

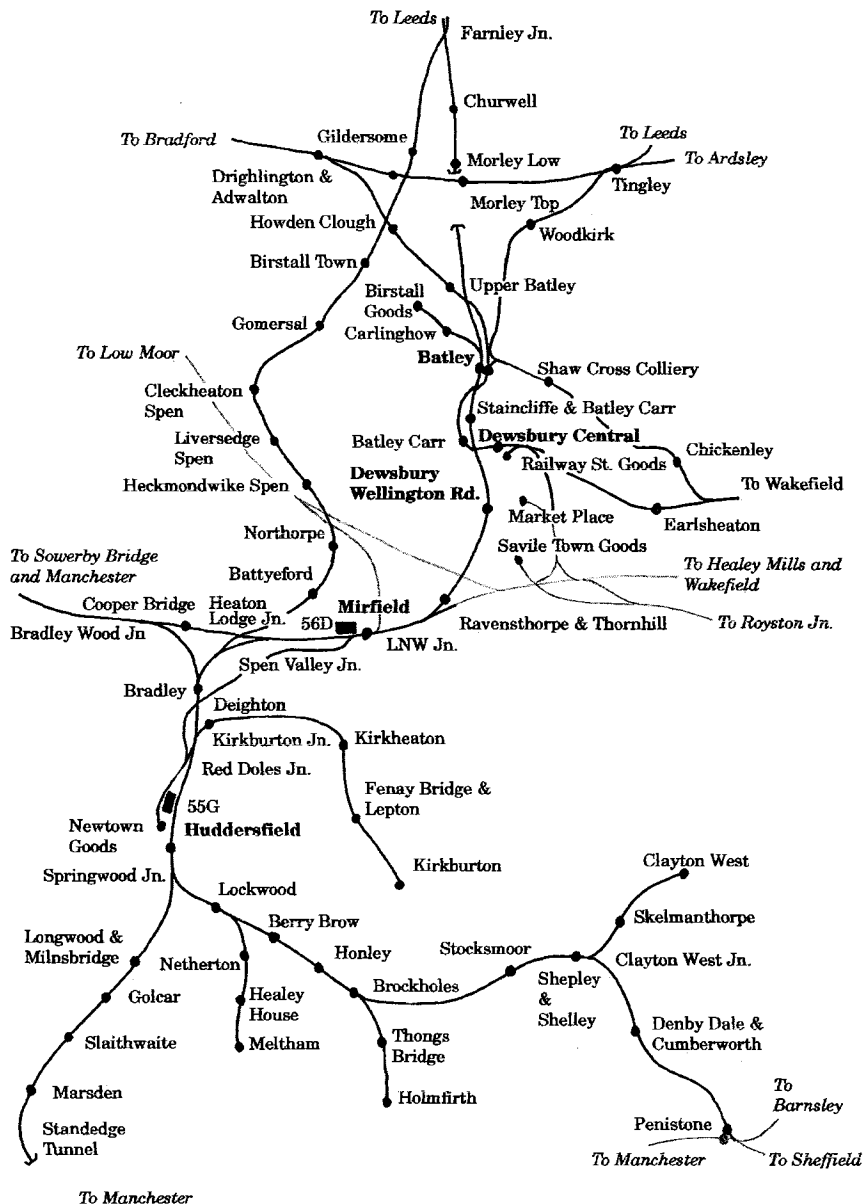
**Railway Memories No.13**

# **HUDDERSFIELD DEWSBURY & BATLEY**



**ROBERT ANDERSON**

## RAILWAYS AROUND HUDDERSFIELD, DEWSBURY & BATLEY



**FRONT COVER:** The station clock keeps time as B1 4-6-0 No. 61115 makes a smoky entrance to Huddersfield's platform 1 with the 12 noon Bradford Exchange to Belle Vue excursion on 5th August, 1964. The scene oozes 1960s atmosphere- the Websters beer hoarding, the Irish night ferry advert and a platform packed with parcels and mailbags rather than passengers.

**BACK COVER TOP:** One of the most prolific locomotives on the trans-Pennine route, Jubilee 4-6-0 No. 45581 *Bihar and Orissa* sways over the points and charges towards the blackness of Springwood Tunnel with the 1X38 Sunderland to Manchester football special at 11.28am on 29th February, 1964.

**BACK COVER BOTTOM:** Stanier Class 4 2-6-4T No. 42649 and B1 4-6-0 No. 61353 climb up through Batley Carr, on the former Great Northern line between Dewsbury and Batley, with the 2pm Cleethorpes to Bradford Exchange at 4.50pm on 8th August, 1964. The signal up on the far left marks the former LNWR Huddersfield-Leeds line.

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***Robert Anderson***

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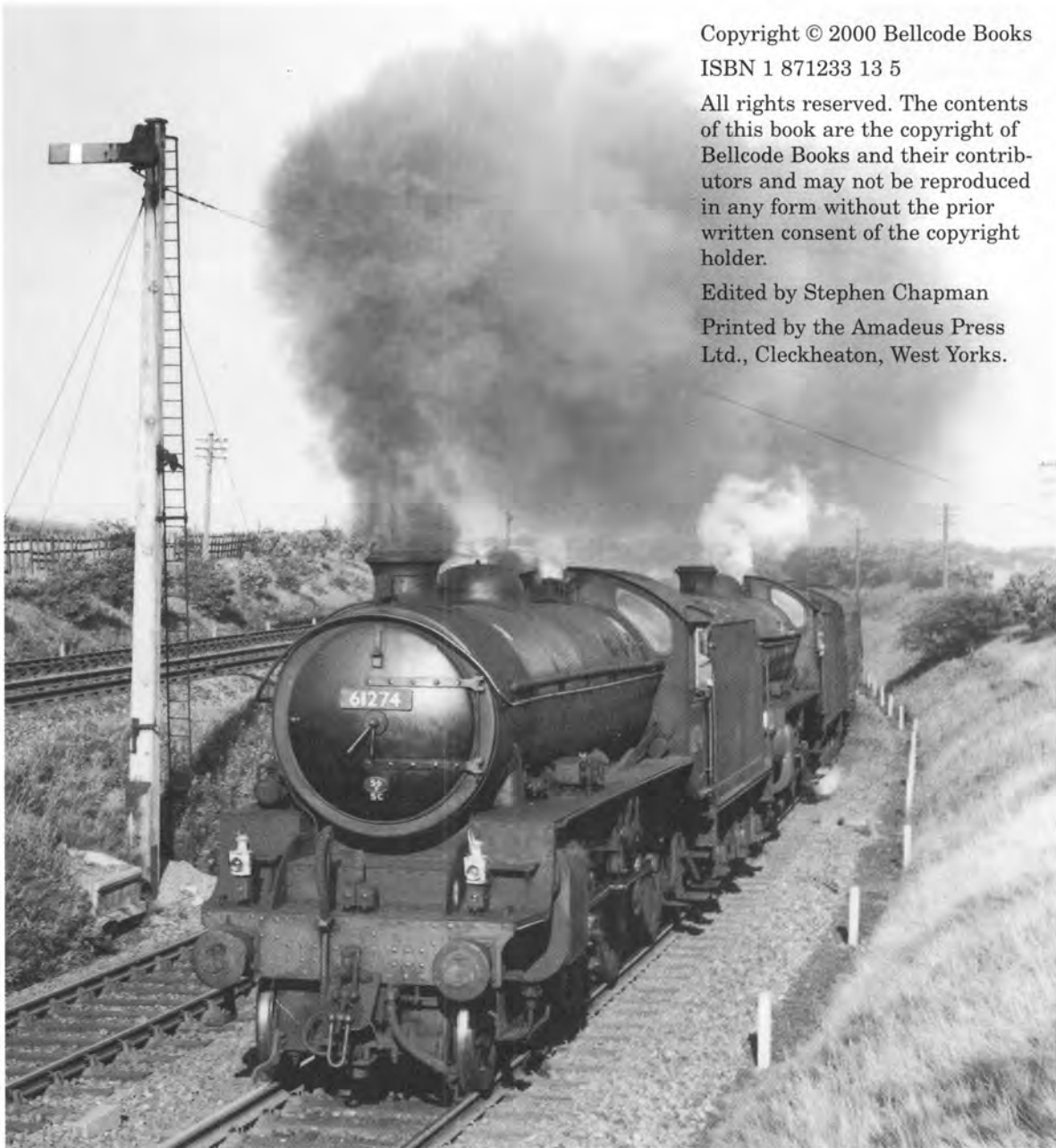
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**Above:** The Great Northern lines from Ardsley and Batley to Bradford met at Adwalton Junction, Drighlington. On the line from Batley, B1 4-6-0s Nos. 61274 and 61385 tackle the stiff gradient up to the junction with the 1.57pm Skegness to Bradford Exchange on 18th August, 1962. (*John Beaumont*)

**Frontispiece:** Double heading was the routine for heavy expresses on the 1 in 105 climb from Huddersfield up to Standedge Tunnel. Black Five 4-6-0 No. 45211 and Jubilee 4-6-0 No. 45563 *Australia* forge through Slaithwaite with the 8.55am Newcastle-Liverpool on 5th March, 1960.

**Our thanks** are due to the following for their valued assistance in the production of this book: Ron Hollier, David Holmes, Gavin Morrison, Derek Rayner, Peter Robinson, Tony Ross, Malcolm Roughley, the staff of the Leeds and Huddersfield reference libraries, Peter Sunderland, The Tolson Museum (Huddersfield) and all those who contributed additional photographs.



## INTRODUCTION

Nowadays a ride on a TransPennine Express from Leeds is usually a rather uneventful affair. The 90mph air-conditioned Class 158 diesel set glides through Morley Tunnel, Batley and possibly Dewsbury as if they don't exist. It may pause only at Huddersfield before easily tracing its way up to Standedge Tunnel, through which it will pass with minimal fuss out of Yorkshire and into Greater Manchester.

**Railway Memories No.13** - published in the year that Huddersfield station and its line to Penistone celebrate their 150th anniversaries - recalls the time when things were very different. The train, probably steam with 12 coaches on, faced an uphill slog above the rooftops and mill chimneys as it clung to the north side of the Colne Valley on the grind to Standedge. Between Leeds and Huddersfield it may have taken on the tortuous "New Line" over the hills and down into the Spen Valley.

Between Batley and Dewsbury the Great Northern line from Bradford to Wakefield entwined itself like a vine around the TransPennine route, for that was when these towns enjoyed direct trains to King's Cross, and Batley was an important junction with six platforms. Dewsbury once boasted two passenger stations and four freight depots.

Important locomotive depots were situated at Farnley Junction, Mirfield and Huddersfield Hillhouse. Engines fussed about the sorting yards there while Huddersfield was at the heart of a branch line network serving chemicals, coal and manufacturing.

**This was Huddersfield's own engine though it rarely, if ever, visited the town in its normal working life. "Football" class B17 4-6-0 No. 61653 Huddersfield Town, seen at Cambridge in 1958, was delivered new to the LNER early in 1936 for express work on the Great Central main line. It was scrapped at Doncaster in 1960. Football specials were regular traffic through Huddersfield.**

*(G. W. Sharpe collection)*



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The Pennine hills and the impressive structures built to carry the railways through them made what is today's West Yorkshire district of Kirklees an area rich in railway interest, an area where spectacular scenery combined with grim millstone grit townscapes and bustling railway installations.

Among those with the foresight to make a lasting photographic record of all this was Robert Anderson, a railwayman for 36 years who worked at Huddersfield in the early 1960s.

Although a well known railway photographer, very little of his private work has ever been published and Bellode Books is privileged to produce this, the first book to display Robert Anderson's photographs in any substantial quantity. The majority of those not credited were taken by him.

Railway geography means some overlap with *Railway Memories No.11* so Mirfield and parts of Dewsbury, being on the Calder Valley line, are covered in more detail by that book.

Finally, British Railways used the 24 hour clock in its working timetables from 7th September, 1964 so in *Railway Memories* we now use am and pm to this date and 24hr clock from then on.

# SETTING THE SCENE

By 1840 there had been a railway between Manchester and Liverpool for almost 10 years, and between Leeds and Selby for six but the rapidly expanding district of what is nowadays Kirklees still had no railway. With a 43-mile gap between Leeds and Manchester, the Trans-Pennine main line had yet to be born.

In that year, however, the Manchester and Leeds Railway - the Lancashire and Yorkshire Railway from 1847 - opened its Calder Valley line from Hebden Bridge to Normanton, where it joined the North Midland Railway for the rest of the way to Leeds. The whole route was completed in 1841 and the first trans-Pennine railway was in business. It included a station at Mirfield but missed Huddersfield and Dewsbury, the district's two most important towns. They had to make do with horse buses to stations at Cooper Bridge (for Huddersfield) and Thornhill (for Dewsbury.) Another seven years passed before Huddersfield got its first short bit of railway.

That was in August, 1847 when the first three and a half miles of the Huddersfield and Manchester Railway, which had just been absorbed by the mighty London and North Western Railway, opened for passenger traffic from Huddersfield to an east-facing junction with

the Lancashire & Yorkshire at Heaton Lodge, about a mile west of Mirfield. Including the 663yd Huddersfield Viaduct, it gave the town direct rail access to Wakefield, Leeds, York and, indirectly, Manchester.

A year later, Huddersfield had a direct line to Leeds while Dewsbury, Batley and Morley joined the railway age with completion of the 10.5-mile Leeds, Dewsbury and Manchester line from Leeds to a west facing connection with the L&Y east of Mirfield at Dewsbury Junction (to become Thornhill LNW Jn. ) The LD&M was given running powers over the L&Y to Heaton Lodge. Like the Huddersfield & Manchester, it was already part of the LNWR when it carried its first passenger train in September, 1848.

The LD&M required several major structures to take it through the rolling hills south of Leeds. The biggest was the 1 mile 1,609yd Morley Tunnel while viaducts were needed at Churwell, Batley and Dewsbury, and major bridges over the River Calder and the Calder & Hebble Canal at Ravensthorpe. A 1 in 104-204 gradient was necessary for the six-mile climb out of Leeds to the line summit half-way through Morley Tunnel, followed by a 1 in 138/119 descent to Dewsbury.

**Huddersfield's first station was four miles away at Cooper Bridge on the Lancashire & Yorkshire Railway's Calder Valley line, the first railway across the Pennines. In a true L&Y scene, the last Hughes 4-6-0 No. 50455 passes the closed station while on its final run, from Blackpool to York, on 1st July, 1951. Cooper Bridge closed to passengers on 20th February, 1950. (B.G.Tweed / N.E. Stead colln.)**





The first Standedge Tunnel was cut for the Huddersfield Narrow Canal and opened in 1811. Some of the tunnel was brick lined but parts were unlined and looked more like a cave, as seen in this eerie view from a boat trip on 11th April, 1959.

After a century of decline, the canal closed to navigation in 1944.

Eleven months after the LD&M opened, the Trans-Pennine route was finally in business when the LNWR completed the Huddersfield and Manchester Railway from Huddersfield to Stalybridge, Cheshire, where it met existing lines to Manchester and Guide Bridge.

Following the north side of the Colne Valley, this 18-mile line demanded four tunnels on the exit from Huddersfield, substantial viaducts at Milnsbridge and Slaithwaite, and a steady 1 in 105 climb for 7.5 miles to the most formidable obstacle of all, a three-mile tunnel through the 1,300ft Pennine watershed at Standedge.

At least the railway engineers had a head start - forty years before them, navvies had cut a tunnel through to Diggle for the Huddersfield Canal. Having already sold out to the H&M after losing much of its business to the M&L, the canal could be used for access, supplying materials and removing spoil during the railway tunnel's construction. The contractor was Thomas Nicholson and his tunnel was the longest in Britain until the Severn Tunnel opened in 1886.

Within 20 years of the line's opening, traffic had grown so much that the 3 mile 66yd single line tunnel became a severe bottleneck and a second single line tunnel was bored alongside it, opening in 1871. It was called the Nelson Tunnel after contractor Thomas Nelson who built it. By 1878 water troughs had been installed inside both tunnels - the only suitable stretches of level track on the route.

Arguably the most spectacularly engineered line in the district was added in 1850 with completion of the 13-mile Huddersfield & Sheffield Junction Railway. Built by the L&Y, it connected Huddersfield to the Manchester, Sheffield & Lincolnshire Railway at Penistone.

It demanded 57 bridges plus some of Britain's highest viaducts at Paddock, Lockwood, Denby Dale and Penistone, and six tunnels were needed, the longest being the 1,634yd Thurstonland Tunnel between Brockholes and Stockmoor. The line climbed all the way from Huddersfield to Penistone and trains faced a 1 in 100 slog from Lockwood up to Stockmoor.

The opening on 1st July, 1850 included the 1.75-mile Holmfirth branch which had to close again in 1865 for two years after the collapse of a viaduct, one of a number of such incidents which beset railway structures in this area.

The year 1850 also saw the completion of Huddersfield station, built jointly by the H&M and L&Y. Designed by York architect J.P. Pritchett, it boasted a 416ft long facade and eight 68ft high Corinthian columns supporting an entrance portico. At each end were matching booking offices for each company, the L&Y office at the west end(now occupied by the Head of Steam pub) and the Huddersfield & Manchester office at the east end(now occupied by the Station Tavern). It was - and still is - widely acclaimed as one of Britain's most splendid station buildings but its one-platform layout soon became so congested that it was condemned by the Board of Trade and by 1886 the island platform and overall roof had been added.

Also in 1850 a direct link with Halifax was created when the LNWR completed the 1 mile 366yd spur from Bradley, just south of Heaton Lodge, to Bradley Wood, on the Calder Valley near Brighouse. Passenger trains started running in 1852, the same year the company opened its short Batley-Birstall branch.

A new player was now entering the scene - the Great Northern Railway. Determined to grab a



share of the North's growing industrial wealth, it was spreading its empire from London King's Cross to all parts of the West Riding.

In 1856 it opened its Leeds, Bradford & Halifax Junction line from Ardsley, between Wakefield and Leeds, to Laisterdyke, near Bradford. This provided a direct link between Bradford and London without going through Leeds, crossing over the LNW at Morley with its own station directly above the tunnel.

More difficult economic conditions then prevailed and railway building slowed down but the GNR pressed on and in 1864 completed another through route from Wakefield to Bradford, via Ossett, Chickenley Heath and Batley to join the Ardsley-Laisterdyke line at Adwalton. Ten years later it added a branch to Dewsbury which by 1880 it had converted into a new Wakefield-Bradford route by adding the Dewsbury-Batley section. This twice passed under the LNWR to approach its own Batley station on its own parallel viaduct. It too would carry through carriages between Bradford and King's Cross while the single track through Chickenley was relegated to a branch line carrying only local traffic. By 1887 the GN had crossed the River Calder on a substantial stone arch and lattice bow girder bridge connecting its Dewsbury station to the

L&Y's Dewsbury Market Place branch at Headfield Junction, giving it access to the Calder Valley line. In 1890 it opened the line from Batley to Tingley where it formed a crossroads with the Ardsley-Laisterdyke line before dropping down to join the Wakefield-Leeds line.

By 1879, the L&Y had opened two 3.5-mile branches off the Penistone line: to Meltham and down a 1 in 70 gradient through Emley Moor to Clayton West. The Meltham branch was opened in 1869 after being delayed by severe landslips and the collapse of the 333yd Netherton Tunnel.

The LNWR, meanwhile, had opened its 4.5-mile branch up a 1 in 66 to Kirkburton for passengers by 1867 - delayed by the partial collapse of a viaduct - and between 1883 and 1894 quadrupled the entire Standedge line to cope with burgeoning traffic - a task requiring the reconstruction of stations and goods yards standing in the path of the extra running lines.

As the 19th century drew to a close, Kirklees had a comprehensive rail system but further significant developments followed when two companies strove to create faster and more direct routes.

For 50 years the LNWR had been dependent on the L&Y between Heaton Lodge and Dewsbury Junction - not a satisfactory situation as both

**Between Lockwood and the first station at Netherton, the Meltham branch climbed at 1 in 60 through picturesque Beaumont Park. At 14.50 on 2nd April, 1965, Huddersfield WD 2-8-0 No. 90325 heads through the wooded cutting by the park with the very last trip working to Meltham..**



companies ran competing trans-Pennine expresses over this section which the L&Y controlled. It had also become a very congested area with frequent delays caused by conflicting traffic movements. As a result, the LNWR decided to build a new line direct to Leeds via the Spen Valley and over the hills to join the LD&M at Farnley, two miles south of Leeds. Leaving the Huddersfield line just south of Heaton Lodge, it passed under the L&Y before heading across the River Calder on a huge girder bridge and through Battysford and Northorpe before turning sharp left towards the Spen towns of Heckmondwike, Liversedge and Cleckheaton. From there it continued to twist and turn its way up inclines as steep as 1 in 85 - even 1 in 77 from Cleckheaton to Gomersal - to its summit at Birstall Upper before dropping sharply at 1 in 70 to the flying junction at Farnley.

The 13.25-mile "New" or Spen Valley line was a major undertaking. Apart from the bridge at Battysford and the 193yd Mirfield Viaduct, several other major structures were necessary, not least around Heckmondwike. Here a viaduct had to be built to take it over the River Spen, and the town traversed by deep stone-lined cuttings crossed by nine overbridges carrying the streets and two 50yd tunnels. By this time the area was very built up and houses had to be demolished to make way for the line. On the 1 in 77 south of Gomersal it had to climb through an 819yd tunnel, while a 1 mile 571yd tunnel had to be cut through the hills dividing the Aire and Spen valleys at Gildersome. Cleckheaton station was on such a steep slope that an embankment had to be built for it and a viaduct provided to carry the access road across a ravine.

The line was fully opened on 1st October, 1900 and while useful in keeping trains not calling at Dewsbury clear of the Mirfield area, it was a very taxing road for engines and men. So tough was it that with the coming of diesels British Railways decreed that steam passenger trains must only use the easier line via Batley.

Among abortive railway schemes put forward was a branch of the Hull & Barnsley Railway to Huddersfield and Halifax. It even won Parliamentary powers in 1882 with the backing of its only friend, the Midland Railway which, with running powers, saw the line as a way of extending its network. But the hard-up H&B could not afford to build it. The scheme was

transferred to a new company, the Hull & North Western Junction Railway but dropped in 1894.

The Midland decided to build its own main line to take its trains from Sheffield to Bradford without getting embroiled in the congestion around Leeds. This included a branch to Huddersfield where the company would build a grand passenger terminus and hotel at Newtown. Alas, the L&Y gave the Midland running powers over its lines to Bradford and the scheme was not completed. It got as far as Dewsbury where, after crossing over the Calder Valley line, it dropped down a 1 in 40 gradient through a 188yd tunnel to terminate at Savile Town goods station which opened in 1906. The Midland still built the Huddersfield line which left the L&Y at Mirfield and climbed up an embankment to cross a 15-arch viaduct before passing over the Heaton Lodge-Huddersfield line near Bradley to reach its Newtown terminus. Although built for double track, only single track was laid; the passenger terminus and hotel were not built and the 5-mile line spent its entire life being used only for local goods. It opened on 1st November, 1910 when the railway system of Kirklees was at its peak.

### **Passenger services**

Since the 1890s, expresses linking Newcastle, Hull and Leeds with Manchester and Liverpool have formed the district's principal passenger service - but there have been other prolific services too.

In the late 19th and early 20th centuries Huddersfield enjoyed through trains or through coaches to four London stations. The LNWR ran a daily Euston-Huddersfield through train via Stockport which continued well into the 1930s - in 1936 the 10.30am Euston-Halifax reached Huddersfield at 2.44pm. The Great Central Railway(Manchester, Sheffield & Lincolnshire until 1900) ran through trains or coaches several times a day between Bradford and Marylebone via Huddersfield, operated between Bradford and Penistone or Sheffield by the L&Y. The prestige through trains on weekdays in 1910 were the 10am Bradford-Marylebone which included through carriages to Bournemouth, the 5pm Bradford-Marylebone, and the 10am and 6.20pm Marylebone-Bradford. The Midland ran through coaches to St. Pancras which connected



Dewsbury Savile Town goods yard was as far as the Midland Railway got with its direct main line to Bradford.

