> April 1964), Hereford (OURS Castle Class Farewell Tour 16<sup>th</sup> May 1964), a week in Wales (June 1964), Barry Island scrapyard (14 Sep. 1968), and lastly a preservation special at Shrewsbury (April 1974). Some chapters have few photos, some have more, but the quality is mostly very good, and the captions are very descriptive. Not all the photos are simply of locos – there are plenty of views of stations and infrastructure. A few photos are from the camera of David's father, including a couple of 1931 shots at Paddington, of a Star and a County 4-4-2T. The photos are all very well printed, and the whole book is up to Pen-and-Sword's usual high quality.

A number of the photos brought back memories to your reviewer, who was taken for trips on the Hayling Island and Hawkhurst branches just before they closed. The scenes were long gone from memory, but this book helps to rekindle them. All in all, an excellent book, well worth its money for the pictures of those long-gone days of our youth.

**Steam On The Southern & Western – A New Glimpse of the 1950's & 1960's, by David Knapman** – pub Pen & Sword 2018. 143 pages. ISBN 1473892406 £25  
[www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk)

## **Great Western Pannier Tank Classes – An Overview of Their Design & Development, by David Maidment.**

Another volume in Pen & Sword's excellent series of Locomotive Portfolios, again by David Maidment, dealing with an important GWR type. This is a very solid book, as it should be for such a very large group – well over 2000 engines, dating from 1860 onwards, were built or rebuilt as panniers until 1956. The largest class was the GWR 57xx (built from 1928-1950) of 863 engines – even more than the ubiquitous “Black 5”. Shunting engines are not figureheads for railway PR, so they normally receive less attention than express passenger types, but they were vital for the company and this book helps to balance the coverage.

The term “pannier” refers to the arrangement of tanks fitted on either side of the boiler, like pannier baskets on a pony. This arrangement gives the engine a lower centre of gravity than a saddle tank and thus greater stability at speed. It also allows better forward vision than saddle tanks and better access to inside motion than side tanks.

Following an introduction, chapters describe the classes covered, features, histories, usage, and (in later chapters) run timings, the author's models and anecdotes of operations, and where relevant, notes on examples preserved.

**Chapter 1** (4 pages) The Engineers – brief biographies of the CME's (to whom the tank designs were attributed) - Gooch, Joseph Armstrong & his younger brother George, Dean, Churchward, Collett and Hawksworth. Up to and including Dean, these gentlemen covered both Wolverhampton and Swindon workshops

**Chapter 2** (almost 100 pages) – Early GWR Saddle and Pannier Tanks. The first panniers were rebuilds in 1904 of early saddle-tanks. The pace of conversions accelerated in the 1910's and 1920's, the tank type being required by the move to Belpaire fireboxes. They often had no cab roof or backplate, so the crews must often have been cold, wet and uncomfortable.

**Chapter 3** (32 pages) – Absorbed Saddle & Pannier Tanks. Mainly from the Welsh railways & colliery lines taken over in 1923. Many different types, though like the various classes in the previous chapter, “pannierisation” gave them all a remarkably uniform appearance. No. 813 on SVR shows what an unpannierised type looked like.

**Chapter 4** (51 pages) – The 57xx Collett Pannier Tanks, including also the 36xx, 37xx, 46xx, 67xx, 77xx, 87xx, 96xx and 97xx series. Built 1928-1956 - by far the largest group, ubiquitous and successful. Not revolutionary, but incorporating all the best ideas of earlier types. The 1959 log of a Worcester-Kidderminster run, with 3775 achieving 65mph through my own early-childhood home station of Fernhill Heath, seems hard to believe, but obviously they could be nippy little beasts!