It was the last of Dewsbury's four goods stations to open and the first to go, closing on 18th December, 1950 after which it was taken over by British Road Services. Even after nearly half a century on 22nd May, 1998, the goods shed survived as part of the business premises which were by then occupying the yard. (S. J. Chapman)

with Bradford trains, also worked by the L&Y, between Thornhill and Huddersfield. This service ran until 1946. Through coaches for King's Cross were operated for the GN by the L&Y between Huddersfield and Wakefield where they joined the main train. The GN's King's Cross-Bradford through coaches served Dewsbury, Batley and Morley.

Local passengers had an amazing variety of services to choose from and for the first decade of the 20th century stopping trains reached every line in the district.

They included three Huddersfield-Bradford routes - via Mirfield, Halifax, or direct through Bailiff Bridge. Together, they carried 26 Huddersfield-Bradford and 29 Bradford-Huddersfield trains in 1910, express and local. Through trains ran to and from Penistone, Meltham, Holmfirth and Clayton West.

The GN and L&Y ran joint circular services between Leeds Central, Low Moor, Thornhill, the Headfield spur, Dewsbury, Tingley and Leeds, and between Leeds Central, Ardsley, Ossett, Dewsbury, Tingley and Leeds. They also ran Leeds Central-Barnsley trains via Tingley, Dewsbury and the Headfield spur, and the odd Leeds-Bradford train via Tingley. Advertised connections at Tingley greatly increased the journey options available to passengers.

Connecting the northern industrial conurbations with both the east and west coasts, the trans-Pennine route was well placed to carry the summer Saturday trains which helped generations of working class families escape their drab

surroundings for a precious week or two's fresh air and, hopefully, sunshine at the seaside. Leeds-Llandudno, Manchester-Scarborough and Butlins Filey Holiday Camp trains were a regular feature, especially after World War Two.

The route also linked the great footballing centres of the North East, Leeds, Huddersfield, Manchester and Liverpool, and football season Saturdays saw mass migrations of fans in both directions following their teams, by special trains and normal services.

In summer 1950 the weekday Trans-Pennine expresses consisted of the 9am, 2pm and 4pm Hull-Liverpool, plus an 8.30am Hull-Manchester Exchange on Saturdays, the 11am and 3.45pm Liverpool-Hull, the 8.45am, 9.55am and 4.15pm Newcastle-Liverpool, and the 9am, 2.15 and 5pm Liverpool-Newcastle with extras on busy days.

Huddersfield was enjoying a resurgent Great Central express service with the Bradford-Marylebone South Yorkshireman, introduced by British Railways in 1948. So popular was it that a relief was often run. The Huddersfield-Euston link was maintained via advertised connections at Stockport.

The two circulars on the GN lines and the Leeds Central-Barnsley trains were long gone by then, and there were only two routes between Huddersfield and Bradford following closure of the direct line, while Tingley would not be an interchange much longer. The Ardsley-Bradford line carried six King's Cross-Bradford express portions(nine on Fridays) including the White Rose and the West Riding, and five towards



towards King's Cross (six on Fridays) including the West Riding, plus five stopping trains between Wakefield and Drighlington, where passengers connected with Wakefield-Dewsbury-Bradford trains. Just two local trains ran all the way between Wakefield and Bradford. Three summer Saturday trains ran - from Bradford to Bridlington, Yarmouth and Scarborough - and one each from Bridlington and Scarborough.

The Tingley-Batley line carried just four Leeds-Dewsbury-Wakefield trains a day with five in the opposite direction and there was the 4.15pm summer Saturday Leeds to Bradford via Tingley. The Adwalton-Dewsbury-Wakefield line boasted a good service of 13 local trains from Wakefield to Bradford and 12 the other way, plus an early morning train from Wakefield to Drighlington. Some ran to and from Wakefield Kirkgate. Three Bradford to King's Cross portions travelled this way, including the Up White Rose (4.52pm from Bradford) but none at all in the other direction. Summer Saturday services ran from Bradford to Yarmouth, Skegness and Cleethorpes but there were three through trains from Yarmouth in the other direction as well as a train each from Skegness and Cleethorpes. Two Friday night holiday trains were the 11pm Bradford to Yarmouth through train and the 11.26pm Bradford to King's Cross through carriages.

The 1950s saw not only diesel multiple units

take over most local services but also much rationalisation even though the savagery of Beeching was yet to come. The Leeds-Tingley-Batley line lost its passenger trains on 29th October, 1951, ending Tingley's role as an interchange, while the stopping service over the New Line was axed in 1953.

By summer 1957 the Bradford-King's Cross through coaches and summer Saturday trains were the only passenger trains using the Laisterdyke-Ardsley line. Morley Top had just three trains a day on Mondays to Fridays - the 7.30am Bradford-King's Cross "West Riding," the 9am Halifax to King's Cross and the 1.18pm from King's Cross. Seaside trains and the London-bound White Rose doubled the station's service on Saturdays. The Wakefield-Dewsbury-Bradford service was better than ever, with 17 Monday-Friday stopping trains each way, starting with the 6.10am from Bradford and ending with the 11.8pm from Wakefield. There were still three Bradford-King's Cross portions, an extra on Fridays, and Friday night through carriages to Yarmouth and King's Cross.

The Trans-Pennine route in summer 1957 saw around 40 passenger trains each way on weekdays, though not all by any means over its full length. They included three Newcastle-Liverpool expresses each way supplemented by one from Sunderland to Liverpool on Fridays, one from

**The South Yorkshireman was so popular that it was often necessary to run a relief train. This was the London-bound relief racing along the Penistone line through Stockmoor station in July, 1959 with B1 4-6-0 No. 61124 in charge. Despite its popularity, the train was withdrawn just six months later, ending West Yorkshire's Marylebone link for good.**





**With class 7 power, rebuilt Patriot 4-6-0 No. 45512 *Bunsen* of Carlisle Upperby confidently takes the 10am Sunderland-Manchester Exchange single handed through Slaithwaite and up to Standedge at 1.27pm on 5th August, 1961. This engine became one of the last three survivors of its class .**

Sunderland to Manchester Exchange on Mondays and Fridays, and one from Manchester Exchange to Newcastle on Mondays and Fridays, three Hull to Liverpool expresses and two from Liverpool to Hull.

Nine trains ran each weekday from Bradford to Huddersfield via Mirfield(12 on Saturdays) in summer, 1957 and eight from Huddersfield to Bradford(nine on Saturdays), some still forming through trains to and from Penistone; 15 ran from Bradford and Halifax to Huddersfield and 13 in the opposite direction, including more through trains to and from Penistone as well as Holmfirth, Clayton West and Stockport. The Penistone line had an impressive service of around a dozen weekday trains each way(not counting the Holmfirth and Clayton West trains) but all turned back at Penistone. Five Huddersfield-Clayton West trains ran each way plus extras on Saturdays and four Holmfirth trains. Three ran each way daily between Huddersfield and Wakefield Westgate, providing connections for King's Cross. Stockport connections were still advertised for Euston.

Memorable 1950s trains included the South Yorkshireman, still running via Penistone and the Great Central main line, the 3.55pm Halifax-

Stockport with its Palethorpes sausage van, the night-time York-Swansea/Liverpool mail, the Fridays Only 5.37pm Manchester Exchange-Newcastle which, ten years later when running only as far as York, was the last booked steam passenger train over Standedge, and the summer Saturday Poole-Bradford, a well remembered job for the last Jubilees in the mid-1960s. Another favourite was the eight-coach 7pm Liverpool-Leeds whose Jubilee regularly bettered its 29-minute Huddersfield-Leeds schedule by up to five minutes.

Services underwent a radical transformation on 2nd January, 1961 when the Trans-Pennine Inter-City diesel multiple units began their 20-year association with the route. From that date they took over all the Hull-Liverpool trains which were increased to five a day with extras between Leeds and Liverpool. At the same time, English Electric Type 4(class 40) diesels replaced steam on the Newcastle-Liverpools. An hourly Leeds-Huddersfield stopping service of ordinary DMUs was also introduced, making a half-hourly service between the two for most of the day, and a two-hourly Huddersfield-Manchester local service with extra peak trains.

The six-car Trans-Pennines, built at Swindon

proved an instant hit - in their first week they increased the number of passengers travelling from Huddersfield by 30 per cent and from Leeds by 45 per cent. They brought a standard of comfort not seen so far with diesel units, including double glazing in first class and a buffet car famed for the Griddle which served hot snacks like bangers and mash and the Angus - Aberdeen Angus beef in a toasted bread roll.

Having four powered cars, each equipped with a 230hp Leyland Albion engine totalling 1,840bhp and making a power/weight ratio of 8bhp per ton, they were well equipped for the route's gradients and could do the 7.5 miles from a standing start at Huddersfield up the 1 in 96/105 to Standedge Tunnel in 9.5 minutes, an average speed of about 45mph, compared with 15 minutes and an average speed of 35mph for steam. Overall journey times were slashed by 45 minutes and the Manchester-Leeds time from between 77 and 87 minutes to between 68 and 75 minutes. The fastest train was the 12pm Liverpool-Hull which covered the 125 miles in 168 minutes. The Newcastle-Liverpools were equally impressive, with overall journey times reduced by an average of 83 minutes.

Officially, with the exception of two Sunday trains, the 10.30am Leeds-Manchester Exchange and the 5pm Manchester Exchange-Newcastle,

this was the end of steam on Trans-Pennine expresses. But the new diesels broke down with tedious regularity and the Newcastle-Liverpool trains often reverted to steam. Ailing Trans-Pennine driving vehicles were often replaced by ordinary Metro-Cammell cars with incompatible corridor connections. Even so, the Trans-Pennines came to be among the most reliable DMUs on BR. From 1962 new Sulzer "Peak" Type 4(class 46) locos were on the Newcastle-Liverpools but the failures continued and it was steam to the rescue as usual.

The 1960s were a decade of great change with steam disappearing and the Beeching axe cutting great holes in the rail network.

By 1960 most local services were in the hands of DMUs and older engines like the L&Y 2-4-2Ts had gone for scrap. On the GN lines the old N1 0-6-2Ts had given up the Bradford through coaches to B1s or alien ex-LMS 2-6-4Ts.

The South Yorkshireman was withdrawn on 4th January, 1960, ending Huddersfield's link with Marylebone. Replacing it were additional through carriages connecting at Wakefield with the 7.42am Leeds to King's Cross and the 1.18pm return. Later in the 1960s and into the 1970s, Huddersfield's direct London service was maintained by the morning Halifax-King's Cross and evening return to Bradford.

**The Trans-Pennine DMUs transformed Hull-Liverpool services and were very popular with passengers but they suffered frequent breakdowns. On 12th April, 1965, the 08.45 Leeds-Liverpool had to detach a motor brake second vehicle with a burst fuel pipe onto the Down through line in Huddersfield station. Fairburn class 4 2-6-4T No. 42116 seems to be gloating while running round its train, the 09.12 Halifax-King's Cross which it will take to Wakefield.**







**By 1960, most local services were in the hands of DMUs. Here, a 3-car Metro-Cammell set crosses over the Leeds-Huddersfield New Line at Howden Clough with a Wakefield-Bradford service in July, 1962. When DMUs were introduced on this route in March, 1958, some trains were extended to Pontefract, one even going through to Hull and back via Goole.**

So many services were lost, including all those on the GN lines, that only the core route between Leeds, Huddersfield, Manchester and Liverpool survived along with the Huddersfield-Wakefield, Penistone, and Clayton West services. In 1969, Manchester Exchange closed and Trans-Pennine trains were switched to Victoria.

From 5th January, 1970 two Huddersfield services were considerably improved but only as a result of an ill wind blowing elsewhere. The Wakefield service was increased to provide that city with connections into Trans-Pennine trains following withdrawal of its Manchester service over the L&Y, while Penistone trains started running to and from Sheffield Midland because the Manchester-Sheffield service, which they connected with at Penistone, had been axed.

The post-Beeching era was a dismal time. The damage done to the rail network, the reduction in services and journey opportunities coupled with growing car ownership saw people turn increasingly to the roads. On the Trans-Pennine route, the new M62 motorway was proving quicker and cheaper. Following its opening throughout in 1976 only about 50 passenger journeys a day were being made by train between Hull and Liverpool. The Trans-Pennine DMUs, some having clocked up nearly three million miles, were the worse for wear. By 1975 the

buffet cars had been withdrawn because of their condition and the trains reduced to five cars with no refreshment facilities.

It was time for another rethink and on 14th May, 1979 British Rail launched a totally recast service. The Newcastle-Liverpool service was enhanced with, initially, air-conditioned coaches and class 47 locomotives displaced from the East Coast main line by new High Speed Trains. The time-honoured Hull-Liverpool service was replaced by York-Liverpool loco-hauled trains using Mk2 coaches hauled by class 45, 46 or 47 locos, though the class 40s still put in appearances up to 1983. The Trans-Pennine DMUs, supplemented by class 123 Inter-City sets transferred from the Western Region, ran a Hull-Leeds shuttle and a handful of trains which still ran between Hull or York and Manchester.

A memorable chapter for enthusiasts began in June, 1979 when the magnificent 3,300hp Deltic diesels, also displaced from prime East Coast duties, began to make regular appearances on York-Liverpool trains, and even the Shrewsbury mail which they worked between York and Stockport. On Sundays towards the end of 1981, BR even diagrammed a Deltic to work a York-Liverpool service which it marketed to enthusiasts. Incredibly, 19 years after their withdrawal from main line service, a Deltic can be heard

droning across the Pennines again, at the head of the Northern Belle luxury Pullman train on its cruise trips from Manchester Victoria.

Trans-Pennine business began to recover. The service was speeded up and developed with trains running through to North Wales and Scarborough from 1982. In the mid-1980s the route even carried an Anglo-Scottish InterCity train - the Sunday 09.35 Liverpool to Glasgow.

During the 1980s the M62, like roads in general, was becoming severely congested, presenting BR with a new opportunity to lure passengers back from the motorway. It cut some Leeds-Manchester fares by more than half and began yet another radical overhaul of services.

On 16th March, 1987 the 07.03 Liverpool-Scarborough and 09.53 Scarborough-Liverpool, both calling at Dewsbury and Huddersfield, were worked by new 75mph Sprinters instead of loco-hauled stock. By 1990 the 90mph class 158 units which operate the service in 2000 were introduced and had taken over all services, including the Newcastle-Liverpools, by January, 1991, ending loco-haulage on the route.

By the start of the 1980s, all that remained of the once extensive and bustling stopping train network was a Leeds-Marsden service with only a handful of Leeds-Manchester trains, plus the Wakefield-Huddersfield and Huddersfield-Sheffield/Clayton West services which were all teetering on the edge of closure.

Summer Saturday and excursion trains, apart from the occasional private charter, disappeared during the latter half of the 1980s. The Bradford-Weymouth, by then leaving Bradford at 05.58, made its last run via Huddersfield on 27th September, 1986. Since 1979 it had avoided the Penistone line by running round at Huddersfield and travelling to Barnsley via Healey Mills. Reductions in the loco-hauled coaching stock fleet, hooliganism on football specials and a new regime of business management on BR all spelled the end for traffic which did not fit in with the regular all-Sprinter timetable pattern. Ironically, steam made a comeback in October, 1981 when BR approved the Standedge route for the operation of main line specials.

A regular through stopping service across the Pennines was reintroduced in 1983 when an agreement between BR, West Yorkshire and Greater Manchester Passenger Transport Executives saw the Leeds-Marsden trains extended to Manchester Victoria. The Leeds-

Huddersfield local service remains, hourly since 1979, with extra Marsden trains in the peaks and half-hourly on Saturdays. The Penistone line, once so threatened with closure, is thriving with often crowded trains, thanks in no small part to the Penistone Line Partnership which has worked hard to encourage its use. Since 1987 the service has improved from a train every two or three hours with extras in the peaks to a mainly hourly service throughout the day which includes trains to and from Lincoln.

In May, 2000 a daily service was reintroduced between Huddersfield and Bradford, and Huddersfield station is again a lively place, even if all passenger trains are multiple units.

## Freight

As with passenger traffic, freight consisted of both long distance cross-Pennine movements and local traffic serving local industries. The railways built extensive goods facilities at even the smaller stations, especially large warehouses dedicated to the distribution and storage of wool and shoddy rags. Marshalling yards and sizeable locomotive depots were established at Mirfield and Huddersfield Hillhouse, along with a local yard at Lockwood and staging sidings at yards along the way to Standedge and beyond.

Although there seemed to be a steady procession of goods trains over the Standedge route, freight was not as heavy as on the Calder Valley, which carried most cross-Pennine coal traffic.

Coal did travel from the Yorkshire pits to Cheshire and Lancashire via Standedge but so did express and fitted freights running between a variety of origins and destinations. Many ran at night to and from Copley Hill sidings in Leeds. In the 1950s they included trains from such places as St Helens, Stockport Adswold, Patricroft, Liverpool, Birkenhead, Warrington, Bescot, Mold Junction, and Macclesfield. Trains from Widnes, Crewe and Wolverhampton ran to Leeds Neville Hill. In the opposite direction they ran from Copley Hill to similar places but there were also trains from Neville Hill to Manchester Ordsall Lane, Aston (Birmingham) and Hooton, in the Wirrall. There were also trains between York and Shrewsbury, and Hull and Crewe.

Among the most notable freights in 1953 were the 8.55pm Camden to Leeds Goods class D, the 12.45am Walton to York class E, the 4.30pm Huskisson-York class C, the 7.49pm Manchester

Deansgate to York class C, the 1am York Dringhouses-Liverpool Brunswick class C, and the 6.20pm Hull-Manchester Exchange fish. There were also six daytime "Q" paths for class D trains to run from Garston Dock on the Mersey to Copley Hill when required. Bananas were imported through Garston and it seems likely these were perishables trains which ran when a ship docked. A notable cross-Pennine working for local industry was the 4.5am Stockport Edgeley-Deighton British Dyes class J.

Hillhouse was an important yard at the time with more than just local traffic to deal with. Its most prolific train was the 9.30pm class D to Camden which included wagons brought in during the late afternoon and early evening on trains from Bradford, Low Moor, Batley, Copley Hill and Wakefield.

The Huddersfield area boasted an array of local trip workings which radiated from Hillhouse and Mirfield yards to serve local depots, factory sidings and branches. The branches to Meltham, Holmfirth and Clayton West were served by their own trip network centred on the yard at Lockwood. There were also sidings at Clayton West Junction for traffic connected with collieries at Skelmanthorpe and Clayton West. Wagons

were brought together here and marshalled into trains to Sheffield Bernard Road as well as Penistone, Hillhouse and Mytholmroyd. Even in 1953 the Penistone line carried no booked through freight trains over its full length, all traffic being worked by class H, J or K trains to and from Lockwood and Clayton West Jn.

The ex-LNW line through Batley carried around 20 booked Leeds-bound freights every 24 hours but only about a dozen the other way. Traffic included a good few of the trains running to and from Copley Hill but there were also trains which travelled over the Pennines via the Calder Valley and Mirfield. Three of the Garston-Copley Hill "Q" trains were also booked this way. Another "Q" working was light engines from Farnley Junction shed to Crewe Works. Local traffic included trips between Huddersfield, Mirfield and Batley, one from Copley Hill to Mirfield and back which spent the best part of an hour at Batley in each direction, a daily coal train from Mirfield to Ravensthorpe & Thornhill, and an evening trip from Mirfield to Copley Hill which shunted Dewsbury Wellington Road, and Morley Low when required. The Birstall branch saw two trip workings a day.

The New Line carried a similar number of

**Class K3 2-6-0 No. 61932 restarts from the Huddersfield water stop at 10.57am on 24th September, 1960 with what could be the 5.10am Hull-Crewe class H unfitted freight. Behind the engine is the huge LNWR/L&Y joint goods warehouse and the hoist which lifted wagons to the first floor.**







**Lockwood yard was the centre for a network of local trip workings serving the Penistone line and its branches. On 23rd June, 1958 Ivatt class 4 2-6-0 No. 43074 was there with the Leeds Holbeck breakdown crane to clear up the wreckage from a runaway, more details of which are revealed later in the book.**

through freights, practically all of them running between Copley Hill or Neville Hill and places across the Pennines or Hillhouse yard. Thirteen trains from Leeds were booked for a banking engine up the 1 in 52/70 to Birstall Town.

Traffic on the GN line through Dewsbury and Batley was mainly local but in winter 1959/60 amounted to seven booked westbound and 10 booked eastbound trains, most of them between Wrenthorpe yard (Wakefield) and Dewsbury or Batley. There was little booked freight traffic between Batley and Bradford but one notable train was the 7.55pm Halifax to Wrenthorpe class D. The Ardsley-Laisterdyke line was busy, carrying just over 20 booked freights each way a day, nearly all unfitted, between the yards at Ardsley and various yards and depots in Bradford, especially Laisterdyke. There were several trips a day between Ardsley and Tingley gas works. A couple of trains ran each day to and from Halifax North Bridge, one from Keighley to Wrenthorpe and, during the night, an express fitted freight each way between Hull and Bradford Adolphus Street.

The volume of freight over Standedge and on the other routes in Kirklees remained high at the start of 1960 but the decade that followed saw virtually all of it disappear. Lines and depots were closing and traffic was being handed to road

hauliers on a plate.

From 1963 more and more freight trains started running to and from the big new marshalling yard at Healey Mills and the writing was on the wall for the local yards. Traffic became increasingly concentrated in block company trains running directly between private sidings - like the oil trains which served the new Charrington-Hargreaves terminal at Liversedge, and those which ran for Shell between Stanlow and Leeds. Ironically, by the 1960s, the Penistone line was actually carrying heavy through freight in the shape of five booked coal trains a day from South Yorkshire to the new power station at Elland, in the Calder Valley.

Despite the shift to Healey Mills, Hillhouse remained busy in early 1964 and was even handling more long-distance traffic. The express goods to Camden was still running (train 4M14 departing at 9.15pm) but there were also evening departures to Heaton Mersey, Birkenhead, Aston and Manchester London Road.

It would not last, though. Traffic was draining away fast. The Stockport to Deighton freight had ceased by January, 1964 with British Dyes traffic tripped from Healey Mills instead. The Meltham and Holmfirth branches had been down to one trip a day since the 1950s while the Newtown branch was reduced from two to one in

summer, 1964. Kirkburton branch trips running beyond British Dyes had not been shown in the working timetable since the 1950s.

Seven booked freights still ran each way between Thornhill LNW Junction and Leeds, including a morning Healey Mills-Batley trip and a Huddersfield-Copley Hill return trip, but just two Down trains and four Up trains now used the New Line.

On the Ardsley-Laisterdyke line, the summer, 1965 working timetable showed just five freights towards Bradford and nine towards Ardsley, not counting trips to Tingley gas works, expanded in 1960 to supply a large part of Yorkshire, but the conversion to natural gas meant it would only last a few more years.

By 1973 there were only eight westbound and 11 eastbound freights booked over Standedge each 24 hours, including parcels trains.

Coal traffic still came off the Clayton West branch, freight passed through Mirfield on its way between Healey Mills and the Calder Valley, the oil train ran to Liversedge, by now coming from Lindsey Oil Refinery at Immingham, the Dewsbury GN goods depot in Railway Street was still in business as was a terminal at Hillhouse, but that was it. Just 10 years earlier such a desolate scene would have been unthinkable.

Most lines saw considerable parcels traffic and after steam had finished the lack of capacity in

DMUs was made up by attaching tailvans to them but it all came to an end in 1981 when British Rail closed down its collection and delivery service to concentrate on Red Star premium traffic only.

The Trans-Pennine route was a vital link in the mail and newspaper distribution networks and traffic was interchanged at Huddersfield. In the late 1960s, it was the starting point for a mail train to Preston which departed at 01.05, having arrived from Preston at 00.15 to connect with the Aberystwyth-York Travelling Post Office. By the late 1970s this had become train 1M43, the 01.12 to Workington. During the late 1960s no less than five trains passed through every night taking newspapers from the Manchester presses to Leeds, Newcastle and Durham. One of them, the 02.15 Manchester Victoria to Leeds City also called at Dewsbury Wellington Road by reversing to the Huddersfield-bound platform for easy off-loading to road vans. Two connecting newspaper trains from Huddersfield to Bradford were the 03.03 DMU and tailvan and the 03.18 loco-hauled. For many years after Hillhouse loco shed closed, a Healey Mills diesel shunter was out-based at Huddersfield, usually stabled in the old Kirkburton dock, as mail and newspaper pilot. All the newspaper traffic went over to road transport in June, 1988 and the Huddersfield pilot was no more while subsequent alterations

Although just outside the area covered by this book, at Birkenshaw & Tong, this picture is a good example of the sort of freight traffic which ran along the Laisterdyke-Ardsley line. It is 2.12pm on 22nd July, 1961 and Ardsley-based J50 0-6-0T No. 68941 is heading the 12.30 Bradford City Road to Ardsley class J. (*David Holmes*)





**On 20th May, 1965, Huddersfield's Fowler class 4 2-6-4T No.42410 gets the 18.53 Leeds parcels away from the Burton Dock - the bay platform once used by Kirkburton trains. At this time a dozen or so Fowler 2-6-4Ts were still active on BR but 42410 went on to become the last, working right up to her withdrawal in September, 1966.**

to the mail network mean that mail trains no longer go anywhere near Leeds, let alone Huddersfield.

There was a minor freight revival in July, 1981 when the Manchester-Sheffield line through Penistone closed completely and the coal trains it carried between South Yorkshire and Fiddlers Ferry power station, near Warrington, were transferred to the Standedge route. But BR had plans to run three Trans-Pennine expresses an hour and did not want coal trains struggling up to Standedge getting in the way. In August, 1985 it switched the Fiddlers Ferry trains to the Calder Valley which it declared its main cross-Pennine freight artery.

By the end of the 20th Century, only the Standedge and Calder Valley lines carried any freight and that amounted to just a handful of trains each day.

In October, 1999, the railway companies stated that in future the Standedge route would be used for high gauge freight like containers as well as trains to and from south of Manchester, all other conventional freight using the Calder Valley.

### **All change**

Years of cutbacks, closures and rationalisation which reached their peak during the carnage of the 1960s and continued well into the 1980s have

seen the railways of Kirklees literally stripped to the core.

Even in the early 20th century when the railways were at their height, passenger services were falling victim to more convenient electric trams and motor buses. The first to go was the Chickenley Heath branch passenger service, withdrawn in 1909. It had hung on for 29 years since the new Dewsbury-Batley line opened. First world war cutbacks cost the Birstall branch its passenger service on 1st January, 1917, the Kirkburton passenger service - a railmotor nicknamed the "Kirkburton Dick" - went in July, 1930, the Headfield spur in 1933 and the Meltham passenger service in May, 1949.

Modernisation began in the 1930s when the London Midland & Scottish Railway installed an American-style speed signalling system on the Calder Valley line through Mirfield in an effort to handle the intense traffic more efficiently. Semaphore signalling was replaced by searchlight signals showing various combinations of red, green and yellow to instruct drivers on what speeds they should observe as well as whether they should stop, proceed or run at caution. More detail is given Railway Memories No.11.

In August, 1937, the LMS closed the Newtown branch between Mirfield and Red Doles Junction, where it had been connected to the Heaton Lodge-Huddersfield line since 1923.



**The newly-formed London Midland & Scottish Railway connected the Newtown branch to the Heaton Lodge-Huddersfield line at Red Doles in 1923. The Mirfield-Red Doles section was then little used, being closed altogether in 1937. With the abandoned line from Mirfield on the right, a Fowler 2-6-4T rushes a Leeds express past Red Doles Junction in May, 1960.**

Under British Railways, the rationalisation intensified - Dewsbury Savile Town closed in December, 1950, the Batley-Woodkirk section of the Tingley line in July, 1953, and the little-used section of the Chickenley branch east of Shaw Cross Colliery in March, 1956. Holmfirth lost its passenger trains on 2nd November, 1959, leaving Clayton West the only Huddersfield branch with a passenger service.

During 1958, semaphore signals in the Huddersfield station area were replaced by colour lights and Huddersfield Nos.1 and 2 mechanical signal boxes by a new power box commissioned over the weekend 29/30th November. On 9th July, 1961 its control area was extended to replace Springwood and Gledholt boxes. Colour light signals with track circuits and train describer bells replaced block working between Huddersfield and the next boxes at Longwood Goods and Lockwood. Lockwood No.1 and Berry Brow boxes were closed and their sections of line brought under Lockwood No.2.

Dewsbury lost more of its railway in 1961 when the ex-L&Y Market Place station, goods only since 1930, closed to all traffic on 6th February. Then, in less than three years, no less than seven lines were closed, ripping the heart out of the Kirklees rail network. The Birstall branch

went on 18th June, 1962 - the last trip worked by L&Y 0-6-0 No. 52515 - Tingley-Woodkirk closed on 30th June, 1964, and the Wakefield-Dewsbury-Bradford passenger service was withdrawn on 7th September, 1964. The Wrenthorpe-Adwalton line closed on 15th February, 1965 when the Headfield spur reopened, enabling Dewsbury GN goods to be serviced direct from Healey Mills via the Calder Valley. The Meltham branch and the Kirkburton branch beyond Deighton were shut down in April, 1965, and the Holmfirth branch on 3rd May. All Huddersfield-Bradford passenger trains via Mirfield and stopping trains via Halifax were axed on 14th June.

While this was going on, Healey Mills sidings, on the Calder Valley line near Ossett, were being transformed into a huge marshalling yard capable of handling 4,000 wagons a day. Sorting and marshalling of freight traffic in West Yorkshire was to be centralised there and local yards closed. Healey Mills started to come on stream in July, 1963 and by 1965 most West Yorkshire wagonload traffic had been transferred there, spelling the end of yards like Ardsley and Copley Hill. BR's marshalling yard plan showed a role for Hillhouse and Mirfield for local traffic, but not for long. With the yard came a new power signal box, and a diesel loco depot which by 1967



had replaced Mirfield and Hillhouse sheds.

More cuts were just around the corner - the New Line closed on 2nd August, 1965, following passage of the 15.00 Liverpool-Newcastle, its only booked passenger train, retained for legal reasons since everything else was rerouted via Dewsbury in 1964. The Spen Valley Junction-Liversedge section was retained for the Liversedge oil traffic until 11th January, 1966 when the Heckmondwike-Liversedge section was connected to the ex-L&Y Thornhill-Low Moor line by a curve down from Heckmondwike Spen goods yard. This traffic fizzled out in the mid-1980s after which the remaining track from Thornhill Junction to Liversedge was lifted.

Even the Trans-Pennine main line was threatened in 1965 when BR's new Trunk Line Plan stated that the Calder Valley would become the main Trans-Pennine route by 1984 and the Standedge route downgraded to secondary line status. The plan said that the Standedge route was afflicted by severe gradients, carried less than 40,000 tons of freight a week, did not link the West Riding directly with the West Coast main line as the Calder Valley did, did not have the Calder Valley's potential for higher speeds and served only half the population of the Calder Valley. With the axe already poised over the Huddersfield-Manchester local service and intermediate stations, the future looked bleak.

On 31st October, 1966 the Fast lines between Huddersfield and Diggle were closed and the two single track bores of Standedge Tunnel with them. Despite declining traffic, this led to congestion and some freight trains had to be rerouted via the Calder Valley. Before being lifted, the track through the tunnels was used for tests connected with the projected Channel Tunnel.

Passenger trains were withdrawn from the Ardsley-Laisterdyke line on 4th July, 1966 when the last Bradford portions to use it were rerouted via Leeds. The line had one last fling in October when Bradford portions were again diverted that way because of modernisation work at Leeds. The section from Gildersome, through Adwalton to Birkenshaw & Tong was completely closed after the last diversion on 31st October. The remainder was cut back to Morley Top in March, 1968, leaving the Ardsley-Morley section which lasted until May, 1969. The Newtown branch closed in August, 1968.

The regular Huddersfield-Bradford passenger

service ceased on 5th November, 1966 when the last two Bradford-Stockport trains, one a DMU and the other, one of the longest remaining runs booked for a tank engine, were axed.

The future for the remaining passenger services looked more secure when, in 1969, the government unveiled the Grant Aid subsidies, but grants were only awarded for a year at a time. The Penistone/Clayton West service received £176,000 and Huddersfield-Wakefield £54,000. Leeds-Huddersfield, Leeds-Liverpool and even the York-Shrewsbury mail received subsidies.

Then came the unthinkable. BR no longer wanted the station buildings at Huddersfield and by 1968 demolition was a real possibility. Huddersfield Corporation stepped in and bought them for £52,400 and they survived to become protected by Grade 1 listing.

On the weekend of 25th/26th April, 1970, major resignalling and track remodelling in the Heaton Lodge and Mirfield area was completed. Its main feature was a new flyunder to take Trans-Pennine expresses under the Calder Valley line. It utilised the disused stub of the New Line which was connected to the Down (north) side of the Calder Valley at Heaton Lodge Junction. Spen Valley Junction was renamed Heaton Lodge South and signalling in the area brought under the control of Healey Mills power box. Multiple aspect colour light signalling with track circuits and train describers replaced semaphores and the speed signalling, the Bradley curve was singled and running lines between Heaton Lodge and Hillhouse reduced to two.

By the 1970s there was little left to close but the remains of two branches had to be cleared out - the stump of the Kirkburton branch to British Dyes shut on 1st February, 1971, and Batley-Shaw Cross Colliery on 1st May, 1972.

In 1976, West Yorkshire County Council, through its Passenger Transport Executive, took financial responsibility for the county's public transport and since then the PTE has led an amazing revival in local train travel through competitive fares, imaginative multi-journey tickets, more attractive timetables, refurbished stations and new trains as well as subsidising services. New stations were opened at Deighton - on the site of Kirkburton Junction - in April, 1982, and at Slaithwaite in December, 1982.

But the news was not all good. The county council refused to support the Clayton West



The Penistone line desperately clinging to survival: an ageing class 114 Derby "heavyweight" DMU from Sheffield passes the site of Springwood coal siding on the approach to Huddersfield on 5th March, 1983. It has just crossed Paddock Viaduct which stands 70ft above the River Colne. (S.J.Chapman)

branch and after hanging on for a few years, mainly due to coal traffic, the last of Huddersfield's branches finally closed on 24th January, 1983 after being used, it is claimed, by only 50 passengers a day - unlike the crowds who packed the trains on its last day. The two collieries sent their production out by road until 1989 when they were absorbed into the new Woolley super pit with its rail loading bunker on the Wakefield-Barnsley line.

Since then the railways of Kirklees have gone through more trials and tribulations but the outcome has been mostly positive.

Hopefully the last closure took place on 1st January, 1990 when the last remnants of the GN in Kirklees, Dewsbury Railway Street goods depot and the Headfield spur, were closed.

The Penistone line is flourishing with packed trains after narrowly surviving three closure proposals in as many years during the 1980s in a saga of political brinkmanship that would fill a book on its own.

Since 1983, Huddersfield-Sheffield trains have run via Barnsley, attracting many more passengers. The line, single track since 1969 between Clayton West Junction and Penistone, was singled between Huddersfield and Stockmoor in the late 1980s and railbuses introduced to cut costs and ensure financial support from the new West Yorkshire Passenger Transport Authority. Shortly afterwards, the PTA funded a new station at Berry Brow, the old one having closed in 1966. Even the Clayton West branch has re-emerged as the 15 inch gauge Kirklees Light Railway, laid along the trackbed to just short of Clayton West Junction.

In 1990 the Huddersfield layout was simplified and resigalled, the four lines between platforms

1 and 4 reduced to two and platform 1 widened, the old Kirkburton dock and accompanying sidings abandoned and a bay platform provided for Sheffield trains. The control area of Huddersfield signal box was extended to Marsden and Thornhill LNW Junction and the new layout commissioned between 7th and 12th April. By the end of the 20th century all the remaining railway of Kirklees was controlled by just four signal boxes - Huddersfield, Healey Mills, Batley and Leeds.

In 1991, the year the Huddersfield-Wakefield service survived hopefully its last closure threat, an extra platform was added at Mirfield for use by stopping trains clear of the increasing number of Trans-Pennine expresses (a similar one was added at Marsden in May, 1989) and an abandoned fast line reinstated through Dewsbury Wellington Road.

After the massive infrastructure cuts that have taken place between the 1960s and 1991, the railway companies are now saying they are short of capacity. In November, 1999 Railtrack and the train operators announced plans for a massive upgrade which included reopening at least one of the closed Standedge tunnels and reinstating abandoned running lines at Huddersfield and Batley, together with work to accommodate bigger freight loads and cut Leeds-Manchester journey times to 45 minutes.

At least the railways are talking of expansion now. A good start was made during 2000 when the Bradley curve, closed since 1987, was relaid and reopened to carry a new Huddersfield-Halifax-Bradford passenger service. For the first time in 34 years, people can travel by train between neighbouring Kirklees and Calderdale without a long detour through Leeds.

## TWO PRECIOUS YEARS

Robert Anderson spent just two years of his railway career at Huddersfield but it was there that he learnt about the real railway. He writes:

I was privileged to work with dedicated and experienced railwaymen whose professionalism oozed out of every seam of their blue naps and ankle length black mackintoshes. London Midland operating practices still abounded even though seven years had elapsed since the area was surrendered to the North Eastern Region. Many still considered themselves "Wessy" men.

I started work on 15th July, 1963 as guards' clerk in the Yardmaster's office upstairs in the station buildings overlooking St. George's Square. This floor was occupied by a large staff canteen with its own manageress, the District Trains Inspector's and District Signalmen's Inspector's offices, and the Yardmaster's office together with the goods guards' messroom, station switchboard and the signal & telegraph fitters' storeroom. Along the whole west wall of the DSI's office was the LNWR train control panel for Huddersfield area and I often wonder what happened to it when the offices closed and the entire floor was gutted in the 1980s.

My job entailed two shifts which differed enormously in work content. The early shift, 7am to 1pm with Saturday off, started by travelling on the 7.15am to Clayton West, formed of two 2-car

Metro-Cammell 600hp DMUs from Bradford Hammerton Street depot. I went to help the guard issue tickets on the return 7.58 from Clayton West which carried a lot of children to Honley Grammar School. I always remember how well behaved they were - I recall too the very attractive young ladies on their way to work in Huddersfield. Arriving in Huddersfield at 8.29, I cashed up in the Booking Office and handed in my ticket machine before spending half an hour working as required in the Station Master's office on platform 1. It was a bit of a madhouse in there and they tried to extend my half hour as long as they could. That is until the telephone rang and the deep authoritative voice of the Yardmaster's chief clerk demanded my immediate return upstairs. There was intense rivalry between the "behind the scenes" YMO and the more glamorous sounding SMO, the fire regularly fuelled by the DSI - a lanky Scotsman who travelled in daily by train from Cudworth. The yardmaster kept a wooden spoon on his desk to help the DSI with his stirring.

I liked working for the YMO for I wasn't treated as the office junior. There were specific jobs assigned to me and one of these, the Goods Guards Appearance Sheet, had me meeting the 9am Liverpool-Newcastle to hand the guard a large blue bag containing time sheets for the

**On 15th February, 1964 Huddersfield Yardmaster Arthur Mennell(left) and DSI Les Jardine admire the old Huddersfield control board whose area extended to Stalybridge.**

*The 1937 LMS Sectional Appendix said Huddersfield Control was closed only between 6am and midnight on Sundays. It closed for good in the 1950s when the NE Region took over.*



centralised paybills office in Darlington. In time I got to know the Liverpool men - they were in the Lime Street top link and their uniforms were always immaculate.

The afternoon shift started at 12.30 when I worked in the SMO till 5pm then took over the station switchboard to 8.30. This took a bit of getting used to but once mastered it was good fun and time flew by. It was a PABX - a Rolls Royce among switchboards apparently, with six Post Office lines, 46 extensions and eight railway omnibus circuits. These were the private railway phone lines with which inspectors, signalmen and shunters could speak directly to Control and each other. I have to admit to a fair bit of eavesdropping as their conversations provided useful information on train running.

I lived in Bradford then and usually just managed to catch the 7.35pm Stockport to Bradford home, a most interesting train. Invariably hauled by a Low Moor Fairburn 2-6-4T with three coaches and a Palethorpes sausage van, it had the potential for some very lively running, especially since delayed connections from the West of England often saw it leave Stockport 20 minutes late. It was timed for stops when required at Saddleworth, Marsden, Slaithwaite, Golcar and Longwood to set down passengers travelling from south of Crewe. These were rarely exercised and the 7pm Liverpool to Leeds Trans-Pennine DMU which was booked to over-

take the Stockport in the Golcar area rarely did so. It was often greeted at Huddersfield by derisive cuckoos on the whistle from the crew of the 2-6-4T politely asking the Pennine's driver where he had been.

The drawback with the afternoon turn was that I had to work a day shift on Saturdays. Still, it was quite relaxing as all the other clerical staff were booked off. I relieved the regular switchboard operator at midday and I often wondered if this lady had seen military service for she was a fine upstanding specimen of womanhood. You could have heard a pin drop when she marched into the canteen at lunchtime and it is said that Royston men swapped shifts just to get to Huddersfield in time for a canteen lunch.

I went out of my way to be helpful to Leeds Control; they were God to my mind and when the section controller came on looking for a guard for a last minute special working I moved Heaven and Earth to find one. This paid off for when they realised my interest in steam locomotives many snippets came my way. We had a panel in the YMO for the omnibus circuits and when our call sign buzzed I'd pick up the handset to hear a voice say: "5X on N80 9 late at Diggle" and the circuit would click dead. No "Hello Robert," just the crisp message but this was all I needed and a very understanding chief clerk turned a blind eye while I nipped down to the platform just as a woebegone Jubilee was grinding to a halt with



Taking a break for the camera in the yardmaster's office on 19th July, 1963 were, from left: relief stationmaster Fred Wilkinson, chief clerk Rex Schofield and relief stationmaster Eric Christopher.





Royal Scot 4-6-0 No. 46168 *The Girl Guide*, deputising for a failed diesel, rolls into Huddersfield with the 9am Liverpool-Newcastle on 11th November, 1963 after dropping only three minutes on the diesel timings from Lime Street. Unfortunately, this whole advantage was then lost for the want of a phone call. It seems that Leeds Control were unaware the train was steam-hauled and did not have it diverted via Mirfield, Huddersfield box made no move when they saw it was steam and 46168's crew did not whistle to be sent "old line" via Mirfield. Consequently the train was routed via the forbidden(to steam) New Line and, with no time to fill up the sanders before leaving Edge Hill depot, was soon down to walking pace. It only got through Birstall Tunnel by the skin of its teeth to reach Leeds after taking 77 minutes against the booked 31 minutes for the 19 miles from Huddersfield.

the 11am Liverpool to Newcastle.

I was pleasantly surprised at the number of people ringing me up with information. The Manchester Exchange announcer, with his grandstand view of proceedings, was often good enough to ring me with news of an eastbound express taking on the assistance of the station pilot. I reciprocated with details of westbound departures from Huddersfield.

From 2nd January, 1961 the English Electric Type 4 diesels replaced steam on all Liverpool-Newcastle expresses and I think it fair to say their performance was disappointing. From the winter 1962 timetable they were replaced by Brush Sulzer Type 4s, then class 25/1A but later class 46. They were more powerful and when they were going they were good. Not a few of the technical troubles with these engines arose from their being uprated from 2,300 to 2,500hp and this coupled with the unreliability of the steam heating boilers ensured that in winter hardly a day went by without recourse to steam traction

on at least one of these trains.

Timekeeping depended on two main factors: the condition of the replacement steam loco and the attitude and experience of its crew. If there had been time to prepare the steam loco and give it some decent coal then they usually dropped around 10 minutes from Liverpool to Leeds. If the steam loco was a last minute substitute, or worse still had been commandeered from a freight or local trip working due to a diesel failure en-route, then timekeeping could be quite horrendous. In many cases the Manchester Exchange station pilot was coupled up front and on some days it was a busy engine as no sooner had it returned to Manchester light engine from Huddersfield or Leeds than it was back again across the Pennines assisting another casualty.

When the diesel loco's steam heating boiler had failed, the steam loco was coupled inside to provide train heat. On such occasions one of three things happened: the steam crew did the minimum asked of them - that is provide just

enough steam to heat the train and keep the brakes off; they lent a hand on starting and up the banks, or they engaged in an all out battle to pull the train and push the diesel. The latter may have been tongue in cheek but the sight and sound of the evening Liverpool to Newcastle storming up the bank from Dewsbury towards Morley Tunnel with a class 5 steam loco trying to outdo a Sulzer Type 4 diesel was to my mind one of the most dramatic spectacles to be had anywhere - the steam loco sending a huge column of smoke, steam and red hot cinders shooting into the darkness while trying hard to drown the high pitched drilling noise from the Sulzer diesel as the train shot by at an electrifying pace.

Of all the steam-hauled trains I witnessed charging west through Huddersfield there is one which stands out and it is fitting that the locomotive involved was Farnley Junction's Jubilee *Bihar and Orissa*, one of the most prodigious performers on the Trans-Pennine line. It was Saturday 29th February, 1964, Sunderland were playing Manchester United at Old Trafford and no less than 10 special trains had been put on for the event. The scene was set by an ailing Type 4 diesel blocking platform 1 with the 8.42am Newcastle-Liverpool and the 9.25am Leeds-Huddersfield parcels standing out on the viaduct

on the Up Fast. *Bihar and Orissa* had taken over the special, 1X38, at Leeds from A3 Pacific 60070 *Gladiateur* and had all but recovered the six minutes late start when it was brought to an abrupt stand at Hillhouse No.1 box. After a five minute wait, the train was diverted onto the goods loop and *Bihar and Orissa* given her head. She could be heard above the hustle and bustle of station life as she came over the viaduct and as she swung sharply to her right around the loop, the whole building was filled by the shattering roar of a Jubilee in full cry. The driver must have been on full regulator and somewhere in the region of 35% cut off for the noise and pace were just unbelievable. Even so, the engine was blowing off and both driver and fireman were leaning out of the cab grinning at the awe-struck passengers lining platform 8. They quickly plunged into the murk of Springwood Tunnel trailing a good streamer of Sunderland scarves. Calm returned, leaving just the lingering smoke, a soft sulphury smell and the show was over. This was Huddersfield steam at its best.

Many of the pictures in this book would not have been possible without the endless patience and understanding of Rex Schofield, my chief clerk in the YMO. I therefore dedicate this book to this very learned gentleman.