**Chapter 5** (25 pages) – The 54xx, 64xx and 74xx classes – 115 locos. Larger wheels, thus lower tractive effort; under 16 tons axle-load. Many were fitted for auto-train working (e.g. Gloucester-Chalford)

**Chapter 6** (16 pages) – The 94xx class (including 84xx and 34xx), 1947-1956. Tank engine version of 2251 class 0-6-0, with taper boiler. 19¼ tons axle-load. Reputedly designed thus after Sir James Milne told Hawksworth in 1947 to produce something

more modern-looking than the 57xx types, for the millions of Paddington commuters to see on coaching-stock movements. Most were built by private companies – YEC, Hudswell Clarke, Bagnall, Robert Stephenson and Hunslet. Some had very short lives – under 5 years!

**Chapter 7** (9 pages) – The 15xx class. Just 10 examples, Taper boiler, outside cylinders, Walschaerts valve gear, axle-load 19¾ tons. Powerful, but too heavy for widespread use – mainly used at Paddington for e.c.s. transfers.

**Chapter 8** (18 pages) – The 16xx class. 70 locos 1949-55. Small 4' 1½" wheels, lighter weight (axle-load under 14 tons)

**Chapter 9** (6 pages) – The 1366 class (built 1934) – six short wheelbase dock tanks, though not quite as versatile as some of their predecessors that (according to the text) could negotiate curves of 2ft radius [*like a Hornby layout, though perhaps that's just a rare typo for 2 chains -132ft./c.40m.!*]. Who hasn't seen photos of their service, with bell clanging, along Weymouth Quay with the Channel Isles boat trains?

Not all pannier tanks were 0-6-0: in fact the first was the singular (and singularly unsuccessful) 4-4-0PT no. 1490, and then there were the three 0-6-4PT crane engines for Swindon and Wolverhampton Works; besides covering these, this book has a short section on designs never built, describing (with drawings) Churchward's 0-8-0PT and Collett's 2-6-0PT designs.

**Appendices** – 100 pages of statistics of all the types. Dimensions (both original and as rebuilt), drawings; details of every single locomotive – date built/rebuilt, allocations, withdrawal dates, some mileages, disposals etc (varies according to class). Also bibliography and text index, and indexes of the B/W and colour photos (by both location and loco number).

Regarding the panniers in general, it is surprising to learn that many examples, of what was primarily a shunting engine, accumulated over a million miles of service. The 57xx series were extremely successful, the strongly performing boiler and small wheels providing enough power to give the class a 4F designation in BR times. The range of wheelbases and axle-loadings allowed examples to operate throughout the whole GWR system and be used for a very wide range of services. The author also reminds us that as older locos around BR were withdrawn, several GW-type panniers replaced them in other regions of the network – as Lickey bankers, on Folkestone Harbour boat trains, and on the Dornoch branch in Scotland. And as freight traffic declined further and diesel shunters took over the remaining duties, many locos still had life in them and were sold on to other owners, such as NCB collieries and London Transport.

Apart from their continuous empty carriage stock duties at major stations, the pannier tanks often covered both local passenger and freight duties on the many branch-lines that closed in the 1960's. Therefore, many people saw them daily, and so these little locos occupied a special place in the hearts of both city and country people, and also in the hearts of enthusiasts who were trying to explore and record branch lines before they disappeared. Perhaps this, together with the sheer number of the panniers, their smaller size and relative simplicity for restoration & maintenance (compared with

“prestige” express locos), and their usefulness and lower cost of operation, all have contributed to the quantity that have received new lives on heritage railways.

As for your reviewer’s opinion of the book – it works very well as a reference work covering the huge number of this type of locomotive, and gives a clear perspective of their complete history in one volume, instead of several smaller volumes between which it would be more difficult to compare features of the different classes. The organisation of the chapters is logical, and the text is well written and very readable, as always with the author’s works. There are many excellent photographs with detailed captions, including a central colour section of 16 pages (un-numbered), and the whole work is beautifully produced on heavy glossy paper – to Pen & Sword’s usual standard. The author’s notes & photos of various HO models of the type, and his own recollections of real railway operations, add a personal touch. This ensures that the book is not at all a tedious list of all the classes and their histories and features, but despite being fact-packed from cover to cover it remains an extremely interesting and readable volume for a wide range of railway enthusiasts. Also, we are encouraged to buy a copy by knowing that the author’s royalties from sales of the book go to the Railway Children charity which he founded in 1995.

(<http://www.railwaychildren.org.uk/>).

**Great Western Pannier Tank Classes – An Overview of Their Design & Development, by David Maidment.** 384 pages, over 400 photos. Locomotive Portfolios series, Pen and Sword Transport 2019, ISBN 1526734516 £40 [www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk)

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### **Great Western 0-6-2 Tank Classes – Absorbed & Swindon-designed Classes, by David Maidment.**

In July 1922 many railways in South Wales were absorbed by the GWR, in advance of the 1923 grouping. The five major lines were the Barry, Cardiff, Brecon & Merthyr, Rhymney, and Taff Vale Railways, and there were a number of smaller companies. These railways had arisen mainly to transport coal from the mines in the Welsh valleys to the docks at Barry, Cardiff, Penarth, Newport, Swansea and Port Talbot, but they also took coal to local ironworks, and handled excursion traffic as the resorts of Barry Island and Porthcawl became popular. In those days the Welsh valleys were busy industrial sites - the railways had started with small locos, such as 0-6-0T types. However, as coal traffic increased at the turn of the 20<sup>th</sup> century, and trains became longer and heavier, 0-6-2T types were built in moderate numbers by all the companies, and in 1922 the GWR inherited a large variety of engines, incorporating them with some difficulty into their numbering scheme and their maintenance plans. Introductory pages deal with the engineers – good brief biographies are given for T H Riches (Taff Vale Railway Locomotive Superintendent 1873-1911) and Cornelius Lundie (Rhymney Railway Chief Loco Superintendent 1872-1905), but the author apologises for the fact that little is known about many of the other companies’ engineers.

The first five chapters cover the 0-6-2T locomotives of the above-listed major companies, in turn – Barry Rly. (16 pages), Cardiff Rly. (10 pages), Brecon & Merthyr (22 pages) Rhymney (37 pages) and Taff Vale (52 pages); and the sixth chapter (13 pages) describes those of other smaller companies – Alexandra Docks & Railway (Newport), the Neath & Brecon Railway, Port Talbot Railway, and the Rhondda & Swansea Bay Railway. The building and rebuilding of locos is covered in some detail, together with their renumberings by the GWR at various dates, and their duties. Most of the locos were side-tanks, though some were saddle-tank designs and others were fitted with pannier-tanks by GWR after absorption. Boiler changes were often associated with changes to water-tanks, coal-bunkers, cabs, chimneys and safety-valves, so the variety of shapes resulting is enormous. Some of the locomotives were originally quite unusual – for example, in order to minimise watering stops, the 1905 (Kitson) Cardiff Railway locos had side-tanks that extended forward right to the front of the smokebox, with sloping tops to assist forward visibility by the crew – a very odd-looking design; and the Barry Railway had some American-built (Cooke 1899) examples. But later refitting with Swindon boilers tended to give the locos a much more standardised appearance, though subtle details remained visible and are carefully pointed out by the author in the photographic captions. Nearly all of these absorbed locos were designed for freight or mixed-traffic work, but several passenger 0-6-2T designs were built and are included.