**One of the regular duties for BR Standard class 5 4-6-0 No. 73006 was the Manchester Exchange pilot which with all the diesel failures was not the easy job one might imagine. She made frequent trips to Huddersfield or Leeds assisting an ailing diesel or piloting another steam loco which had itself replaced a failed diesel.**

**Here she prepares to leave Huddersfield at 19.02 on 23rd April, 1965 with the 17.05 Liverpool-Newcastle while both assisting defective English Electric Type 4 No. D256 and steam heating the train. Earlier that day, 73006 piloted 73158 on the 11.00 Liverpool-Newcastle due to yet another diesel failure, and she was back again with the 11.00 the next day, piloting Black Five 44926.**





Above: Having taken the easier LDM route via Mirfield, Royal Scot 4-6-0 No. 46108 *Seaforth Highlander* from Carlisle Upperby shed, coasts down to Farnley Junction on the outskirts of Leeds with the 9.30am Manchester-Newcastle at 10.45 on 16th June, 1962. The back of the train is passing under the Up road of the New Line while the Down road comes in from the right.

## FARNLEY JUNCTION - STANDEDGE

The 1937 Sectional Appendix showed signalling between Farnley Jn. and Thornhill LNW Jn. as absolute block with 'no block or bell' on the Up Goods from Birstall Jn. to Batley West. Intermediate signal boxes were at: Churwell Ward's Siding, Morley Station, Howley Park, West End Colliery Sidings, Birstall Jn., Batley West, Dewsbury Wellington Rd. No.2 and Dewsbury Wellington Rd. No.1. Other extra running lines were Birstall Jn. to West End Colliery Sidings Down Goods and Dewsbury Up and Down Slow. Up and Down refuge sidings were provided at Morley. Speed was restricted to 50mph from Farnley Jn. to Thornhill LNW with a 45mph restriction Morley Tunnel to Farnley Jn.

Below: Recently transferred from Carlisle Canal to become part of Huddersfield's small but prolific fleet of Fowler 2-6-4Ts, No. 42317 roars away from Farnley Junction with empty coaching stock to form a Huddersfield-Manchester service at 10.36am on 16th June, 1962.





**Above:** Black Five 4-6-0 No. 44896 and BR Standard version No. 73096 storm Churwell Hill on the climb out of Leeds with a 12-coach Newcastle-Liverpool express in September 1957. A station at Churwell closed on 1st January, 1917, reopened on 1st March, 1920 and closed again on 2nd December, 1940. A new station was opened nearby at Cottingley on 25th April, 1988. *(Tony Ross)*

**Below:** The daily Newcastle to Manchester Red Bank empty newspaper van train was well known for its often exotic double-heading combinations. Not so on 10th June, 1966 when 8F 2-8-0 No. 48080 was struggling through Morley Low on its own with 20 vans in tow. By this time the Red Bank was booked for a diesel but a temporary shortage meant a return to steam, often single headed.

The platform buildings, signal box and sidings stabling empty coaching stock have all since gone though the station remains open.

*(Gavin Morrison)*



## SHORT MEMORIES

**October, 1954:** Since being transferred to Huddersfield, 2-4-2T No. 50831 is frequently used on the 7.30am Huddersfield-Wakefield, a connection with the 7.50 Leeds-Kings Cross.

**20.10.54:** Ex-L&Y 0-6-0 52515 is on the 9.10pm Huddersfield-Bradford.

**13.11.54:** Manchester Longsight Midland 3F 0-6-0 43457 hauls an up coal train through Huddersfield.

**1.9.55:** Ex-L&Y 0-6-0 52166(25F) powers the 6.39pm Bradford-Huddersfield and 9.10 return. The next day ex-Midland 0-6-0 43714 (20D) does the honours.





Left: The very epitome of the 1950s steam railway - sooty wall, gas lamp, grimy trespass board, ramshackle p. way hut, signal post held up by a wire attached to the wall, all counterbalanced by a neat and tidy platform.

In June, 1955. Black Five No. 45211, with cylinder drain cocks open, starts its Leeds City-Manchester Exchange train away from Morley Low and into the tunnel. (Tony Ross)

Vehicles conveyed in Down trains to be detached at Morley must, in all cases, be marshalled next the engine. *LMS Central Division Sectional Appendix, 1937.*

Below: The Red Bank vans double headed by B1 4-6-0 No. 61270 and Black Five No. 44901 at 4.40pm on 22nd June, 1963. The train had just emerged from Morley Tunnel and was descending past Howley Park towards Batley. Beyond Mirfield it normally took the Calder Valley line to Manchester. The siding on the left connected with the colliery line which ran to West End pit.





Above: On Saturday 22nd June, 1963, Black Five No. 45079 passes under the GN Batley-Adwalton line at Lady Anne Crossing with 9C07, the 4.25pm Copley Hill-Mirfield trip. This train was booked to shunt at Morley when required.

During rationalisation of the Batley area in 1966, the small Lady Anne gate box was upgraded to a full signal box, replacing three others at Batley. Renamed Batley, it was still in use at the end of the 20th century, one of just four signal boxes controlling the railways of Kirklees.

Below: A Liverpool-Leeds football special headed by rebuilt Patriot 4-6-0 No. 45531 *Sir Frederick Harrison* of Edge Hill shed pounds past Birstall Junction, Batley, at 1.42pm on 25th January, 1964. The by then closed Birstall branch curves away to the right, the ex-LNW goods yard is in the right distance, the GN line is behind the signal box and the GN box stands tall above the third coach.





Black Five No. 44963 of Crewe North approaches the LNWR bracket home signal protecting Batley while working the 11.25am Newcastle to Llandudno on 8th August, 1964. The GN line is on its right and the ex-LNW goods yard on the left while the closed Birstall branch curves away to the left near the back of the train. In the year 2000 only the two former LNW running lines remain, shrouded in trees and scrub.

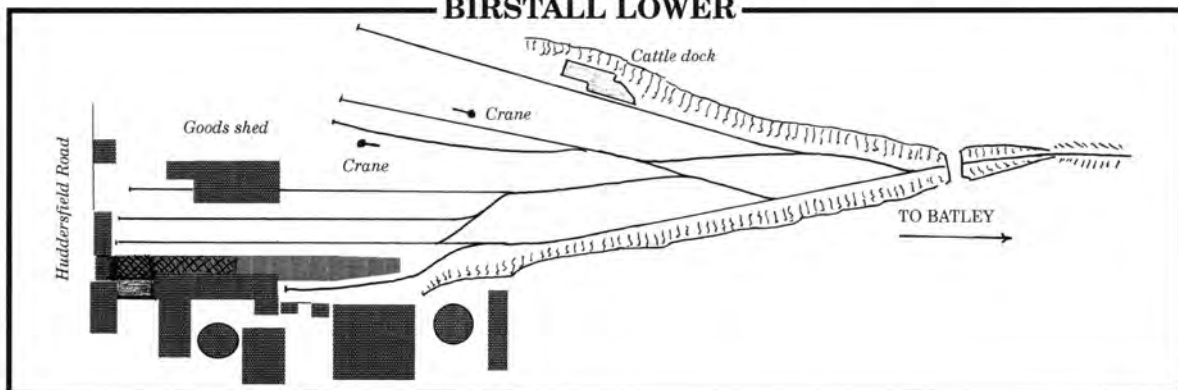
Notice how neat and tidy the railway environment was then, even in the Beeching era - very different to the weed-infested scruffiness that pervades much of today's railway system.

The 1937 LMS Sectional Appendix showed the 2-mile Birstall branch as single track with a line speed of 30mph. There were no signal boxes by then, the line being worked in accordance with One Engine in Steam regulations using a round, red train staff fitted with a special key for working points at sidings along the branch. The staff was handed to the driver by the signalman at Birstall Junction.

In 1956 Birstall had 10 ton crane power and was equipped to handle livestock and general goods.

In winter 1953 the branch was served by two booked class K trips each way. They were the 9.30am from Batley which left Birstall at 10.40, and the 1.25pm from Batley, 3.50pm from Birstall. On Saturdays only, the afternoon trip left Dewsbury Wellington Road at 12.5pm, was shown to shunt Carlinghow 1.10-1.20, leaving Birstall for Huddersfield Goods at 1.50pm. By winter 1959 the working timetable showed no booked trains and the branch was served by local arrangements until its closure on 18th June, 1962.

### BIRSTALL LOWER





Above: How the railway scene changed from that on the previous page in just three short years. It is 8th April, 1967, Batley has been denuded of its complex track layout and Patricroft's Standard class 5 4-6-0 No. 73096 is struggling valiantly against awful weather and a 1 in 138 gradient with a Manchester-Leeds football special. The huge LNWR warehouse on the right has since been demolished and replaced by new buildings and trees. No. 73096 still hauls special trains along the main line, being based in preservation at the Mid-Hants Railway. (*Gavin Morrison*)

Below: Although their stations effectively formed a single complex, the LNWR and GN were separate systems at Batley. The LNWR Batley West signal box is nearest at the north end of the Up main platform, while the GN Batley East box is perched on Soothill Lane overbridge. A Fairburn 2-6-4T is entering the GN, or East, station with the Bradford portion of an express to King's Cross. (*D. P. Leckonby*)







Locomotives clearing Batley transfer siding from the West station must come to a stand on Loop line at East End, and must not shunt with more than 12 loaded wagons at a time to the East. All wagons from transfer siding over that number must be left on Loop line until the first 12 wagons have been disposed of.

Whenever wagons are transferred to or from West station during darkness or fog, a lighted tail lamp must be placed on the last vehicle.

Vehicles which have to be detached from passenger trains at Batley must be attached in front, in order to avoid delay. *British Railways North Eastern Region Sectional Appendix, 1960.*

**Above:** Compare this summer 1959 view of Batley station from Soothill Lane bridge with that at the top of page 30. From left are: the Chickenley branch to Shaw Cross Colliery, the GN goods warehouses, a Derby Works 3-car DMU leaving the GN station for Bradford, the LNW station and Batley West signal box and, on the right of the station, the former Birstall bay. The small warehouse on the far right survives in private use in 2000, otherwise only the two LNW running lines and main platforms remain together with the Down side station building.



**Above:** One of Farnley's Jubilees. No. 45695 *Minotaur* pauses in Batley (West) station with the 1.15pm Leeds City to Manchester Exchange stopping train on 20th April, 1960. (John Beaumont)

## SHORT MEMORIES



Above: Britannia Pacific No. 70004 *William Shakespeare* makes a good pace as it approaches Batley station from the south with a Stephenson Locomotive Society Birmingham-Carlisle railtour at 12.41 on 2nd October, 1966. The cameraman is standing on the south spur to the Shaw Cross branch, installed during the 1966 rationalisation to replace the original north-facing connections.

No. 70004 was once allocated to London's Stewarts Lane depot for working the prestigious Golden Arrow boat train to Dover.

Below: A rather begrimed Farnley Jubilee, No. 45643 *Rodney*, comes off Union Mills Viaduct and brakes for the Batley stop with the 12.55pm Blackpool-Leeds at 3.50 on 8th August, 1964. This class 1 train called at all stations from Huddersfield to Leeds.

**24.2.58:** The South Yorkshireman gets stuck in a huge snowdrift just south of Denby Dale viaduct.

**14.9.58:** J39 0-6-0 64791 works a Clayton West-Blackpool excursion.

**25.9.58:** Crewe South 0-8-0 49454 works into Clayton West with the 5.4pm passenger from Cleckheaton.

**22.12.58:** Trafford Park Britannia Pacific 70015, fresh from a Crewe overhaul, comes on Hillhouse shed after working the 6.11pm Normanton-Red Bank empty stock as far as Sowerby Bridge.

**15.7.59:** K1 2-6-0 62065 and 2-6-2T 41253 double head the 2.57pm Bradford-Penistone.





**Above:** Class 8F No. 48094 struggles uphill through the remains of Staincliffe & Batley Carr station with a through freight to Leeds in August, 1954. The station closed on 5th April, 1952 and in 2000 the station house was the only surviving relic. (Tony Ross)

**Below:** At 5.22pm on 8th August, 1964, Jubilee No. 45562 *Alberta* storms the 8.55am Bournemouth-Leeds away from Dewsbury Wellington Road. The GN line and disused Batley Carr station are down in the cutting on the right.

*On 22nd May, 1965 guaranteed Saturday day excursion 1F55 ran from Batley(dep 08.30) to Cleethorpes and back. It needed two Farnley engines which ran light to Copley Hill sidings to collect the empty stock.. The train was double headed via Huddersfield to Sheffield from where the leading engine returned light to Farnley.*

*The crews for both engines were conducted from Huddersfield to Sheffield and back by Low Moor men who travelled passenger from Bradford via Leeds Central and City stations.*

*The return avoided double heading and conductors by travelling via Wakefield and running round at Mirfield.*





**Above:** Black Five No. 44971 looks in remarkably pleasing condition for the twilight of steam as it rolls the 10.55 Leeds City-Belle Vue excursion into Dewsbury Wellington Road on 17th August, 1966. The goods yard on the right had been abandoned and the warehouse demolished. (*David Holmes*)

**Below:** On 26th April, 1958, Ian Allan's Pennine Limited railtour, double headed by Compound 4-4-0s 41100 and 41063, picks up speed after slowing for the approach to Dewsbury Wellington Road. The photograph was taken from Dewsbury No.2 signal box in heavy rain. (*Tony Ross*)





**Right:** The English Electric Type 4s were on their way out by Saturday 12th June, 1982 when 40169 called at Dewsbury Wellington Road with the 07.52 Leeds-Llandudno. Since then one of the through lines has been reinstated on the left.



**Centre:** Dewsbury Wellington Road on 25th March, 1995. Not too much had changed in nearly 30 years with the canopies, buildings and enclosed footbridg all still there. In summer 2000 the station was served by 73 express and 47 local trains each weekday, compared with 5 expresses and 33 local trains in 1957.



**Below:** A stopping train from Leeds hauled by a Hughes-Fowler Crab 2-6-0 leaves Ravensthorpe & Thornhill station and joins the L&Y Calder Valley line at Thornhill LNW Junction. The station was still open with the Up side timber building intact in 2000.





*The 1937 LMS Sectional Appendix stated that siding inspectors and shunters were allowed to signal to drivers during shunting at Ravensthorpe & Thornhill by means of a shunting horn during fog or falling snow only.*

## SHORT MEMORIES

**27.3.60:** One of the last Fowler 0-8-0s, Bolton's 49618, is on Hillhouse shed.

**19-21.7.60:** The first Trans-Pennine DMU makes its first test runs from Leeds City (dep10am) via the New Line to Huddersfield and Liverpool. The return run from Liverpool is completed in 107 minutes.

**August, 1960:** Proposed new Leeds power signal box will control the New Line to Birstall.

Above: Main line steam wasn't the only attraction - Kirklees had its fair share of industrial locomotives as well. This 0-4-0ST was the Thornhill power station shunter, built by W.G. Bagnall of Stafford around 1942, builder's No. 2672. No. 2 had not long since received a new yellow livery in place of powder blue when photographed from the Down platform of Ravensthorpe & Thornhill station on Sunday 12th April, 1964. It was later replaced by a Fowler 0-4-0 diesel which stayed until rail traffic ceased in 1982. (*John Beaumont*)

Below: Thornhill LNW Junction marks the start of the three mile Calder Valley stretch to Heaton Lodge along which the 'Wessy' was at the mercy of the 'Lanky' until it opened its New Line in 1900.

Looking west along the L&Y line, Fairburn 2-6-4T No. 42150 bowls along with the 12.3pm Bolton-Normanton on Saturday 28th October, 1961. Before the Heaton Lodge underpass opened in 1970, Trans-Pennine trains had to cross from the Fast lines on the left to the Slow lines on the right to gain the Leeds line. (*David Holmes*)





**Left:** The scene at Mirfield on 6th January, 1962 after York V2 2-6-2 No. 60954 had over-run the Down goods loop while working the 12.30am Walton-York class E fitted freight early on 4th January.

Only slightly damaged, the V2 was rerailed by the Wakefield and Darlington cranes with WD 90537 and B16 61448 plus 61449 assisting. On 21st January it was towed home by A3 Pacific 60054 *Prince of Wales*.

Displaced by diesels from the East Coast main line in September, 1961, York V2s regularly worked the 1.5am York-Walton and the next night's 12.30am return over Standedge but ceased just three weeks after this incident.

**Below:** Also on 6th January, 1962, *Mirvale*, Hudswell Clarke 0-4-0ST 1882/55 was present at the Mirvale Chemical Co.'s works, Mirfield.

*Mirvale* left here for the North Yorkshire Moors Railway in January, 1969.



## SHORT MEMORIES

**5.8.61:** Class 3 2-6-2T 40117 pilots B1 4-6-0 61023 *Hirota* through Adwalton Jn. with the Saturday 1.35pm Cleethorpes-Bradford.

**Oct., 1961:** Royal Scots 46117 and 46145 transferred from Low Moor to Mirfield working Healey Mills-Edge Hill and Newport freights, the 4.20am York-Crewe class C, the Congleton-Mirfield parcels and the 11.15pm Huddersfield-Brighouse trip.

## SHORT MEMORIES

**6.10.61:** Royal Scot 46119 slips to a stand on the 1 in 70 through Gildersome Tunnel while deputising for a diesel on the 3.16pm Newcastle-Liverpool. It is banked to Birstall by "Super D" 0-8-0 49034.

**21.12.61:** 04 2-8-0 63633 of Ardsley shed works a Mirfield-Heaton Norris freight throughout, returning the next day on an Adswode-Copley Hill freight.

**23.12.61:** Gorton J39 0-6-0 64740 heads a Huskisson-York freight, and again on 16th Jan.



**Above:** A newcomer to Mirfield, 3F 0-6-0T No. 47266 transferred from Sowerby Bridge only a few days before, receives derisive comments from the crew of ex-L&Y veteran 0-6-0 No. 52089 some 35 years the Jinty's elder. It is three o'clock in the afternoon on 17th June, 1959.

*"When I was a relief station master I spent just one day at Mirfield - 20th August, 1964. It was pay day and all the staff produced L&Y metal discs, each with its own number, and the pay was handed over in return," David Holmes.*

**Below:** Crab 2-6-0 No. 42817 calls at Mirfield station with the 8.2am Stockport-Leeds City North parcels at 10.30 on 17th August, 1963.







Above: How we miss sights like this! Former Crosti boilered 9F 2-10-0 No. 92026 makes a volcanic recovery from a signal check alongside Mirfield station while working a long drag of westbound empties at 12.45 on 2nd February, 1965. Alongside the train is a searchlight signal connected with the speed signalling system, of which more detail is given in *Railway Memories No.11*.

Below: How it was before the Trans-Pennine DMUs. Jubilee No. 45613 *Kenya* and Black Five No. 44896 head the 2.2pm Hull to Liverpool, formed of mainly wooden-bodied coaches, past the coaling stage of Mirfield motive power depot on 6th June, 1960. (*David Holmes*)





Above: The other side of steam days - a long journey on an excursion train formed of non-corridor stock pulled by a goods engine. At least Liverpool Speke Junction 8F 48722 was fair getting a move on with the 11.30am Castleford to Belle Vue on 6th August, 1962. The 8F was probably "borrowed" by Wakefield shed for the job. Their favourite trick was to "fail" a visiting engine on some minor detail, use it for a weekend or bank holiday excursion and then return it miraculously cured.

Below: Inside Mirfield shed on Sunday 24th April, 1955 as ex-L&Y 0-6-0ST 51358 rested with another member of the class. (Peter Rose)



## SHORT MEMORIES

**27.1.62:** Doncaster's 60857 is the last V2 to power the 1.5am York-Walton freight.

**29.1.62:** Glasgow Polmadie Royal Scot 46102 is Huddersfield station pilot.

**Sept, 1962:** The winter timetable sees the Huddersfield/ Halifax portion on the 1.15pm King's Cross-Leeds switched to the 6.12pm from London. The Up portion now joins the 9.42 from Leeds instead of the 7.45.

**Sept, 1962:** Gateshead-based Sulzer Type 4 "Peaks" take over Liverpool-Newcastle trains from English Electric Type 4s.



Top: Mirfield is a long way from North Eastern Railway territory but several of the old company's B16 4-6-0s were allocated there in the early 1960s. Their job was to transfer freight between Mirfield, Healey Mills and Mytholmroyd yards. Here, B16/3 rebuild 61449 has just left Mirfield with a lengthy westbound pick-up goods in tow at 12.30pm on 8th August, 1962. (*John Beaumont*)



Centre: Ex-LMS Fowler 0-8-0 No. 49624 trundles towards Mirfield from Heaton Lodge with a class F unfitted "express" goods on 17th June, 1959.



Bottom: In the early 1960s Huddersfield had a St. Pancras service again and this was it on Saturday 19th August, 1961. Black Five No. 44990 has just passed Heaton Lodge with the 8.35am Halifax - St. Pancras which ran round at Huddersfield from 8.58 to 9.6 before continuing to Sheffield via Barnsley. That summer it ran from 8th July to 2nd September. (*Peter Rose*)



Above: Carlisle Upperby's grimy 46108 *Seaforth Highlander* is hardly in the sort of external condition that befits a distinguished class of locomotive like the Royal Scots. It is getting away from Heaton Lodge with an express from Manchester Exchange to Leeds City. (Peter Cookson)

Below: Although it took considerably longer to go than on the main line, steam was also starting to disappear from the private sidings of industry during the 1960s. These nine brand new Sentinel diesel locos were on their way from their manufacturer's Shrewsbury works to replace steam shunters at Skinningrove ironworks, Cleveland. With the New Line's Battyeford girder bridge as a backdrop, they amble along between Heaton Lodge and Mirfield at 7.24pm on 25th July, 1963, the first three Sentinels towing the rest.



## SHORT MEMORIES

**21.1.63:** Black Five 44696 and 8F 48736 work tender to tender with Mirfield's two snowploughs to clear the Penistone and Clayton West branches.

**24.8.63:** York B1 61002 *Impala* works the 12.30pm Llandudno-Leeds throughout, York V2 60942 is on 1Z08 Newcastle-Huddersfield excursion, and Saltley 9F 92107 takes the 11am Filey Holiday Camp-Manchester through Huddersfield.

**13.9.63:** A4 Pacific No. 60006 *Sir Ralph Wedgewood* reaches Bradley Jn. while turning after arriving at Healey Mills with a freight from Tyne Yard.





**Above:** The 11.20am Hillhouse-Healey Mills class F goods is trundled along the Calder Valley main line by Farnley Junction Crab No. 42774 on 26th October, 1961.

**Below:** One of the two Ivatt Black Fives with Caprotti valve gear and Skefco roller bearings, No. 44686, gets away from Heaton Lodge Junction with the 1X44 Southport to Scarborough excursion at 11.28am on 6th September, 1964. The train is formed of Southport-Manchester Residential "club train" stock complete with roofboards and CCT van marshalled in the middle for the booze!





Above: Oh for the delights of a crisp, sunny winter morning at a key junction in steam days. But it was nearly all over when Black Five No. 45208, recently transferred from Mirfield back to Low Moor, was caught whisking a Huddersfield-Mirfield parcels train past the ex-L&Y Heaton Lodge Junction signal box at 10.57 on 25th February, 1967. Huddersfield and Mirfield sheds had effectively closed and such workings were handled by any engine that happened to be around.

Below: Another one-van parcels, this time passing the ex-LNW Heaton Lodge box behind Fowler 2-6-4T No. 42310 on 19th August, 1961. Situated on the Huddersfield curve round to the junction, the box mainly controlled access to Heaton Lodge sidings (in the foreground) and closed in 1964. (Peter Rose)



## SHORT MEMORIES

**28.9.63:** An ordinary DMU replacing a failed Trans-Pennine fails at Marsden. Passengers transfer to the 8.42am Newcastle-Liverpool which stops specially. The DMU's return 1pm Liverpool-Hull is Speke Jn. Black Five 45032 and 6 coaches losing only 10 minutes to Huddersfield.

**28.9.63:** After being told he will have to get up to Standedge without a banker, the driver of the 8.30am Neville Hill-Diggle special empty stock with 20 on - the most allowed on BR - sets off with such vigour that Huddersfield station buildings shake.