Chapter 7 offers 60 pages dealing with the GWR 56xx and 66xx classes – 200 locomotives designed & built between 1924-1928 to deal with the specific motive power problems of the 1920's. These problems arose for two reasons- firstly, the GWR's own fleet of locomotives had suffered from low maintenance during the First World War, as Swindon works had been partly converted for munitions production. But secondly, the Welsh companies had (except for the Rhymney) skimped on maintenance prior to the 1922 mergers, so the GWR found the inherited locomotives to be often in very poor condition. There were no locos in the GWR fleet suitable for the Welsh valley lines which often had tight clearances, so once a limited repair/rebuild programme of absorbed Welsh engines had been completed in 1923-25, Collett's design was quickly put into production. Unfortunately, the demonstration of the first loco off the production-line proved an embarrassing disaster, as a design fault caused the loco to fail in front of the assembled dignitaries! This was hushed up and the problem was quickly rectified, and the 200 locos were completed: 150 at Swindon and 50 by Armstrong Whitworth. But then the Great Depression of the 1930's resulted in 600 Welsh coal mines closing due lack of demand, so many of the original engines were withdrawn, and were replaced by the new classes.

Chapter 8 covers the eleven ex-GWR 0-6-2T locos that have been preserved – two of these are ex-Taff Vale – TVR class O2 no.85 of 1899 is in fact on the Keighley & Worth Valley Railway. The other nine are in various stages of preservation, up to & including fully-restored operational condition, at heritage lines around the country. The Appendix gives the dimensions, drawings and statistics of all the types covered, with listings of every locomotive – dates built & withdrawn, reboilerings & mileages (where known), etc.

About the classes – The 0-6-2T type obviously played a vital role in the coal traffic of South Wales, and thus in the economy of the region. Perhaps great power was not vital, as the heavy coal trains were running downhill to the docks (they almost always ran chimney-first in that direction) but they were sturdy enough to return with all the empty wagons (bunker-first). Other GWR classes such as 2-8-0T (42xx, 52xx) and 2-8-2T (72xx) were only able to run on a more limited set of routes. The 0-6-2Ts were also used for local passenger services until BR and ex-GWR 2-6-2T locos took over in the mid-1950's – they were ideal for the many workmen's trains that the miners used, as well as for local services from the valleys down to Newport, Cardiff, etc. Although chiefly allocated to South Wales sheds, they were found in many parts of the GWR and the later Western Region of BR.

About the book – This is primarily a photographic work – the text amounts to less than a quarter of the content. As the author explains, his own railway career in South Wales post-dated the operations of the original Welsh locomotives, and he only experienced the 56xx and 66xx classes personally. And as the 0-6-2Ts were dedicated mainly to freight work, the author could not discover logs of thrilling runs such as we find in many of the author's other books in this series, nor offer many interesting anecdotes about their operation. Nevertheless, this book is a very comprehensive account of types that are rather under-represented in the railway literature, and as such is highly commended as helping to fill that gap. The photographs are excellent in quality, with many full-page enlargements - the older pictures are often extremely sharp, probably taken with field cameras, and the quality of production is excellent, as always with Pen-and-Sword titles, with glossy paper that reproduces them extremely well. The photos come from various sources – society archives mainly cover the older types, and enthusiast photographers such as the author's friend John Hodges have captured many of the workings of the last decade of operation by the Swindon locos - these also are of excellent quality and pictorial composition. The captions are very informative, with dates, locations and significant features being mentioned.

Your reviewer found very few shortcomings - the maps of the absorbed company lines lack scales, and perhaps more information about some of the hardly-known engineers could have been gleaned from census records and family-history research websites. A greater proportion of text, as opposed to photographs, might be appreciated (for example, about operational workings). Unfortunately, the separation of short amounts of text between long sections of photographs does break the reader's flow of thought and understanding to some extent, but there is no easy solution for this – at least, it keeps the information about each class close to the relevant photos. Anyway, as a pictorial and historical record of the several hundred locomotives in scope it is a book that will be much appreciated by enthusiasts of steam days in Wales, as well as by followers of the author's titles in the Pen-and-Sword "Locomotive Portfolios" series.

**Great Western 0-6-2 Tank Classes – Absorbed & Swindon-designed Classes, by David Maidment.** 284 pages, c.300 photos. Locomotive Portfolios series, Pen and Sword Transport 2020, ISBN 1526752050 price £30 [www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk)



# Meeting Reports

## Wednesday 10<sup>th</sup> February – Canada 1981, by Ian Button

Tonight a first for the Circle, due to the present Covid restrictions - a Zoom meeting arranged by our treasurer Bill Jagger. The subject - travels in Canada 40 years ago by our editor Ian Button. After a delay in starting, we are all on a sharp learning curve where Zoom is concerned. Ian explained his extensive travel across Canada with many interesting diversions. Names which has only appeared in my “Wonder Book Of Railways” such as the spiral tunnels in Kicking Horse Pass appeared on the screen thanks to colour slides transferred to digital format by Ian. From my personal point of view it was interesting to see former stock and power cars from what used to be part of the Trans-European-Express stock in Europe.

A fair number of members of the BRC logged in although not all seemed to appear on screen. To members who didn't log in, do try it I assure you if I can do it, well anyone can! You can use a desktop, laptop, tablet and as a last resort a smart mobile phone. Probably best to download the free Zoom app, I did mine through Google on my Apple Mac Book. Once you have done this tap in the Meeting ID and passcode which will be sent to you by Bill in the form of an E-mail. Alternatively, you may find that by just clicking on the Join Meeting link you may be able to bypass having to enter anything at all. Give it a try - apart from the interesting show, it's nice to catch up with other members whilst we cannot meet up in person.

Thanks to Bill Jagger and Ian Button for making it all possible.

Meeting report by Philip Lockwood

## Wednesday 24<sup>th</sup> March – Bradford Area 2021-1983, by Peter Holden

Another Zoom meeting, again ably hosted by Bill, featuring Peter's shots dating back to even before he joined the Circle. We travelled backwards in time, from last month to 1983; besides his digital shots, Peter had scanned his slides and even colour negatives – with excellent results in all cases. There were quite a few night shots and snowy views, as often with Peter's shows. We saw many changes around the city, in particular before and after the rebuilding of Forster Square Station, and at least two episodes of track remodelling at Interchange. Over the forty years, there has been quite an evolution of stock and liveries – it was very enjoyable to have it all brought back to us, with locations both familiar and unfamiliar. Thank you very much Peter – let's hope for another presentation soon from you.

Meeting report by Ian Button.

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I hope that this note finds you in good health.

It would be great to inform you that we have real vision of a return to our meetings at Sedbergh, but sadly at the moment there appears to be little light at the end of the tunnel. I would imagine that we will be lucky if we are allowed to resume by June, but probably that is over optimistic.

We will of course let you all know by email and on our website as soon as Sedbergh give us the green light to return.

We have held a couple of Zoom meetings recently. It was great to see and hear each other again. I think we have now mastered the process! Hopefully, we can arrange a few more, but this of course needs you, the members to put yourself forward to do a quick presentation of around 40 minutes. Please contact myself or Bill Jagger if you feel you can help out.

Hopefully you are all jabbed up and ready to regain some form of life outside the house when our wonderful leader decrees this.

Personally, I have been lucky enough to make several train journeys recently. I write this from Seat 29 Coach G on the 06:34 Leeds to St. Pancras!

A few colleagues and I have been saying goodbye to our splendid HSTs. EMR are to run the last HST from Leeds on 15th May by the way. Not only are they casting aside a fantastic British built train (to be replaced by very sub-standard trains), but they are also casting aside their involvement at Neville Hill. We are allegedly to transfer to Northern in July. No mention of redundancies as yet, but I can always hope!

I will finish by wishing you all the best and hoping that you can all stay fit and well.

Cheers

Peter

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## Circle Diary 2021

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

**All meetings at Sedbergh are off until further notice, but we have started a series of virtual meetings via Zoom. Announcements are by email and on the website.**

7<sup>th</sup> April On The Narrow Gauge

Philip Lockwood

21<sup>st</sup> April A Yorkshire Railway Quiz (illustrated answers)

Bill Jagger

Further meetings to be announced (subject to arranging speakers)

C - Copy date for *The Circular* – two meetings prior to ...