Top: the 12.00 Liverpool to Hull Trans-Pennine DMU comes off the realigned portion of New Line and joins the Calder Valley line at the remodelled Heaton Lodge Junction on 9th November, 1970.

Centre: A simplified Heaton Lodge Junction looking east with remodelling under way on 3rd November, 1969

Bottom: Looking west from the same spot on the same day with a 5-car Trans-Pennine. Heaton Lodge LNW box and the sidings have gone and stored wagons occupy the Calder Valley slow lines.





Above: Jubilee No. 45590 *Travancore* had not been long out of store at Rotherham's Canklow shed and by the look of it had been through works before being transferred to Manchester's Agecroft shed for the 1962 summer. Here she has just heaved the 9am Manchester Exchange-Filey Holiday Camp express over the New Line on 16th June and is rolling down the incline to the Dewsbury line at Farnley Junction. Four months later she was back in open store at Agecroft. The Up line crosses the intersection bridge in the distance, having climbed up from Farnley Junction behind the photographer.

Below: With only an hour and a half in Leeds to turn, coal and water after bringing in the train on page 25, Royal Scot No. 46108 *Seaforth Highlander* is on its way back west again, this time the hard way via the New Line. Having crossed over the Dewsbury line, it starts the pound up to Birstall with the 12.28pm Manchester express on 16th June, 1962.





### Extinguishing of lights in passenger stock:

A combination key (electric light, gas and carriage door) is kept at the following signal boxes, and same may be obtained by guards for the purpose of turning off the lights in empty carriage stock arriving in the sidings during the time no staff is on duty:-

Battyeford,  
Cleckheaton  
Spennings, Gildersome,  
Gledholt Jn.,  
Heckmondwike  
Spennings Goods,  
Linthwaite,  
Liversedge Spennings,  
Longwood,  
Marsden, Morley,  
Ravensthorpe and  
Birstall Town.

*LMS Sectional Appendix, 1937.*



**Above:** The first station on the New Line, 1 mile 1356yds after leaving Farnley Junction was Gildersome, on the 1 in 70 slog up to Birstall. By 30th June, 1962 all that remained was Gildersome East signal box, the goods shed and a siding holding condemned coaching stock which includes at least one articulated set. Inconveniently situated, Gildersome closed on 11th July, 1921, and the only traces remaining here are the dark patch on the left hand slope supporting the siding and the space on the right hand side. The goods yard was still officially open at this time, not closing until 30th September, 1963. (*Peter E. Baughan*)

**Below:** Having emerged from Gildersome Tunnel, a Trans-Pennine set climbs towards the intersection with the GN at Howden Clough in July, 1962.



**Right:** A handbill produced by BR North Eastern Region for the introduction of Trans-Pennine DMUs on Hull-Liverpool services. Besides a timetable, it included information on the route and the new trains.

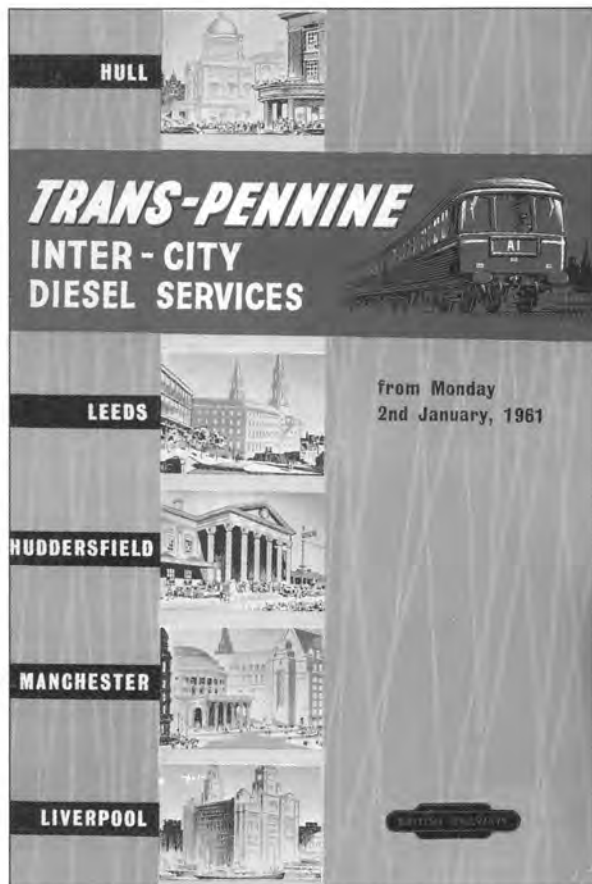
The Trans-Pennines were all withdrawn in the mid-1980s.

The 1937 LMS Sectional Appendix showed the New line from Spen Valley Jn. to Farnley Jn. as having absolute block signalling with signal boxes at Heckmondwike Jn. (later renamed Spen Valley Jn.), Battleyford, Northorpe (Higher), Heckmondwike Spn Goods, Liversedge Spn, Cleckheaton Spn, Gomersal, Birstall Town and Gildersome (renamed Gildersome East in March, 1951).

The direction of travel was Down to Leeds. There were no additional running lines but 'lie-by' or refuge sidings were provided for the following number of wagons plus engine and brake van at: Gildersome Up (36 wagons), Birstall Town Down (37), Cleckheaton Down (64), Liversedge Down (33), Heckmondwike Goods Up (28), Down (40) and Battleyford Down (48.)

Line speeds were 45mph on the Up and varying between 40 and 50mph on the Down.

**Below:** A Liverpool-Hull Trans-Pennine heads down the 1 in 90/121 gradient towards Gildersome Tunnel.



## SHORT MEMORIES

**21.1.64:** Type 4 D188 causes havoc while on the 4.42pm Newcastle-Liverpool. Its engine seizes at Spen Valley Jn., blocking 3 of the 4 lines. A steam loco drags the wretch to Huddersfield and later a V2 takes D188 back to Leeds.

**24.1.64:** Gorton Crab 42761 fails at Hillhouse with the 9.5pm Copley Hill-Pontypool Road class 4 and is relieved by 4F 0-6-0 44057.

**17.3.64:** The 9.13am Hull-Liverpool fails at Birstall Town. The guard walks back to phone for help but the driver gets the set going and leaves without him. Realising his mistake, the driver stops again. The train is delayed by 94 minutes.



Above: Having just passed under the GN Batley-Adwalton line at Howden Clough, Jubilee No. 45695 *Minotaur* rolls down towards Farnley Junction and Leeds with the 3.25pm Manchester Exchange-Newcastle at 4.35 on 2nd September, 1961. (David Holmes)

Below: Low Moor Black Five No. 45208 crosses over the New Line at Howden Clough in July, 1962 with the Bradford portion of an express which it has brought from Wakefield via Dewsbury and Batley.





**Birstall Town**, renamed from **Upper Birstall** in 1935 and 4 miles 257yds from **Farnley Jn.**, marked the summit of the **New Line**. Celebrated **Jubilee Bihar and Orissa** and its train, the 11am **Leeds City to Manchester Exchange**, pass the station site on 30th June, 1962.

Nothing remains of the timber station which closed on 1st August, 1951 while goods facilities, reduced to a public delivery siding since 1952, will be withdrawn on 24th August, 1964. At least the signal box looks in good nick, the woodwork obviously having been repainted. (Peter E. Baughan)

The 1937 LMS Sectional Appendix stated that, where necessary, an engine or engines may assist freight trains from the rear between Copley Hill and Birstall Town, on the Up line, and Cleckheaton Spen and Birstall Town on the Down line. In the case of the Up line it stated: "All Up freight trains which equal to 24 loads of goods, including 20 ton brake vans, must have a bank engine in rear."

The winter 1953 working timetable showed the following New Line freight trains as being booked for a banker from Copley Hill to Birstall Town:

12.35am	MO	Copley Hill-Birkenhead class H
8.35am		Copley Hill-Heaton Norris class J
9.43am	SO	Copley Hill-Widnes class H
10.5am	MSX	Copley Hill-Widnes class H
10.45am	SO	Copley Hill-Crewe class H
12.30pm	SO	Neville Hill-Edge Hill class H
1.5pm	SX	Neville Hill-Edge Hill class H
6.3pm	SO	Copley Hill-Crewe class J
7.15pm		Copley Hill-Hillhouse Sidings class F
7.50pm	SO	Copley Hill-Mold Junction class H
10.25pm	SX	Copley Hill-Edge Hill class E
10.25pm	SO	Copley Hill-Macclesfield class F
11.15pm	SX	Copley Hill-Mold Junction class H

*In 1957 Birstall signal box was open 5.30am Monday to 2am Sunday or until the 10.40pm Liverpool-Leeds express had cleared. A similar instruction applied to Cleckheaton Spen which opened 6.30am on Monday.*

**Gomersal:** Wagons must not be placed on the Up main line to allow the engine to run round when detaching here. The wagons must be placed in the siding for this operation to be carried out. If there are more than 7 wagons to be detached the operation must be repeated according to the number of wagons....  
*1937 Sectional Appendix*



**What remained of the New Line in about 1986.**  
*(Pictures by Malcolm Roughley)*

**Top:** Looking north from Liversedge Spen. The station, closed on 5th October, 1953, was just beyond the points leading from the oil terminal. Double track was retained from Liversedge towards Cleckheaton for running round.



**Centre:** The Charrington Hargreaves oil terminal which occupied the site of Liversedge goods yard which had closed in August, 1964. The terminal was mothballed in the mid-1980s and what remained of both the New Line and the former L&Y Spen Valley line from Thornhill Junction to Heckmondwike were subsequently abandoned.



*What remained of the New Line, from its 1966 connection with the L&Y Spen Valley line to Liversedge Spen totalled 1 mile 500 yards in length, was single track with a maximum speed of 15mph. Trains were worked according to One Engine in Steam with no train staff.*



**Right:** What remained of Heckmondwike station with the track becoming overgrown following the cessation of oil traffic.

By winter 1972/73 the Liversedge oil trains were coming from Lindsey Oil refinery at Immingham rather than Ellesmere Port. The loaded train, 6L49, arrived at Liversedge in the early hours of the morning (at various times between 03.55 and 06.17 depending on the day of the week.) The engine then went light to Healey Mills until 12.55 when it returned to Liversedge to collect the empties and take them back to Immingham, train 6D30 departing at 14.05 (13.45 on Saturdays.)



**Above:** The New Line stopping service was withdrawn on 5th October, 1953 and the remaining passenger stations at Battyeford, Northorpe Higher, Heckmondwike Spen, Liversedge Spen and Gomersal were closed. With just three weeks to go, a Leeds-Huddersfield local hauled by Fowler 2-6-4T No. 42310 calls at Battyeford where there appears to be no shortage of passengers. The platforms here extended out onto the 193yd Battyeford Viaduct.

*(B. G. Tweed/N. E. Stead collection)*

Electric shunting gongs were strategically placed at some stations for signalling to drivers during shunting operations. A gong at Battyeford was fixed on the Down side, 250 yards on the Leeds side of the points leading to the refuge sidings. Similar gongs were also provided at Ravensthorpe & Thornhill, Gledholt and Cleckheaton Spen.

**Below:** Judging by the position of the sun and the engine's Liverpool Edge Hill 8A shedplate, 8F 2-8-0 No. 48513 was rumbling through Battyeford station with a morning Copley Hill to Edge Hill or Widnes class H goods on 12th September, 1953. *(B. G. Tweed/N. E. Stead collection)*





**Above:** Despite the restriction on steam passenger trains over the New Line, two steam summer Saturday trains were booked over the route in 1964. One was the 9.15am Llandudno-Newcastle, seen hammering over Battyeford girder bridge on 8th August at the start of its battle with the line's tough gradients. The locomotive is BR Standard class 5 4-6-0 No. 73132, one of those equipped with Caprotti valve gear and considered to be stronger than the ex-LMS Caprotti Black Fives.

**Below:** On a miserable Easter Tuesday, 16th April, 1963 Jubilee No. 45708 *Resolution* takes an almighty run at the New Line as she roars up the 1 in 80 from underneath Heaton Lodge Junction with the 9.30am Manchester to Newcastle relief. The crew were grinning broadly at a Calder Valley line DMU they were overtaking up on the left.



But for one man's intervention on 8th October, 1964, passengers on the 15.00 Liverpool-Newcastle would have suffered a horrendous delay.

By this time the 15.00 was the only passenger train booked for the New Line, and that only if it was diesel-hauled.

But this day Edge Hill shed had no diesel. They hoped to provide a Britannia Pacific but all they could produce was 45466, ex-store in Scotland and very much off beat.

Being steam it should have been diverted via Mirfield but the section controller made no such arrangements, maybe nobody told him the 15.00 was steam hauled.

It was 32 minutes late by the time it reached Huddersfield - goodness knows what would have become of it on the New Line's gradients.

Only last minute intervention by DSI Les Jardine secured the train's diversion through Mirfield.



Above: An unidentified Jubilee hauling a Leeds-bound semi-fast passes a trip working at Spen Valley Junction in May, 1960. The two tracks on the far right are the start of the New Line to Farnley Junction. Spen Valley Junction box(right) was abolished in December, 1967.

### Trip 8J01 7.9.64-14.6.65

Dep Healey Mills	08.30
Arr Deighton(British Dyes)	09.10
Dep Holliday's Sidings	11.35 SX
Arr Healey Mills	11.55 SX
Dep Healey Mills	12.50 SX
Arr British Dyes	13.25 SX
Dep British Dyes	13.50
Arr Healey Mills	14.25

Below: It is 3rd November, 1969, the Heaton Lodge remodelling is under way, Spen Valley Junction signal box has gone and the New Line is currently disconnected. A class 37 in new BR corporate blue livery heads along the Down Fast or South line with a local trip working bound for Healey Mills.







**Above: Fowler 2-6-4T No. 42324 runs along the Up Fast or South line past Bradley Junction and the site of Bradley station (closed 1950) with a Leeds-Huddersfield local on 27th May, 1959. Expresses tended to use the Slow lines on the left - it was not unusual on the former LNWR system for the terms Fast and Slow not to reflect the line speed, a situation which still existed at one or two ex-LNW locations in 2000. The chimneys of Holliday's dyes and chemicals works dominate the skyline, Bradley Junction signal box stands between the Fast and Slow lines and the curve to Bradley Wood used by Halifax trains disappears through the bridge on the left. This curve closed in 1987 but was reopened and a new passenger service reinstated in May, 2000. (*Gavin Morrison*)**

**Below: Kirkburton Junction in May 1962 with WD 2-8-0 No. 90123 passing on a westbound coal train. The platform of the old Deighton station (closed 1930) can just be seen on the Kirkburton branch through the arch on the right. The new Deighton station stands on the site of the junction now.**





Hillhouse No.2 signal box on 24th April, 1965 looking north towards the fine gantry protecting the approach to Huddersfield. The box in the distance through the gantry is Red Doles, junction with the Newtown branch. Beyond that an overbridge marks the abandoned Midland line from Mirfield. Back in 1957 Hillhouse No.2 box was open continuously whereas Red Doles was open as required.

The 1937 sectional Appendix showed the Heaton Lodge-Standedge line as worked by absolute block signalling with permissive block or station and yard working on the platform 2 line through Huddersfield station. The North lines were the Slow lines and the South lines the Fast lines.

Signal boxes were at Heaton Lodge, Heckmondwike Jn., Bradley Jn., Holliday's Siding, Kirkburton Jn., Red Doles Jn., Hillhouse No.2, Hillhouse No.4, Hillhouse No. 1, Huddersfield No.2, Huddersfield No.1, Springwood Jn., Gledholt Jn., Longwood Goods, Linthwaite, Slaithwaite and Marsden. Hillhouse No.4 signalled the Slow/Goods lines only.

Additional running lines were: Up and Down Goods Hillhouse No.2-Hillhouse No.1  
Bi-directional goods line Hillhouse No.1-Huddersfield No.2  
(the '5th line')  
Up and Down Goods Huddersfield No.2-Huddersfield No.1  
No.2 platform line Huddersfield No.2-Huddersfield No.1  
Up refuge siding at Marsden for 18 wagons, engine and brake.

Speed restrictions: Marsden-Gledholt 50mph to 19.25 milepost then 40mph(Down South)  
Marsden stn.-Longwood stn. 55mph(Down North line)  
Longwood-Springwood Jn. 50mph(Down North line)  
Gledholt Jn. - Springwood Jn. 35mph(Down South line)  
Huddersfield-Bradley 50mph (Down North line), 55mph (Down South line)

The working of fitted coaching stock (with continuous brake) without a brake van is permitted over the Up Fast and Up Slow between Mirfield No.2 and Huddersfield subject to a maximum of 3 vehicles. A guard or shunter must ride on the rear or nearest suitable vehicle. The last vehicle must carry a red tail lamp. Propelling of one wagon of fuel or one empty wagon is permitted between Bradley Jn. and Hillhouse No.2 on the Up Fast and Up Slow. *Eastern Region(North) Sectional Appendix, January, 1969.*



Above: *Bihar and Orissa* wheels the 18.53 Huddersfield-Leeds parcels under the gantry at Hillhouse No.2 on 24th April, 1965. The gantry was partially replaced the following day.

Below: If ever an unrebuilt Patriot 4-6-0 lacked glamour it was 45508 which not only had no name but suffered the disfiguring indignity of a stovepipe chimney. Still, she looks competent enough heading a 10-coach eastbound express past Hillhouse motive power depot and sidings in the late 1950s. The Down signal on the left is extra tall and positioned on the Up side to ensure it is clearly visible round the curve from Huddersfield. (G. W. Sharpe collection)





Above: A wagon is being hoisted up the Hillhouse coaling plant as a Metro-Cammell DMU passes by shortly after starting its journey from Huddersfield to Bradford in May, 1960. Hillhouse No.1 signal box is just visible beyond the lattice post signal.

Coded 25B in the Wakefield district of the London Midland Region of British Railways, Hillhouse shed became 55G under the Leeds district when transferred to the North Eastern Region in 1957.

Its job was mainly to provide engines for freight and local passenger work but hardly seemed to have enough and a weekday visit would find the shed virtually empty. In later years its most celebrated engines were the class 4 2-6-4Ts designed by Sir Henry Fowler for the LMS and introduced to traffic in 1927. Hillhouse was one of those sheds allocated Fowler tanks with side windows and doors on the cabs, specifically to protect crews working over the exposed Penistone line. After local passenger services had been closed or dieselised, these locos continued to work local portions of express trains. Other locomotives allocated there in the 1950s have included Black Five 4-6-0s, Crab 2-6-0s, L&Y Radial 2-4-2Ts, L&Y 2F 0-6-0STs and a good complement of WD 2-8-0s, plus the odd Jubilee - No. 45596 *Bahamas* in 1950 - and Fowler 7F 0-8-0s, No. 49648 in 1950.

Hillhouse lost its entire allocation on 2nd January, 1967 when its 10 remaining locos were dispersed to Royston, Normanton and Bradford Hammerton Street, turning and watering facilities remaining available for visiting steam locos until 6th March. The shed was subsequently demolished and the site has remained waste ground, becoming increasingly overgrown, ever since.

## LOCOMOTIVES ALLOCATED TO HUDDERSFIELD HILLHOUSE

### May, 1955

Fowler 2-6-4T: 42310/1/2/84/408/9/10/2/3; Hughes-Fowler 2-6-0: 42845/61/2/3/6; Black Five 4-6-0: 44780/948/9/5222/37/340; 2P 2-4-2T: 50725/831/65; L&Y 0-6-0ST: 51408/524; WD 2-8-0: 90325/32/45/7/619/55/80/94. Total 33.

### April, 1965

Fairburn 2-6-4T: 42141; Fowler 2-6-4T: 42317/410; Stanier 2-6-4T: 42618; WD 2-8-0: 90315/32/47/62/619/49/80/94; BR 204hp 0-6-0 diesel: D2095; Drewry 204hp 0-6-0 diesel: D2263. Total 14.

## LOCOMOTIVES ON HUDDERSFIELD HILLHOUSE SHED Sunday 2nd June, 1957

Fowler 2-6-4T: 42310/2/84/409/12/4; 4F 0-6-0: 44485; Black Five 4-6-0: 45116/222/37/339; 3F 0-6-0T: 47556/89; 8F 2-8-0: 48630; 2P 2-4-2T: 50725/865; WD 2-8-0: 90249/325/45/7/619/21/4/80/94. Total: 25



Hillhouse visitor number one. Well away from its native East Coast main line, A3 Pacific No. 60051 *Blink Bonney* was waiting at the north end of the shed prior to taking out The South Yorkshireman No.2 railtour to Derby on 18th April, 1964.

(G. W. Sharpe collection)



Below: Hillhouse visitor number two. Until 15th August, 1964 the Trans-Pennine DMUs were the only products of Swindon works to reach Huddersfield but then an event took place which has gone down in railway folklore. It should never have happened but a strange set of circumstances meant that Western Region Grange class 4-6-0 No. 6858 *Woolston Grange* worked a normal service train to Huddersfield. The unusual visitor stands at the south end of the shed on 25th August, just hours before leaving after a ten day stay at Hillhouse while the powers-that-be worked out how to get it home again. The remarkable story of *Woolston Grange* is told on the next page.





**When the Grange came to Huddersfield. *Woolston Grange* stands outside the south end of Hillhouse shed on 25th August, 1964 all ready for her return home a few hours later.**

It was Saturday 15th August, 1964, the 8.55am Bournemouth West to Leeds City express, packed with returning holidaymakers, was running nicely despite disruption caused by an oil train derailment at Didcot the previous day.

What happened at Huddersfield as a result of that derailment is better remembered 36 years on than the derailment itself. The resulting line blockage prevented the booked Farnley Jubilee reaching Oxford, where it was to relieve a Southern engine for the journey north over the Great Central line.

Oxford provided their own *Woolston Grange* expecting it would be replaced at Nottingham Victoria, but there was no replacement there either and the Grange with its 257-ton 8-coach train went on to Sheffield Victoria where it arrived two minutes early. This was as far as ex-GWR engines were allowed because lineside clearances beyond there were too tight.

But again, no other engine was available. The Low Moor crew now taking over had probably never seen a GWR engine before let alone worked one, with its different cab arrangements and right hand drive so they argued about taking the train on. Eventually a loco inspector persuaded them to work the engine on condition he went with them.

They left 28 minutes late and the tale is that by the time they reached Penistone the Low Moor men were so convinced the engine was a real first class job that they worked forward alone to Huddersfield. Passing Denby Dale they took away some of the wooden platform edge and sheered the engine's left hand cylinder rivets in the process.

By now Leeds Control were aware of the situation. They instructed the Huddersfield down side inspector that the Grange **MUST** be detached at Huddersfield and on no account work on to Leeds as there was a real probability of it literally getting

stuck in Morley Tunnel. Black Five No. 45048 and Farnley men were sent off Hillhouse shed to relieve 6858. But when she arrived the Low Moor men were so attached to the foreigner that they wanted to carry on and refused to uncouple it. The relief engine, standing on the viaduct, was brought down alongside 6858. The Farnley men would not uncouple the Grange as it had not been officially handed over to them by the Low Moor men.

By this time the passengers were getting annoyed and were congregating on the platform adding their own brand of advice. The inspector, Harry Hutchinson, jumped down and uncoupled the Grange himself, Low Moor men still refusing to do anything as they had now decided their day was up. Hillhouse men took 6858 down to the shed while 45048 backed up.

Then more trouble. Being a Western engine, the Grange had created 26 inches of vacuum which 45048 had no hope of attaining so the yardmaster had to walk down the train pulling all the brake cords by hand. It finally got away 51 minutes late though 45048 regained 6 minutes to Leeds.