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

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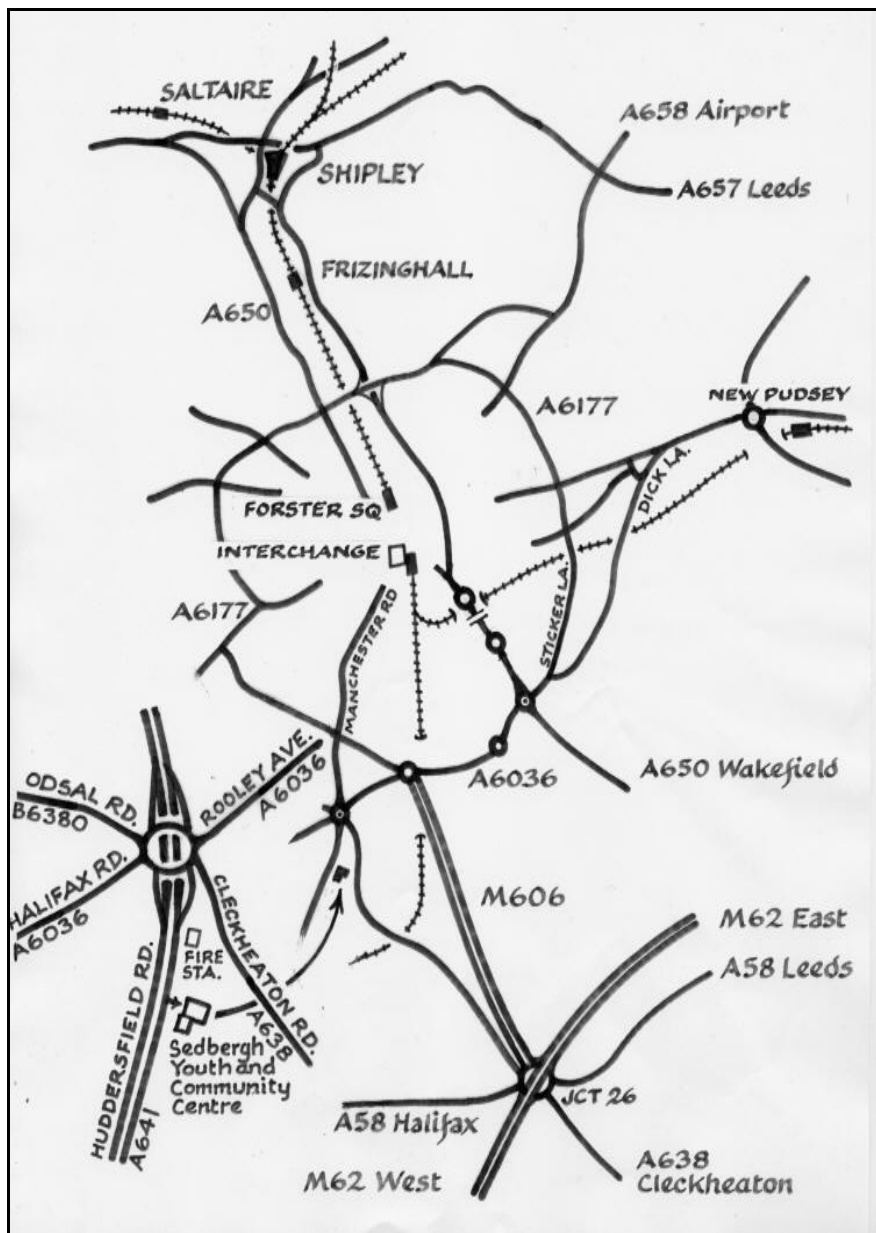
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Map by courtesy of John Holroyd

Bradford Railway Circle meets at 7.30pm on alternate Wednesdays.  
For more information, see website [www.bradfordrailwaycircle.co.uk](http://www.bradfordrailwaycircle.co.uk)