Down at Hillhouse, 6858's fire was quickly dropped and the engine put away in the shed to await special authority for its return home. Shed staff were instructed to say "no comment" when dealing with enquiries from enthusiasts and photographers. At one stage the police were called to escort sightseers from the premises.

Several days passed while the authorities decided what to do with 6858 - scrapping it on shed was suggested as the easiest and cheapest solution.

It left Hillhouse under its own steam in the small hours of Wednesday 26th August for Oxley shed, Wolverhampton. Running as special train 8Z02 via Stalybridge, limited to 35mph and worked by Farnley men as far as Crewe.

These photographs of *Woolston Grange* were taken thanks to the cooperation of Hillhouse shed staff and especially the shedmaster Mr. Howcroft (right), a most courteous and helpful gentleman.

Centre: The L&Y 2-4-2Ts were once stalwarts of local passenger services. Here, No. 50865 rests on Hillhouse shed on Sunday 2nd June, 1957. Together with 50725, this veteran from the 1890s still saw occasional use and at times of acute motive power shortage still worked the evening Huddersfield connection off the down West Riding from Wakefield. Nos. 50865 and 50725 were withdrawn and sent to Crewe for scrap in October, 1959, being broken up at Looms of Spondon, near Derby.

Below left: Fowler tank No.42317 on Hillhouse shed with a WD 2-8-0.

(G. W. Sharpe collection)



BRITISH RAILWAYS TELEGRAM		B.R. 367	
STATION	3.12.63	TO	
FROM	POWER YORK.	TO	L. HUDDS
RECEIVED FROM	L. AGGARD	TO	42310 and 42384
TIME RECEIVED	6/00p	TO	DERBY - NOW FOR SCRAP.
STATION TO	MPD	TO	
TIME SENT	6/05p	TO	
CLERK	Doct	TIME	SIGNED

Hillhouse found their Fowler 2-6-4Ts too useful to part with, but somebody at headquarters had other ideas. The telegram above right ordering 42310 and 42384 to their fate was received at 6pm on 3rd December, 1963. Another telegram was received at 7.15pm on 26th February, 1964 which read: "LAGGARD 42410 CREWE NOW". It was only for overhaul but the shedmaster was very reluctant to let her go, fearing she would never come back. But go she did and she returned to become the last of the class in service, being withdrawn in October, 1966.



**Above:** A view of Hillhouse sidings with Drewry 204hp 0-6-0 diesel shunter No. D2266 at work in May, 1960. Crossing the scene is the footbridge leading to the engine shed while the freight terminal is through the right hand span of the bridge. The roads in front of the train lead to the locomotive depot and sorting sidings.



In May, 1960 Hillhouse yard saw 41 booked departures per 24 hours on Mondays to Fridays. Twenty were long-distance inter-regional freights, some originating at Hillhouse and others calling there, 17 were trains between local West Riding yards and depots, and four were local trips to Newtown, Lockwood, Marsden and Huddersfield Goods. Long-distance freights calling there included the 9.5pm Copley Hill-Pontypool Road class C, the 9.45pm from Copley Hill which divided at Hillhouse to form separate trains to Aston and Manchester London Road, and the 4.10pm Holyhead-York cattle train which departed at 1.5am after an 82 minute stopover.

By September, 1964, with Healey Mills yard open, just 14 trains left Hillhouse each day, mostly trips to and from Healey Mills with one each to Clayton West and Lockwood. The 21.15 Hillhouse-Camden still ran and the Holyhead-York still called, but the only other long distance train using Hillhouse was the Ellesmere Port-Liversedge tanks which called "for locomotive purposes."

*The 1956 stations handbook showed Hillhouse yard as equipped with a maximum crane power of 10 tons. There were two yard cranes and its facilities also included busy cattle docks and extensive coal drops. Coal and limited amounts of wagonload freight were handled there into the 1980s.*

**Left:** Between 1904 and 1934 Huddersfield Corporation tramways used two electric coal trams for delivering coal from Hillhouse coal drops to mills and factories around the town. Sixty six years after the operation ceased, a section of the tram track survived in the stone setts of the disused Hillhouse coal yard.





**Above:** With Huddersfield stretched out behind her, Chester's Black Five No. 44913 cruises off the viaduct and approaches Hillhouse No.1 signal box with the 14.45 Llandudno-Leeds at 19.03 on 24th July, 1965.

**Below:** Inside Hillhouse No.1 box at 11.25am on 10th August, 1964, showing the original LNWR lever frame. This box was open continuously except between 6.40am and 11.55pm on Sundays.



*On 23rd November, 1964 the 09.05 Stalybridge-Healey Mills, hauled by 90581, ran away and collided with the last wagon and brake van of the 12.30 Hillhouse-Clayton West just west of Hillhouse No.1 box. It continued along the Up Slow Loop until coming to rest outside No.2 box. The guard on the Clayton West trip was shaken but otherwise unhurt.*

Commencing Saturday 7th March, 1964, a series of 'out of gauge' trains ran via Standedge conveying components from Whessoe engineering works, Darlington, to Valley, Anglesey, for the construction of Wylfa Head nuclear power station. The cargoes consisted of 96 x 23ft 6in curved liner plates, 256 x 18ft 7in curved liner plates, 74 top and bottom crown plates, all loaded on flat wagons, and 1800 tons of shield plates loaded on Warflat or Borail wagons. Having travelled from Darlington, each train left Healey Mills at 3.30pm each Saturday for Stockport where it stayed until Monday morning. The trains were subject to a whole range of cautions and restrictions between Heaton Lodge, Spenn Valley Junction and Longwood, including caution while passing a damaged buffer stop at Hillhouse MPD and the water hogger hose on the Up Main in Huddersfield station.



Above: In 1965 there would be plenty of youngsters on this train who appreciated being hauled over Standedge by a Britannia, even if the latest Beatles record was uppermost in their minds. The returning 1X15 Liverpool-York school special hauled by No. 70017 *Arrow* of Crewe North has just passed Hillhouse and is crossing the viaduct towards Huddersfield station at 20.00 on 21st May, 1965. *Arrow* was originally one of the Cardiff Canton batch which had their smoke deflector handrails removed after it was claimed they contributed to an accident by obstructing the driver's view.

Below: Stockport Edgeley's pet Jubilee, the double chimneyed No. 45596 *Bahamas*, pulls away from platform 8 with the 08.02 Stockport-Leeds parcels on 30th March, 1965 as Fowler 2-6-4T No. 42317 shunts a BG van into Huddersfield yard. Authority was hell-bent on withdrawing the Fowler tanks but 42317 stuck out for another six months before withdrawal - after a fight - in September.





## SHORT MEMORIES

**2.4.64:** The 11am Liverpool-Newcastle, hauled by Black Five 45291 instead of a Type 4 diesel, is only 2.5 minutes late at Huddersfield. Leeds Control is told it has two engines so lets it go New Line and 45291 arrives in Leeds just 1 minute late!

**6.4.64:** Despite the withdrawal of 42408 and 42410 in works, five Fowler tanks work at Huddersfield this week - 42317/42413 (55G), 42406 (56A), 42411 (56F), and 42424(9B).

**12.6.64:** Fowler tank 42410 is back after 3.5 months in Crewe Works with a new coat of unlined black paintwork.

Above: There may be little variety among the many trains at Huddersfield in 2000 but in the 1950s it was a very different matter. The mouthwatering combination of Farnley's LMS 2P 4-4-0 No.40581 and a Jubilee enter Huddersfield station with a Newcastle-Liverpool express on 26th January, 1957. The old Huddersfield No.2 signal box stands astride the train.

Below: Proudly wearing class 1 headlamps, WD 2-8-0 No. 90341 clanks into Huddersfield station with the Wakefield steam crane at 3.52pm on 29th August, 1964 while on its way to rerail a DMU at Marsden. Forming a backdrop to both pictures are the premises of Rippon Brothers, high quality coachbuilders who became pioneers of the motor industry and makers of bodywork for Rolls Royce cars



*One of the oldest industries across Kirklees along with textiles was coachbuilding and local coachbuilders developed into pioneers of the motor industry. Famous names included David Brown , Karrier - makers of commercial vehicles including the Karrier Cob delivery drays which graced railway goods yards all over the country - and firms like Rippon Brothers who made high quality bodywork.*



Above: Jubilee No. 45573 makes a brisk departure from Huddersfield with the 17.38 Manchester to Newcastle running as a relief on Easter Tuesday, 1965. This was the celebrated Fridays Only train which was normally a Carlisle Kingmoor engine but on this day was Holbeck's *Newfoundland* just four months away from withdrawal. Normally associated with the Settle & Carlisle, *Newfoundland* was quite a stranger at Huddersfield.

Below: 1964 was a vintage year for rare visitors to Huddersfield and Neville Hill's A1 Pacific No. 60134 *Foxhunter* was the third extremely rare LNER visitor in a week. Having just returned to traffic from winter storage, it gets away from platform 4 with the 1X40 women's organisations excursion to Castle Douglas at 7.7am on 9th June. The vast goods warehouse fills the view on the right.







**Above:** On Thursday 29th April, 1965 Neville Hill A1 Pacific No. 60131 *Osprey* leaves Huddersfield with train 1F54, the 10.33 special to King's Cross conveying the Huddersfield Choral Society which it worked as far as Doncaster.

*Train 1F54 was to combine at Wakefield with a portion conveying the Leeds Philharmonic Society. The A1 booked for the Huddersfield portion was to collect the empty stock for 1F54 from Neville Hill after arriving at Leeds with a parcels train from York. Then someone realised the engine would not have time to turn at Huddersfield and it could not take the coaches earlier because of its previous working. The A1 was scrubbed and a Jubilee substituted, but Trains Office weren't happy about a class 6 taking 12 coaches to Doncaster and the day before the special was due to run there was still no satisfactory engine. Then the motive power superintendent came up with "There's an A1 at Farnley for washout, we'll use that" and 60131 appeared.*

**Below:** Low Moor's Jubilee No. 45694 *Bellerophon* leaves platform 4 with a private excursion from Honley to Blackpool for Messrs. Dobroyd's at 8.50am on 26th June, 1964. Class 8F 2-8-0 No. 48182 waits on the Down through road with the 5.46am Crewe to Healey Mills class 4 freight.





Above: The summer Saturday holiday trains to Dorset were legendary in the 1960s, not least because they gave top link work, via Penistone, to some of the last Jubilees up to 1966. Here, No. 45562 *Alberta* rolls the Leeds portion of the 10.44am to Poole into platform 1 on 29th August, 1964. At this time, two separate trains returned, the 8.55am Bournemouth-Leeds (worked from Oxford by a Farnley engine which took a freight train south the day before) and the Poole-Bradford about an hour and a half later, worked from Nottingham Victoria by the engine from the train pictured above.



Left: The 10.25am Poole-Bradford pulls out of platform 4 at 6.56pm on Saturday 5th August, 1961 with 4-6-0 No. 73165 leading the way.

The Standard class 5, one of a batch stationed at Hillhouse in the early 1960s, had just coupled on the front of the train engine, Black Five No. 45219, to help it up the 1 in 45 Greetland - Dryclough bank, near Halifax.

The train is partly formed of Southern Region green coaches.



Above: One of the rarest engines to visit Huddersfield, North Eastern Q6 0-8-0 No. 63426 from Neville Hill had been press ganged into working a special train of perishables which had missed their connection at Leeds City. The train had to run as class 9 because the engine had no vacuum brake. The Q6 is shunting its train at 10.35am on 6th June, 1964 as the driver receives instructions from the station shunter on platform 1 while yardmaster Denis Wilson and DSI Les Jardine savour the sight.

Below: Ivatt class 2 2-6-2T No. 41255 waits in the parcels dock behind the George Hotel at 7.18pm on 5th August, 1961 with a parcels train to Leeds City North. There used to be a turntable in this area, just behind the locomotive.





**Above:** Running seven hours late, train 4N00, the 1.25am Ellesmere Port - Liversedge Spen oil tanks is hauled away from Huddersfield station by 8F 2-8-0 No. 48540 and 9F 2-10-0 No. 92079 - a former Lickey Incline banker - at 11.10am on 4th March, 1965 following a brief stop to change guards. This train was a notoriously bad timekeeper.

*The above train started running as a twice weekly special - 4X41 dep. Ellesmere Port 2.40am, worked by a Birkenhead 9F 2-10-0 and stopping at Hillhouse to attach an assisting engine for the climb to Liversedge. Running was very poor - 6 hours late being common. The engines were in terrible condition. On one of the first runs, 26th October, 1963, the press were at Liversedge. Due partly to a derailment in Cheshire, engine 92017 being almost a failure, and the usual delays thrust on freight trains, it was 380 minutes late - great publicity!*

*Punctuality was crucial to Charrington-Hargreaves distribution system but their road tankers and crews often waited in vain for the train to arrive.*

*Performance gradually improved to 3 or 4 hours late - it's a wonder BR kept the traffic. From June, 1964 it ceased to be a special and was in the working timetable to run Tuesdays and Thursdays. An assisting engine was booked throughout from Stockport, the train started 75 minutes earlier and stopped nearly 2 hours at Hillhouse for "locomotive purposes." After this, delays were usually down to about an hour. In January, 1965 it began running daily.*

**Below:** A crowd gathers at 20.42 on 5th November, 1966 to watch Fairburn 2-6-4T No. 42116 taking water at Huddersfield before departing with the very last run of the celebrated 19.30 Stockport-Bradford. True to form, it gained 8 minutes on the journey.







Above: The illogical haste with which steam locomotives were being scrapped while new diesels were less than reliable led to acute motive power shortages during the 1960s. Such was the derth of engines on 24th September, 1963 that only WD 2-8-0 No. 90707 was available to work the 8.7am Stockport-Leeds parcels, pictured just setting off from platform 8.

Below: On Saturday 23rd December, 1967, run down Black Five No. 45073 brings the penultimate steam hauled passenger train over Standedge, the 09.30 Manchester-Newcastle relief, into platform 8 just 10 minutes late after needing a 7-minute stop at Diggle for a blow-up. The following service train was doing no better, being stuck at Stalybridge with an ailing English Electric Type 4.





Above: WD 2-8-0 No. 90112 thumps past on the Down Goods Loop with an empty mineral train at 11.50 on 5th February, 1965 as Stockport Edgeley's Fowler 2-6-4T No. 42343 deputises for a failed Jubilee on the 08.02 Stockport-Leeds parcels at platform 8. The second vehicle in the parcels train is a Great Western "syphon."

Below: Parcels traffic was once such a dominant feature of any large station that it is unbelievable the way it has all but disappeared now. Low Moor's Fowler tank No. 42411 awaits departure from platform 6 with the 8.45pm parcels to Leeds on 7th April, 1964.



*Between Huddersfield and Bradford, Penistone or Clayton West a 2-car 600hp or 3-car 720hp DMU was allowed to haul one tailvan and a 4-car 1200hp or 6-car 1440hp set 2 vans. A 3-car 720hp set was allowed to haul one van and a 6-car 1440hp set 2 vans between Huddersfield and Wakefield, and a 3-car 720hp set one van or a 4-car 1440hp set 2 vans between Huddersfield and Leeds. Up to 140 tons could be hauled by units running solely as parcels trains.*

## SHORT MEMORIES

**7/8.8.64:** Twelve special trains run to a variety of resorts at the start of the Huddersfield textile holidays. All but two are steam.

**5.9.64:** Failures of Trans-Pennine DMUs reduce the number of complete working sets to just one. The 4pm Liverpool-Hull is a class 5 and six coaches via the New Line.



Above: Hillhouse's last "original" Fowler 2-6-4T, No. 42317, prepares to dispose of the parcels train it has just brought from Leeds City North on 13th June, 1964.

In May, 42317 seemed to have reached its end when it was jacked up at Farnley shed with no wheels awaiting a mileage report and examination by the district boiler inspector. Mr. Howcroft, the Hillhouse shedmaster, had other ideas, though. A bee enthusiast happier in boiler suit tinkering with valve gear than working in the office, submitted shopping proposal forms for 42317 to the DMPS in Leeds. At first these were agreed, then endorsed "shed repairs only" which was enough to save one of the oldest LMS engines in the area from the scrapman.

Below: It was fun for enthusiasts but tough on passengers with all the diesel failures in the sixties. In another scene to cheer cynical hearts, 8F 2-8-0 No.48158(as per the Hornby Dublo 3-rail model) drags Sulzer Type 4(class 46) No.D171 and its 09.45 Newcastle-Liverpool into platform 1 on 22nd March, 1965 after it had packed up on the downhill grade between Batley and Dewsbury. Jubilee No. 45647 *Sturdee* was commandeered to take the train forward.





Top: Drewry 204hp diesel shunter No. D2262 stands in Huddersfield goods yard on 22nd January, 1964 as 8F 2-8-0 No. 48720 arrives with 3X08, the 12 noon Copley Hill-Ardwick empty coaching stock train composed of 17 gangwayed vehicles.



Centre: This Garrett steam tractor was being moved from Bridport, in Dorset, to Hillhouse via Penistone in T98 trip which had paused to detach wagons at Huddersfield Goods. It had been bought by Mr. Philip Carter of Shelley. Greywood Central was a narrow gauge railway operating at Burwood Park, Walton-on-Thames, Surrey until 1964. Behind it is the hydraulic pumphouse which powered the hoist that lifted wagons to the first floor of the goods warehouse.



Bottom: With the wagon hoist towering above it, Crewe North Black Five No. 44678 returns to Hillhouse with J02 trip from Longwood at 11.19 on 2nd March, 1965. Hillhouse shed probably borrowed ex-works 44678 off an incoming overnight fitted freight.





Above: Stanier Mogul 42963 attends with the Mirfield tool vans to a minor derailment in Huddersfield goods yard on 21st August, 1964.

The Mirfield shedmaster said that with this locomotive being called off shed, there was not one loco left there - not even one out of steam or in store.

Right: Huddersfield's glorious station buildings were eclipsed for once in early 1985 when this coach was craned into an abandoned bay platform for use as a playtrain by the National Children's Centre which occupies part of the station. The nearest, darker building was the L&Y booking office.

*(Fastline Photographic)*



Left: The view outside the station could be just as fascinating for transport enthusiasts. Across St. George's square in John William Street on 10th April, 1964 was one of Huddersfield's rather splendid 6-wheel trolleybuses, No. 589. The time is 3.40pm but notice how quiet the street is. The trolley buses were introduced in 1933 and abandoned in 1968.



Left: Driver Scarth gets ready to turn off the water as his steed, Black Five No. 45255, prepares to leave Huddersfield with the 17.22 Darlington to Manchester relief at 19.24 on Boxing Day, 1967. So far as the author is aware, this was the last steam-hauled passenger train to leave Huddersfield in ordinary service, though steam engines were still coupled behind diesels to provide train heating.

*Official documents referred to the tunnels at the west end of the station as Huddersfield (nearest the station) and Springwood, but locally they were known as Springwood North and South tunnels respectively.*

Below: Another ailing English Electric Type 4 (class 40) diesel. On 9th May, 1964 it was D279 which needed the help of the Manchester Exchange station pilot, Black Five No. 44736, with the 11am Liverpool to Newcastle, seen entering Huddersfield's platform 4 at 1pm. The two engines were replaced by a brand new Brush Sulzer Type 4 (class 47) at Leeds City. Nowadays, eastbound TransPennine expresses use platform 8 while platform 4 is normally used by local trains.





Above: A 2-car Metro-Cammell DMU forms the 4pm to Clayton West waiting to leave bay platform 2 at Huddersfield in 1963. The coach shown on page 75 has occupied this platform since 1985 while the section of platform 1 on the left was converted into a new inset bay platform for Sheffield trains during the 1989/90 remodelling.

In 2000 the Metro-Cammell units were the very last of a once huge fleet of 1950s/60s DMUs to remain in service, working just beyond Standedge, in the Manchester area. (*Jack Wild / S. Chapman collection*)

Below: Football specials were routine on winter Saturdays until the latter half of the 1980s. Here, Leeds Holbeck Jubilee No. 45564 *New South Wales* passes through on the Up Fast with the 1X41 Newcastle-Manchester "footex" carrying Sunderland fans at 12.10pm on 29th February, 1964.





The moment on 29th February, 1964 that Huddersfield station shook to its foundations while passengers and staff stood spellbound as the redoubtable *Bihar & Orissa* blasted its Newcastle-Manchester football special away from a dead stand at Hillhouse No.1 box. With the crew giving it everything they had, engine and train came round the back of the station at an unbelievable pace, charging over the curves and points before plunging into the tunnel.

Despite *Bihar & Orissa's* best efforts, the FA Cup 6th round between Manchester United and Sunderland was not settled on 29th February and the two had to meet again for a replay on Monday 9th March - at Huddersfield!

The event brought five English Electric Type 4-hauled specials plus one DMU from Sunderland and four steam-hauled specials from Manchester. The locos bringing in the Manchester trains were Black Fives 45101 and 45239, and Jubilees 45578 *United Provinces* and 45654 *Hood*, all beautifully clean but in woeful mechanical condition.

According to the crew, 45654 had a cracked tube plate, and 45578's crew complained of injector trouble. On the way back, *Hood* took 63 minutes to reach Diggle while 45578, after being run up and down Mirfield shed yard, was found to be in such a state that 45261 was used on the return instead. 45101's train was delayed waiting an ambulance conveying fans injured in a car accident. The trains arrived between 4.33 and 5.51pm.

Sunderland fans enjoyed 11-coach corridor trains, each with a buffet car but the United fans had to be content with trains of 11 non-corridor coaches

The empty stock from four Sunderland trains was stabled at Lockwood and one at Wakefield. The Manchester trains were stabled at Hillhouse and Mirfield.

To accommodate the extra traffic, some local trains had to be retimed or replatformed. The 5.45pm from Clayton West ran minus its usual parcels van, the 6.52 carrying the tailvan instead. Manchester fans arrived at platform 4 and left the station via the subway direct to the station front, while Sunderland fans, arriving at platform 1, left by the fish passage, main ticket barrier, parcels gate and west end.

The Post Office was asked to get its mail to the station in good time so that it could be taken onto the station between 5.30 and 6.30 via the Inward Parcels Office so as to "liberate the fish passage and west end for passengers."

Huddersfield carriage servicing staff went on the 6pm Penistone train to Lockwood to sweep out the stock before returning to Huddersfield to help with parcels and the return specials. S&T and carriage & wagon staff had to stay on duty until the last of the return specials had left at 11.15pm.



## SHORT MEMORIES

**27.10.64:** Guards have been up in arms during a shortage of 2-6-4Ts after a tender first Crab was used several times on the 18.53 Huddersfield-Leeds parcels because it had no steam heat pipe on the front. Tonight they have WD 90619 with no heat pipe on either end!

**31.12.64:** A Barry Docks-Bradford banana special arrives at Huddersfield hauled by an ageing 4F 0-6-0. An 8F 2-8-0 takes over.

**17.1.65:** All expresses diverted via the New Line because of engineering work between Dewsbury and Ravensthorpe.



### Unusual work for WDs

**Above:** At 14.10 on 11th June, 1965, York's 90045 emerged from the 684yd Huddersfield Tunnel dragging West Coast AC electric loco No. E3068, en-route from Crewe Works to Darlington Works.

*Gongs were provided on both Down lines in Huddersfield Tunnel, 100yds on the Springwood side of the Down Home signals to warn drivers of signals just outside the exit.*

**Below:** No. 90010, of Gorton shed, Manchester, makes a fine sight at 1.12pm on 20th February, 1964 while storming along the Fast line through Huddersfield with the 10.5am Bradford Manningham to Parkside empty stock train composed of 17 corridor coaches.





Above: The absence of a train enables a clear view of the west end of Huddersfield station during resignalling on 17th April, 1958. The old Huddersfield No.1 signal box spanning the goods lines was still in use but the new power box was taking shape just behind it inside the station. Huddersfield No.2 can just be seen beyond the far end of the station. The LNWR splitting signal guarding the station exit will soon give way to colour lights.

Below: The rare sight of a Caprotti Black Five on freight at Huddersfield and with the valve gear as one departure from the standard, No. 44755 also has a low running plate, splashers and double chimney. It is seen pulling away from the goods lines behind the station with the 10.5am Mirfield to Heaton Mersey class 8 on 27th September, 1963. The huge goods warehouse dominates the scene and still does so in 2000 though it has not been used for railway purposes since 1970. Like the passenger station, it was joint LNW/L&Y until 1922 when the L&Y was absorbed by the LNW.





Above: A Birkenhead-Healey Mills tank train headed by "Crab" 2-6-0 No. 42827 takes the goods loop round the back of the station at 10.47am on 20th August, 1964. The warehouse on the right looks well stocked with freight. During the 1980s it was converted to a small business centre for young people.

Below: Compare this with the functional class 158 stock used on today's Liverpool-Newcastle trains. LMS Stanier 12-wheel first class restaurant car No. M34M looks the epitome of style. It was ex-works and in the 9am Liverpool-Newcastle for the second fortnight of August, 1963.



## SHORT MEMORIES

**24.3.65:** Royal Scot 46160 and Black Five 45242 deputise for the diesel on the 11.00 Liverpool-Newcastle.

**7.4.65:** After arriving on the Liversedge tanks, 9F 92085 works the 15.28 Huddersfield-Leeds one-van parcels.

**25.11.65:** Britannia 70025 works the 09.00 Liverpool-Newcastle and the next day's 09.05 return.



Left: Springwood Junction at 17.56 on 23rd April, 1966. Black Five 4-6-0 No. 44678 bursts out of the 685yd Springwood Tunnel and takes the Up Fast over the junction with the Penistone line while heading an excursion returning to Wigan.

Below: The changes which hit the railway in the second half of the 1960s are very apparent in this photograph. Immaculately clean Britannia Pacific No. 70038 *Robin Hood* gets away from Springwood Tunnel with a returning York-Birmingham Stephenson Locomotive Society raitour at 17.50 on 2nd July, 1967. The junction has been considerably rationalised and the second coach is in BR's new blue and white livery while the train will join the Up Slow(or North) line at Gledholt Junction following closure of the Fast (or South) lines beyond that point.

No. 70038 was standing in for Great Western 4-6-0 *Clun Castle* which had problems with line-side clearances.





Right: What would we give to see and hear double-headed Royal Scots over Standedge again?

Nos. 46152 *The King's Dragoon Guardsman* and 46147 *The Northamptonshire Regiment* make a truly spectacular sight as they forge up towards Longwood & Milnsbridge with a Newcastle-Liverpool express in April, 1959. The express is travelling on the Up North or Slow line. The 1937 Sectional Appendix designated the running lines as North and South, whereas 1960s documents showed them as Slow and Fast.



Left: It is January, 1959 and the prototype 3,300hp Deltic has just passed Longwood station on its way from Liverpool to York to start its East Coast main line trials. En-route it will perform platform clearance tests at Leeds City.

Twenty years later, the Deltics were back, on the York-Liverpool expresses.

Right: A vision of diesels to come in the nearer future. English Electric Type 4 D245 passing Longwood on the return leg of a 12-coach Newcastle-Stalybridge test run in February, 1960.





**Above:** It makes you feel cold just to look at it. A traditional Standedge freight headed by an LNWR Super 'D' 0-8-0 plods up to Longwood & Milnsbridge in February, 1960. Even in BR days, these locos lacked smoke-box number plates.



**Left:** Longwood & Milnsbridge station, looking east on 26th April, 1958. The station closed on 7th October, 1968 and a new one proposed in the 1980s has not materialised. (B.G. Tweed/N.E. Stead colln)

**Below:** High above the Colne Valley rooftops in September, 1959, another Super 'D' crosses Milnsbridge Viaduct with an eastbound freight well loaded with chemical tanks for the Huddersfield area.





**Above:** *Bihar & Orissa* going great guns through Longwood with the 9.20am Scarborough-Manchester, photographed from a DMU heading for Huddersfield on 25th August, 1962.

**Below:** It is teatime at Longwood Goods one day in April, 1958 and what a scene! Patriot No. 45518 *Bradshaw* pulls past with a Hull-Liverpool express as a Black Five shunts the busy goods yard and a WD propels its arriving train of containers into the sidings. This important local terminal closed in April, 1966 but a private siding lasted a little longer.

*The teatime trip to Longwood in 1964 was P93. The Mirfield engine(0P93) collected a brake van at Hillhouse and went to Marsden where it became 7P93 and worked back to Longwood, arr. 5.27pm. Booked away at 5.55 it then went to Healey Mills calling at Huddersfield Goods.*





Above: With little over three months to go before the diesels move in, Patriot No. 45515 *Caernarvon* coasts downhill along the Down Slow through Golcar with the 12.45pm Manchester Exchange-Leeds City semi-fast on 24th September, 1960.

The two Fast lines on the left were closed on 31st October, 1966, leaving only the Slow lines on the right. During the 1980s and 90s the remaining two lines were slewed at various places into the space left by the lifted Fast lines to ease curves and raise speeds.

Below: Class 8F 2-8-0 No. 48520 pounds up grade along the Up Fast through Golcar station with a heavy westbound fitted freight. Golcar had no goods facilities but both Longwood and Linthwaite yards were nearby. The station closed on 7th October, 1968 and is another site where a proposed new station has failed to materialise.

(G.W. Sharpe collection)



## SHORT MEMORIES

**Nov./Dec., 1965:** The 07.05 Sundays Only Manchester-Leeds parcels is fairly regularly a Britannia while 70015 and 70026 share the 21.50 York-Hereford between Leeds and Stockport.

**April, 1966:** The transport minister refuses consent to Beeching Plan closure of the Penistone and Clayton West lines.

**Summer, 1966:** Drewry diesel D2246, transferred from Neville Hill, takes over as Huddersfield parcels pilot.

**13.8.66:** Jubilee 45562 is detached from the Poole-Bradford at Penistone and sent light to Clayton West Jn. to examine the line after reports that a lorry hit an underbridge.





Left : One of the last Jubilees, No. 45562 *Alberta* passes Linthwaite with a westbound special in 1966. The signal box which replaced an elevated LNW structure in the 1950s is on the right. The abandoned coal drops, closed in 1958, still survive.



Centre: Grubby Jubilee No. 45694 *Bellerophon* climbs through Slaithwaite station's Fast line platforms with a 1960s westbound special. (Both G.W. Sharpe collection)



Bottom: Fairburn 2-6-4T No. 42108 passes through Slaithwaite's Slow line platforms with the 3.53pm Halifax-Stockport, minus Palethorpes van, on 9th July, 1960.



Above: Photographed from Slaithwaite goods yard with the coal yard ahead on the right and the signal box on the left, Farnley Crab 2-6-0 No. 42789 makes a very strong attack on the climb to Standedge with the 9.38am South Shields to Manchester Exchange holiday express at 1.37pm on 9th July, 1960. Despite being loaded to 10 bogies, the Crab was maintaining a pace worthy of much larger locomotives.

Below: Another holiday train, this time on 5th August, 1961 with B1 No. 61269 heading the 11.5am Filey Holiday Camp-Manchester Victoria. This engine was one of five B1s transferred in autumn, 1959 from the ex-Great Central Leicester shed to the ex-L&Y shed at Agecroft in Manchester, causing quite a stir on the L&Y lines around Manchester at the time.





Above: One of the more curious trains to run over Standedge - the 10am summer Saturday Liverpool Exchange-Newcastle, seen approaching Slaithwaite on 5th August, 1961 hauled by Stockport Crab No. 42938. This was an L&Y train running via the LNW instead of the Calder Valley. The 1961 public timetable for the Calder Valley line showed it as running non-stop between Manchester Victoria and Wakefield Kirkgate but it was not advertised at all in the timetable for the Standedge line.

Right: The view looking west from Slaithwaite station as the original Patriot, No. 45500 *Patriot* pulls out with the 9.28am Leeds-Manchester Exchange stopper on 9th July, 1960.

Up ahead is Slaithwaite yard and the goods shed which was one of Robert Anderson's favourite vantage points: "From there I could see the smoke when a train came out of Springwood Tunnel, and it was a very useful shelter when it rained."

Slaithwaite station also closed on 7th October, 1968 but a new unstaffed halt opened there on 13th December, 1982. The site of the goods depot, closed on 5th October, 1964, is now the station car park.



Between 10.40am and 5.23pm on Saturday 9th July, 1960 Robert Anderson logged 33 steam-hauled passenger trains at Slaithwaite. They included 45646+45600 on the 9am Hull-Liverpool, 45063+45708 on the 8.55 Newcastle-Liverpool, 46138+46114 on the 9.55 Newcastle-Liverpool, 92137 on the 11.5 Filey Holiday Camp-Manchester, and 45079+45531 on the 2.20pm Liverpool-Newcastle. The 32 different engines seen were 2-6-4Ts 42108 and 42412, Crab 2-6-0s 42789/42865, Black Fives 44773/883/916/45063/79/198/209/11/59/5420/5/31, Patriots 45527/31, Jubilees 45581/600/46/72/95/708, Royal Scots 46114 and 46138, one 8F 2-8-0; Standard 5s 73067/162/3/4, 9F 2-10-0 92137.



Having finished shunting Slaithwaite at 9.15am on 5th August, 1961, Hillhouse WD No. 90619 takes JO2 trip (formerly trip H102) on to Marsden. Saturday trip workings like this were about to become a thing of the past.

JO2 Trip	Mon-Fri	17th June - 8th September, 1963			
0J02	Dep Hillhouse MPD	4.40am	Arr Marsden	8.40am	
	Arr Mirfield	5.0	Dep Marsden	9.45	
9J02	Dep Mirfield	5.15	Arr Longwood Goods	10.5	
	Arr Huddersfield	5.39	Dep Longwood Goods	10.35	
	Dep Huddersfield	6.10	Arr Gledholt	10.40	
	Arr Longwood Goods	6.25	<i>On Saturdays JO2 ran as 8J02 and went to Clayton West, Penistone, Huddersfield, Hillhouse, Longwood and Gledholt.</i>		
	Dep Longwood Goods	7.45			
	Arr Slaithwaite	7.55			
	Dep Slaithwaite	8.30			

*Slaithwaite yard was also served by 9N50, the 4.2am Adswold-British Dyes (9.0-9.30am) and the 7P93 Marsden-Wakefield (5.5-5.20pm). The 1956 stations handbook showed Slaithwaite as having a 10 ton crane and able to handle all types of freight.*

**Slaithwaite:** When a Down train calls to detach wagons in the Up side cattle siding, the guard must obtain a hanging-on lamp from the signal box, and fix it on the end of the wagon which will be the leading wagon when propelled from the Down South to the Up South line. After the engine has propelled the wagon across the points to the Up line, beyond the points leading into the cattle siding, it must be detached but must not be crossed to the Down line until the wagons have been run into the siding, clear of the main line and beyond the trap points, unless there is another engine available to dispose of the wagons. The guard must then remove the lamp and carry it back to the signal box. The wagons must be marshalled together, next the engine, so that they can be dealt with at one shunt. *LMS Central Division Sectional Appendix, 1937.*





Above: With Marsden station and signal box behind it, and the goods yard on the left, WD No. 90402 from Oldham(Lees) shed, rumbles along the Down Fast with a train of empties at 1.6pm on Saturday 17th August, 1963. Freight trains were something of a rarity on summer Saturdays.

After 1966, one of the Fast lines through Marsden was retained as an Up Loop, and in 1989 it was upgraded for passenger use and a new third platform added to the station. The signal box was abolished in 1990 upon the further extension of Huddersfield's control area.

Below: During the 1950s Great Central line expresses were sometimes diverted via Huddersfield and Penistone because of engineering work on the Woodhead line. One such occasion was 19th April, 1958 when Gorton K3 2-6-0 No. 61865 was approaching Marsden station with the 9.50am Marylebone - Manchester London Road.





Above: Another curious L&Y train via Standedge - the 11.55am additional Liverpool Exchange-Bradford on 17th August, 1963. With Black Five 44890 in charge, it emerges into the sunlight from the double bore of Standedge Tunnel. On the far left of the picture are Tunnel End engineers' sidings.

**Tunnel End Sidings:** No trains must call at these sidings after dark. Where Down trains have to detach the wagons must be marshalled together next the engine. *LMS Sectional Appendix, 1937* which stated that the sidings were worked by electric lock, the key for which was kept in Marsden signal box.

In the case of block and telephone failure through the tunnel, the Marsden station master or person temporarily in charge of the station was instructed to act as pilotman on the South lines. The Diggle station master or shunter were instructed to act similarly on the North lines.

Below: At 700ft above sea level, the claustrophobic single bore of the first Standedge Tunnel awaits Caprotti Black Five 44755 and the 11.25am Newcastle-Llandudno as they negotiate the curve from Marsden on 17th August, 1963. The cabin below left houses the ground frame controlling the points into Tunnel End Sidings which had been lifted by 1966.





Above: On 6th September, 1964 the Huddersfield branches were visited by DMU railtour 1F52 which is seen passing the abandoned platforms of Deighton station on its way up to Kirkburton. The goods yard is on the right and the signal box ahead of the train. This section of the branch survived to serve ICI(formerly British Dyes) until 1971.

## THE HUDDERSFIELD BRANCHES

Below: WD No.90332 shunts the yard at Fenay Bridge & Lepton with the penultimate Hillhouse-Kirkburton trip at 13.45 on 1st April, 1965. The old station platform is on the left.





Above: Far away from the stress of today's noisy motorways and lorries, freight seemed to be handled in an altogether gentler way until the 1960s. But this was 1st April, 1965 and that way of life was coming to an end. WD No. 90332 was working the last but one trip and collecting wagons from the coal merchants at Kirkburton.

General freight ceased in the 1950s and the stump of the old yard crane is just visible beyond the man attending the coal sacks.

Below: Mrs. Ball, on the footplate with her two sons, had a permit from Regional Headquarters in York to ride with the train accompanied by one railway official, but she must have been surprised when five Huddersfield officials turned up! They were yardmaster and the appointed railway official Denis Wilson(left), station master Ernest Keys(fourth left), trains inspector George Ainley(fifth left) and(right) relief station master Mr. Kipling. Unfortunately no names for the crew.



*The 1937 Sectional Appendix shows the Kirkburton branch as serving private sidings at Deighton(Holliday's Sidings and British Dyes), between Kirkheaton and Fenay Bridge(Elliott's Colliery), and between Fenay Bridge and Kirkburton.(Smith & Netherwood's Colliery) Trains due to shunt Elliott's siding were to be worked only by classes "D", 18" Goods, and 6-wheeled coupled coal locomotives.*



## SHORT MEMORIES

**20.11.66:** Southern Pacific No. 35026 *Lamport & Holt Line* passes Huddersfield on a railtour returning to Manchester from York.

**27.1.67:** K1 62065 shares double heading of the 22.37 Leeds - Stockport parcels, a train still regularly double headed by steam.

The 1937 LMS Sectional Appendix stated that the Kirkburton branch was worked by One Engine in Steam using a round blue staff with a special key for working points and sidings, given to the driver by the signalman at Deighton, the only remaining signal box. Line speed was 40mph and Up direction to Deighton.

In 1969 the remaining 783 yds of the branch ended at a notice board at the ICI sidings. Line speed was 15mph. In winter, 1953/4 the 9.6am trip from Hillhouse went throughout to Kirkburton, shunting at Kirkheaton and Fenay Bridge, and Elliott's siding as required. On the return, brakes had to be pinned down between Kirkburton and Kirkheaton. Other weekday trips were the 8.40am Hillhouse - British Dyes-Deighton - British Dyes-Mirfield, the 12.10 Mirfield-British Dyes-Hillhouse, the 2.57pm Hillhouse-British Dyes - Holliday's Siding-Lockwood, and the Stockport Edgeley-British Dyes-Holliday's Sidings class J.



**Above:** No. 90332 arrives at Kirkburton station throat at 14.00 with no incoming traffic but an extra brake van to convey the official party. The view is looking back down the line towards Deighton.

*The 1937 Sectional Appendix stated that loads producing axle weights over 11.5 tons, or axle spacings between 4ft and 5ft 6in if the axle weight exceeds 10.5 tons, or vehicles with axle spacings less than 4ft, were banned from the Kirkburton branch without first consulting the civil engineer.*

**Below:** Viewed from the footbridge in the above picture on 6th September, 1964, railtour 1F52 has disgorged its passengers to inspect every square foot of the Kirkburton terminus, the last time anyone arrived there by passenger train. Composed of a 3-car Calder Valley DMU and a 2-car Metro-Cammell set, the special was run by the Railway Correspondence & Travel Society and took in a number of West Riding branches which were in the throes of closure.

*(Jack Wild / Stephen Chapman collection)*





**Above: The 15-arch brick viaduct carrying the Mirfield-Red Doles section of the Newtown branch over the Colne Valley at Bradley. This view, looking towards Huddersfield, was taken in July, 1961, 24 years after the line had been abandoned.**

**Below: Mirfield's Fowler 2-6-4T No. 42406 propels the 10.10am Newtown - Hillhouse P96 trip towards Red Doles Junction at 10.16 on 23rd March, 1963. Propelling was the normal practice in order to negotiate Red Doles junction without running round.**



The 1937 Sectional Appendix showed the one mile 286yd Newtown branch as worked by One Engine in Steam using a round black staff given to the driver by the signalman at Red Doles.

The 1968 Appendix stated that propelling of freight wagons was permitted along the branch. In 1963 Newtown was served by Mirfield's P96 trip making three return morning trips, one from Mirfield, one from Hillhouse, and the third from Mirfield (Saturdays excepted.) From winter they were reduced to two and in summer, 1964 to one by Healey Mills P98.



Above: Railtour 1F52 again disgorges its cargo, this time to swarm all over Newtown Yard. This train was probably the nearest Newtown ever got to fulfilling the Midland Railway's aspirations of a grand passenger terminus with expresses to St. Pancras. The lines in the foreground lead to Huddersfield gasworks while private sidings also served J. Mangnall and Redline-Glico Ltd. (*Jack Wild / S. Chapman collection.*)

Below: Trip P96, the 8.55am from Hillhouse, approaching Newtown on 23rd March, 1963, propelled by 42406. This was the second trip of the day, the first being the 6.15 from Mirfield. Both were booked to run six days a week but there was also an 11.15 from Mirfield and 1pm return which did not run on Saturdays.

A portion of the shunting siding nearest the buffer stop in Newtown Yard is used for tank wagons to stand upon during the time the contents are being discharged by means of a pipe and a swing wheel scotch is provided across each rail for the protection of the wagons. During the time the yard is open to the public the scotches must be locked across the rails....and the key must be kept by the yard foreman. *Sectional Appendix 1937 and 1968.*

All trains entering Newtown Yard must run onto the left hand road, and must not be brought to a stand until the rear of the train has been drawn clear of the points leading to the safety end. *1937 Sectional Appendix*





Above: The two steam locos which worked the North Eastern Gas Board's Huddersfield gas works railway were retired in March, 1963 but when the diesel was out of action the surviving steam loco, No.2 (Andrew Barclay 0-4-0ST 1783 of 1922) which had been kept as standby, would take over. It is seen starting off from Newtown Yard with a load of coal for the works at 2.20pm on 9th March, 1964.

Below: No.2 on the same trip as above descends from Newtown Yard and under Huddersfield Viaduct into the streets. The engine has guard rails covering the wheels specially for street working. The Lockwood-bound trolley bus on the right, fleet No.554, has been halted by the flagman.

*The 1956 Handbook of Stations* stated that Newtown was equipped with a 10 ton yard crane but only handled coal class, mineral and side to side wagonload traffic. It closed on 5th August, 1968 and the site is now a retail park.







Above: Never mind the traffic, just be careful of trains in the street! Children play in Beaumont Street as one of the gas works Barclays returns empties to Newtown in May, 1960.

Below: The gas works train was nicknamed the Beaumont Street Flyer so perhaps it is appropriate that this marvellous scene of No.1(Andrew Barclay 1726 of 1922) at the works gate on 3rd March, 1962 was shot by John Beaumont.





**Above:** Sandwiched in the rock cutting between Springwood and Gledholt tunnels is Springwood Junction where the Penistone line parts company from the Standedge route and thrusts out through the cutting side onto the lofty heights of Paddock Viaduct. Here, Fairburn 2-6-4T No. 42072 heads a Penistone-bound train, probably from Bradford, past Springwood Jn. signal box which was abolished in 1961 when Huddersfield power box control area was extended.

**Below:** Diverted from the GC Woodhead line by engineering work, the 9.20am Hull-Liverpool Central hauled by Low Moor Black Five No. 44694 approaches Springwood Junction from the Penistone direction on 19th April, 1959. On the left is Springwood coal drops siding, the points to which were controlled by bolt lock from Springwood Junction signal box.



The 1937 Sectional Appendix showed the Penistone line signalling as absolute block except on the Down Goods between Lockwood No.2 and No.1(from the Meltham branch) which had no block or bell, and through Penistone station which operated under station and yard arrangements. Signal boxes were at Lockwood No.1 and No.2, Berry Brow, Honley, Brockholes Jn., Stocksmoor, Shepley & Shelley, Clayton West Jn., Denby Dale, and Penistone. By 1969 only Clayton West Jn. and Lockwood boxes remained. In 2000 Huddersfield controls the line.



**Above:** B1-hauled by Low Moor's 61230, the Saturday Bradford-Bournemouth gathers pace past Lockwood yard on 4th July, 1959. The station, obscured by the exhaust, is just beyond the train. Whiteley's textile machinery works, on the left, also manufactured small industrial electric locomotives once. The works buildings are still there in 2000 but with modern extensions built on the front. The site of the yard on the right is occupied by modern industrial units housing a joinery firm. (*Gavin Morrison*)

**Below:** A dramatic incident which took place in Lockwood on 23rd June, 1958 brought out the crowds and the Wakefield tool vans hauled by WD 2-8-0 No. 90345 which are seen venturing onto the coal drops below Whiteley's and Charlesworth's works. The coaldrops survive, trackless, in 2000.





Above: The full scale of the Lockwood incident is revealed in this dramatic picture. Children had released the brakes on four coaches stabled up the Meltham branch, the coaches ran away, the first burying itself in Lockwood station booking office. When the coach was lifted out by crane, the gable above it collapsed.

Below: As a result of the runaway, single line working had to be put into operation over the Up (Penistone-bound) line. With Lockwood No.2 signal box on the right, B1 No. 61382 aided by class 2 2-6-2T pilot No. 41250 propel the Down South Yorkshireman from the Down to the Up line on Lockwood Viaduct ready to run "wrong road" past the blockage.

Standing 136ft tall, Lockwood Viaduct is among the highest in Britain.

## SHORT MEMORIES

**9.6.67:** The Standedge route's last booked steam passenger train, the Fridays Only 17.37 Manchester-York is switched to the Calder Valley.

**Nov. 1967:** A Leeds-Wavertree freight is the only booked steam working through Batley and Dewsbury.

**18.11.67:** The Mondays Only Neville Hill-Red Bank vans is double headed by a Britannia and Standard class 5.

**14.2.68:** Standard 5 No. 73000, the Manchester Exchange pilot, is coupled inside D357 for steam heating on 15.00 Liverpool-Newcastle.







**Above:** A splendid view of Lockwood yard, looking towards Huddersfield, on the day of the runaway, 23rd June, 1958. The coaches can be seen dropping down into the station behind the 10 ton yard crane and opposite Lockwood No.1 signal box. The WD is on the tool vans while a Crab is with the Holbeck steam crane brought to recover the coaches.

*An electric shunting gong was provided near Lockwood No.2 signal box for communication with drivers shunting the Up sidings.*

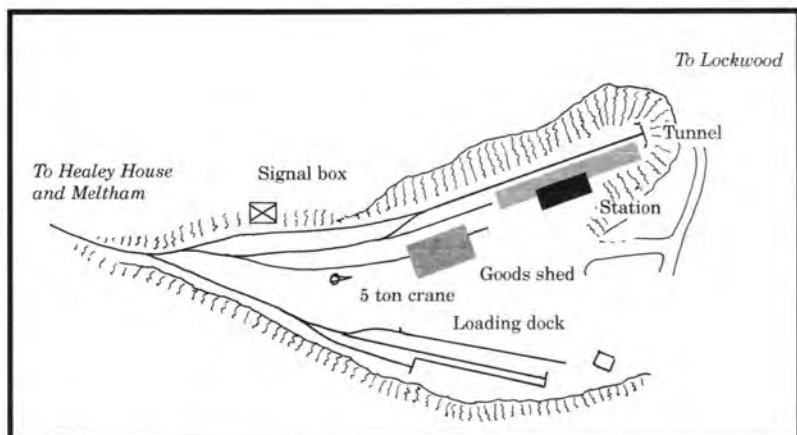
**Below:** Out on the Meltham branch, the 1F52 DMU railtour approaches Netherton Tunnel en-route to Meltham on 6th September, 1964.



Trains travelling from Lockwood direction must not convey more than six wagons to be detached at Springwood Siding. When moving wagons (at Lockwood) from the Up sidings to the Down sidings and vice versa, not more than 20 wagons must be moved at one time. 1937 Appendix.

#### **T99 trip, summer**

**1963:** Light engine Hillhouse shed(dep 8.45am) -Lockwood (arr 8.58)/9T99 Lockwood-Clayton W.(arr11.20) shunts Stocksmoor, Shepley, Clayton W Jn. and Skelmanthorpe/ Clayton W(dep 11.45) -Clayton W Jn./ 8T99 1.16pm Clayton W Jn.-Penistone(shunt Denby Dale)/2.40 Penistone-Hillhouse.



Left: The Netherton layout in 1932. (Not to scale)

Below: Huddersfield railway staff with WD No. 90325 on the very last trip working to Meltham on 2nd April, 1965. They are, from left: driver Cole and his fireman, guard Jack Bottomley, relief station master Kipling, and Lockwood station master Ronnie Lister who was in charge of the Meltham branch.

Before 1949 the single track to Meltham was signalled by electric token block between Lockwood No.2 and Meltham Goods Yard (using a token with a round hole in the centre given to the driver by the Lockwood signalman) and by a round black Train Staff between Goods Yard and Meltham station, given by the signalman at Meltham Goods. The two other signal boxes were at Netherton and Healey House but they were not token block posts.

**By summer, 1963 Meltham was being served by Trip JO4 which ran as below:**

- 8J04 5am Hillhouse-Brighouse
- 8J04 5.35 Brighouse-Lockwood
- 9J04 10am Lockwood-Holmfirth(*shunts Honley, Brockholes, Thongs Bridge*)
- 9J04 12.0 Holmfirth-Lockwood(*shunts Thongs Bridge when required, also Brockholes, Honley, Berry Brow*)
- 9J04 2pm Lockwood-Meltham(*shunts Netherton and Healey House when required*)
- 9J04 4.25 Meltham-Hillhouse(*wagon brakes pinned down to Lockwood.*)



Left: Railtour 1F52 on 6th September, 1964 looks to be the first train into Meltham station for some time. The station was at the end of the branch, 200yds beyond the goods yard.

It once saw 11 weekday passenger trains each way plus two Sunday trains. (Jack Wild / S. Chapman colln.)



Above: Looking towards the end of the line with part of the David Brown tractor works dominating, BR Standard class 5 4-6-0 No. 73131, fitted with Caprotti valve gear, shunts the penultimate trip to Meltham goods yard at 2.25pm on 30th March, 1965. The engine was from Patricroft shed, Manchester and, as was often the case, had been borrowed by Hillhouse after arriving on an overnight freight. Meltham was shown in 1956 as having a 10 ton yard crane and handling coal, mineral and side to side wagonload traffic plus parcels and miscellaneous traffic. By 1965 the Meltham trip ran only a couple of days a week and the branch closed completely with effect from 5th April.

Below: Meltham yard looking towards Lockwood with the penultimate trip on 30th March, 1965. The nearest vehicle seems to be a condemned weighing van which would have been in faded blue livery.





Above: The driver on 1F52, the railtour of 6th September, 1964, waits for the Lockwood signalman to collect the token after returning from Meltham. Presumably the tail lamp was left on the front ready for the train to reverse and continue to Holmfirth.

This was Lockwood No.2 box until 1961 when Lockwood No.1 was abolished.



Left: Honley station looking towards Huddersfield on 14th February, 1959.

Only the left hand platform has been in use since singling in 1989 while the platform buildings have gone, though the subway cover and street level buildings remain.

Goods facilities were withdrawn in October, 1964 - the goods shed now a bus garage - and the station was de-staffed in August, 1966.

(P. B. Booth/N. E. Stead collection)



Left: Brockholes Junction, west of the station, looking towards Penistone from the cab of 1F52 on 6th September, 1964. The Holmfirth branch diverges to the right via the single line junction, the site of which is indiscernible in 2000. (Jack Wild/S. Chapman collection.)





**Above:** Daytrippers display early 1960s fashion as Wakefield Jubilee No. 45739 *Ulster*, looking nowhere near as smart, runs into Brockholes with train 1X45, the 8.29am Clayton West to Blackpool excursion on 10th August, 1964. The back half of the train is passing Brockholes Junction. Since the 1989 singling only the right hand platform has been used but the platform and buildings on the left survive, well cared for and displaying traditional L&Y signs.

**Below:** The Holmfirth branch was double track as seen here in this view of neatly-kept Thongs Bridge station looking towards Holmfirth. A Fowler tank, believed to be 42312, calls with a Holmfirth-Huddersfield service on 14th February, 1959. The line on the left has concrete sleepers. (P. B. Booth / N.E. Stead collection.)

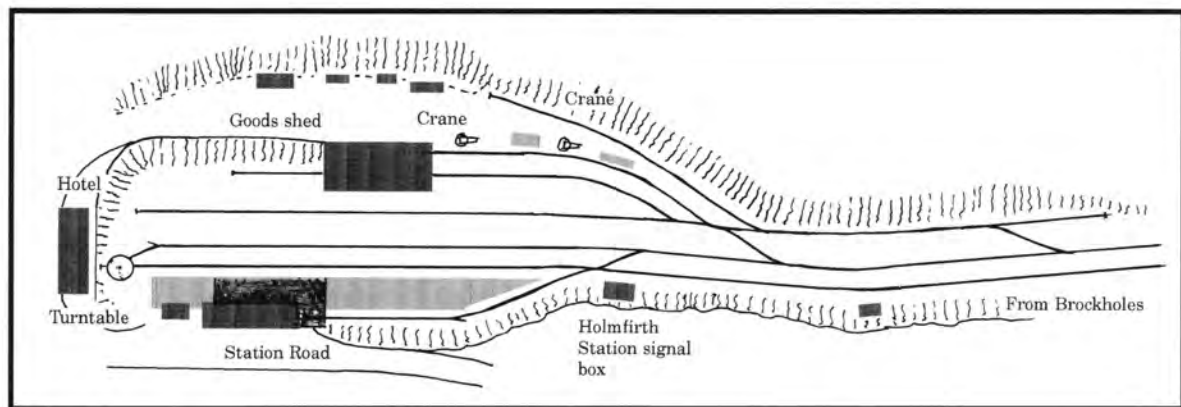




**Above: A Saturday through train from Holmfirth to Leeds hauled by Fairburn 2-6-4T No. 42189 runs into Thongs Bridge past a busy looking goods yard in 1959. Note the cart crossing connecting the Up and Down yards and the barrier, just right of the locomotive. Thongs Bridge yard had a 3 ton crane and was equipped to handle general goods only.**

**Below: A wonderful view of the charming terminus at Holmfirth, the town made famous as the setting for the TV comedy Last of the Summer Wine. It is a Saturday afternoon in 1959 and the Fowler tank is just arriving with a train from Huddersfield that will form the through service to Leeds. Could that be Wally Batty on the platform?**





**Above: The Holmfirth layout in 1931. Not to scale.**

Passenger trains serving Holmfirth in summer, 1957 were: 7.12am to Halifax, 8.27am and 1.33pm SO to Huddersfield, 4.53pm SO to Leeds City and 5.5pm SX to Bradford. Arrival times of incoming trains were 8am, 1.2pm SO and 4.27 from Huddersfield, 5.46 from Bradford and 6.24 SX from Huddersfield.

In 1956 Holmfirth was shown as having 10 tons crane power and able to handle parcels, miscellaneous traffic, goods, livestock, horse boxes and prize cattle vans. Sidings were bolt locked from the station signal box. Passenger services were withdrawn with effect from 2nd November, 1959 and goods traffic from 3rd May, 1965 but the author does not recall rostering goods guards to work Holmfirth for some time before that.

*Stockmoor was one of only 24 places in the LMS Central Division where the use of tow ropes or chains was allowed for shunting wagons, subject to strict safety rules being applied. The rope or chain was kept under the signal box steps.*

**Below: Stockmoor in July, 1959 with Fairburn 2-6-4T No. 42108 arriving on a Penistone-Bradford train. Like Brockholes, Stockmoor retains some character in 2000. All points, sidings, the signal box, semaphore signals, the toilets and LMS nameboard on the left have gone, but double track survives here, as does the main building and the wooden shelter on the right, with the addition of a pleasant garden on the Up platform(left) and a replica BR totem sign in N.E.Region tangerine.**





**Top:** Viewed from the overbridge at Shepley & Shelley, Jubilee No. 45647 *Sturdee* forges past the Penistone platform with the Saturday Bradford-Poole on 2nd July, 1966. (Gavin Morrison)



**Centre:** Looking towards Penistone from the same bridge in L.&Y. Railway days when there was clearly plenty of goods traffic. In 2000 only the small platform building survives along with the station house and the goods shed in private, non-railway use.



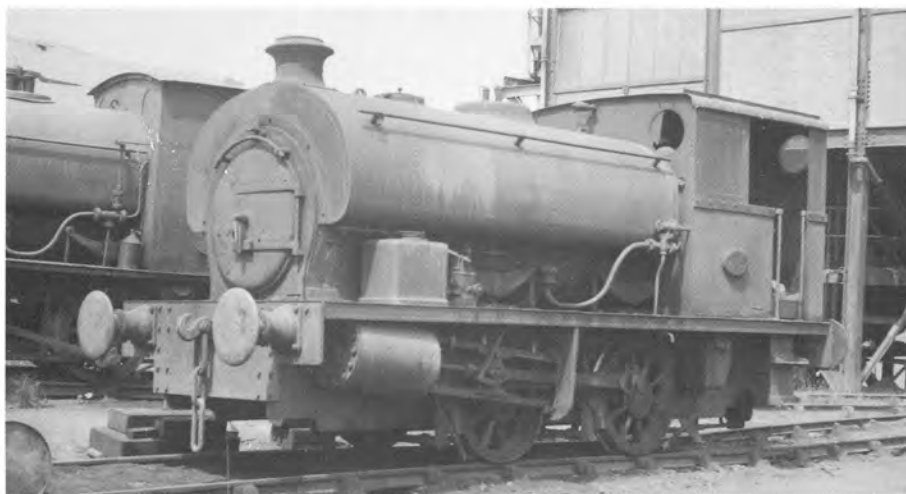
**Bottom:** Clayton West Junction, 982yds east of Shepley. The DMU driver prepares to hand over the Clayton West branch token to the signalman as his train joins the double track to Huddersfield on 16th May, 1981. (Adrian Booth)





Above: The one intermediate station on the Clayton West branch was Skelmanthorpe, pictured here with Fowler 2-6-4T No. 42410 pulling in on 14th February, 1959. On the right are the sidings for Emley Moor Colliery which ceased sending coal out by rail at the end of 1982. (P.B.Booth / N.E.Stead colln.) Nowadays, the 15 inch gauge Kirklees Light Railway has taken the place of the standard gauge track, still serving a halt at Skelmanthorpe.

Below: Built by Hudswell Clarke of Leeds in 1953, 0-4-0ST, works no. 1817 stands at Emley Moor on 28th June, 1969. Nominally named *Standback No.3* it saw use until 1974 but was gone by early 1976. (Adrian Booth)



The 1969 Sectional Appendix stated that the 3 mile 641yd Clayton West branch was worked by electric token between Clayton West Jn. and the terminus. Clayton West Station was the only signal box on the branch. The points at Skelmanthorpe were locked by the electric token. Locomotives could bank goods trains from the rear up the 1 in 70 to Clayton West Jn., but assisting steam locos must not be coupled to the train.



**Above:** A much older Hudswell Clarke 0-4-0ST, works no. 614 of 1902 shunts a rake of internal wagons in the yard at Emley Moor Colliery at 07.49 on 12th May, 1965. Internal rail traffic continued for a few months in 1983 after the Clayton West branch closed.

*A supplement to the Sectional Appendix, dated 1st October, 1972, stated: Between 07.00 and 14.00 the Clayton West Station signalman must advise the Emley Colliery weighman of an approaching train. On arrival at Skelmanthorpe ground frame, the train must be secured, the locomotive detached and run clear to enable operation of the ground frame. The colliery locomotive may then proceed onto the train and draw the wagons into the colliery sidings. In the event of the colliery locomotive being unavailable or outside the hours of 07.00 to 14.30, the train must proceed to Clayton West and after the locomotive has run round, return to Skelmanthorpe and place the wagons in the sidings...Gravitation of wagons into the colliery sidings was prohibited. Freight trains were allowed to run from Clayton West Junction to Skelmanthorpe and return with the token to the junction, so long as an engine was on the front and a brake van on the rear.*

**Below:** A DMU waits at well-kept Clayton West after arrival with the 4pm from Huddersfield, and just three passengers, on a winter's day in 1963. A Lambretta scooter on the platform completes the 1960s scene. Used by only 50 passengers a day, West Yorkshire County Council refused to subsidise the branch and it closed on 1st January, 1983, a victim of politics. (Jack Wild/S. Chapman collection)



**Right:** A full view of Clayton West station and goods depot during the visit of railtour 1F52 on 6th September, 1964. By this time goods facilities were reduced to a public delivery siding but were not withdrawn until 1970.

The station still sees use as the headquarters of the Kirklees Light Railway.

**Below:** Clayton West Station box on 6th September, 1964.  
(Both Jack Wild / Chapman colln.)



*On Monday and Wednesday 10th and 12th August, 1964, BR ran a day excursion from Clayton West to Blackpool. Calling at all stations to Huddersfield, it departed at 8.25am and got back at 9.50pm. The fare from Clayton West was 16s 6d((82.5p.)*

**Below:** The Clayton West branch also served Park Mill Colliery, at Clayton West. It was a drift mine connected to a railhead beside the station by a 2ft 6in gauge railway. On 25th May, 1979 the standard gauge railhead shunter was this classic Hudswell Clarke 0-4-0 diesel, works No. D1094 of 1959. Standard gauge traffic ceased in 1981. (Adrian Booth)





On Saturday 5th September, 1964, 10 extra DMUs ran from Huddersfield to Penistone and back for the baking of the famous Denby Dale pie. The outward trains reached Denby Dale at 9.31, 10.51, 11.46am, 12.46, 2.3, 3.17, 4.38, 6.38, 8.1 and 9.38pm. The 1.37 Bradford-Penistone was retimed. On the way back they reached Denby Dale at 9.56, 11.19am, 12.9, 1.6, 2.28, 3.41, 4.58, 7.4, 8.26 and 10.1pm. The 1pm Clayton West-Bradford and 10.34am Bournemouth-Bradford were retimed.

**Above:** The 2ft 6in gauge railway at Park Mill drift mine and the gantry carrying it to the main colliery yard on 12th April, 1980. The nearest mine loco is Hudswell Clarke DM476 of 1951. (*Adrian Booth*)

**Below:** A fine view of Denby Dale & Cumberworth station in June, 1958 with a Fowler 2-6-4T just arriving on a Penistone-Bradford train. Beyond it is the viaduct, 112ft high, 400ft long and built by Naylor Bros., replacing the original timber trestle structure in 1884.

The scene speaks volumes about how the railway was stripped to the bare essentials - goods yard closed in 1964, station de-staffed in 1966, track singled in 1969, leaving just one bare platform in 2000.





Naylor Bros (Clayware) Ltd made pipes at their Denby Dale factory on the north side of the Penistone line, just west of the station.

A 2ft gauge railway ran 700yds from the works to Bromley fire-clay mine in the fields south of the main line. It crossed the line on a bridge at the west end of the station then turned sharp right and climbed along the top of the railway cutting before turning left towards the mines. Clay wagons were worked by horse or gravity but from 1946/7 a Ruston & Hornsby diesel loco was used.

An 18in gauge cable-worked line went from the drift mine to loading hoppers over the 2ft gauge. A standard gauge siding ran from Denby Dale goods yard into the works for delivery of coal and dispatch of pipes. Wagons were moved by winch but by 1946 a tractor was used. The 2ft gauge closed in 1957 when the mines became worked out.



**Above: Denby Dale & Cumberworth looking towards Huddersfield on 14th February, 1959 as Fairburn 2-6-4T No. 42109 calls with a Penistone-bound train. The station became just Denby Dale in 1961. The chimney of the Naylor Brothers factory appears in the haze above the locomotive chimney. The stone overbridge beyond the train carried the 2ft gauge railway which connected Naylors' works with their Bromley fireclay mine. (P.B.Booth / N.E. Stead collection)**

**Below: Mirfield Fowler tank No. 42405 rests at the L&Y side of Penistone station having brought the 1.42pm from Bradford to its destination an hour and five minutes later on 10th June, 1954. (David Holmes)**





Left: On 2nd February, 1916, scouring of foundations during a flood caused part of the 330yd-long Penistone Viaduct to collapse, sending an L&Y 2-4-2T plunging 98ft to the valley bottom. Here, it lies in the rubble after the collapse. The loco was scrapped on the spot but it is said its chimney was salvaged and used as a flower pot at Brockholes station. (*Biltcliffe*)

Bottom: At Penistone, just 13 miles from Huddersfield, was another world - the electrified Great Central main line from Sheffield over Woodhead to Manchester.

And here is a reminder of the trains which ran on it. EM2 class electric loco No. 27001 *Ariadne* heads the 5.45pm Sheffield Victoria to Manchester Piccadilly past Huddersfield Junction signal box, at the junction with the Huddersfield line, on 24th August, 1963.

After the passenger service was axed in January, 1970, *Ariadne* and six other EM2s were sold to the Dutch railways where they hauled expresses until the 1980s .

The Woodhead line closed completely in July, 1981 and in 2000 only a single track from Penistone to Barnsley passed this spot and the signal box stood derelict.

Right: Still with the old BR Eastern Region blue enamel nameboard in place, this was the L&Y side of Penistone station on 3rd April, 1981.

The allover blue Metro-Cammell DMU was on its way from Sheffield to Huddersfield.

Since then the canopy has been restored and waiting facilities much improved.

(*Stephen Chapman*)





Above: It is midsummer, it is hot, and there is nothing coming from 44912's chimney, even though the Black Five is digging its heels in for the two and quarter miles of 1 in 43 up from Batley to Upper Batley with the heavy 1.58pm Cleethorpes-Bradford through train. The date is 22nd June, 1963, the time 5.18pm and the train is just crossing over the Thornhill LNW Junction-Leeds line at Lady Anne, having already passed under it twice.

## THE GREAT NORTHERN LINES

Below: A little further along the line, 4F 0-6-0 No. 44431, of Manchester Newton Heath, makes a stirring sight as it heads the 12.20pm Yarmouth-Bradford through coaches past somersault signals at Howden Clough at 6.45pm on 2nd September, 1961. (*David Holmes*)





Above: A classic Great Northern scene is disturbed as Wakefield shed's Crab No. 42863 heads the 12.20pm Yarmouth-Bradford through coaches past Howden Clough on Saturday 22nd July, 1961. The passenger station closed in 1952 and goods facilities were no more than a loading dock served by the siding in the foreground. Howden Clough Colliery was just west of here. *(David Holmes)*

Below: Adwalton Junction, where the line from Batley joined the line from Ardsley for the rest of the way into Bradford. Here, the 1.35pm Cleethorpes-Bradford elicits more smoke from Stanier 2-6-4T No. 42650 as it pilots B1 No. 61024 *Addax* up to the junction on 18th August, 1962. *(John Beaumont)*







**Above:** One of the 40-odd freights a day which once plied the direct line between Bradford and the yards at Ardsley, a class 9 unfitted goods, takes the Ardsley line at Adwalton Junction with WD 2-8-0 No. 90465 at the head on 18th August, 1962. (*John Beaumont*)

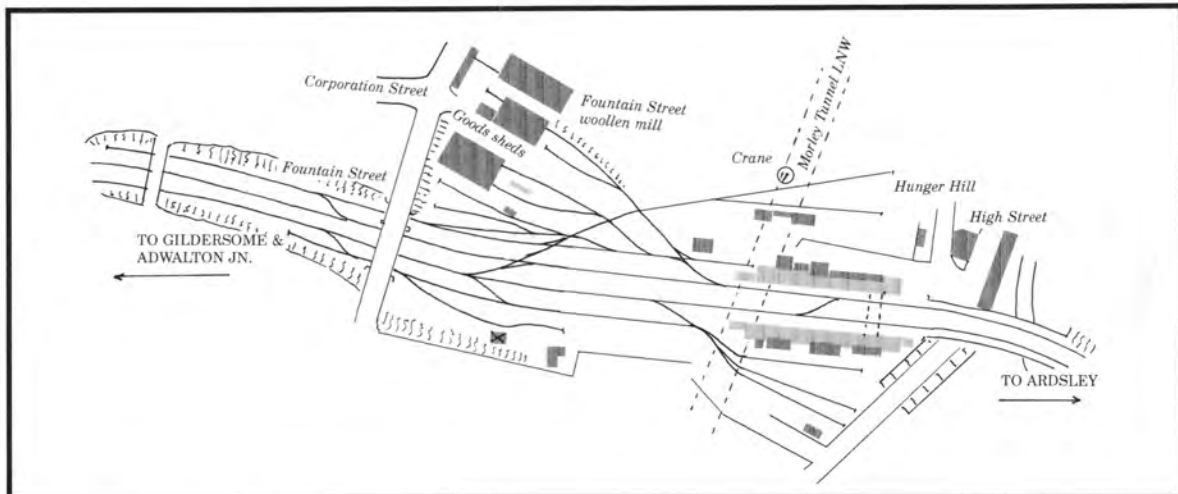
*Gildersome GN, or West, station had a sizeable goods yard with a 10 ton crane.*

*The station platforms went straight up to the tunnel mouth at the Bradford end which meant steam engines standing in the tunnel when trains stopped there. East of the station was the Gildersome iron foundry which had extensive internal tramways.*

Freight traffic ran round the clock on the Ardsley-Bradford line through Morley Top. The winter 1959/60 working timetable showed trains from Ardsley Spring Lane to Bradford Laisterdyke(8), Adolphus St.(6), City Rd.(2) plus one each to Birkenshaw and Dudley Hill. The 9am Spring Lane-Laisterdyke class K called Morley Top 9.21-30 and Gildersome 9.39-50. Others were the 4.30am Spring Lane-Halifax class D, 11.20pm Hull-Adolphus St. class E, 8.40am Spring Lane-Halifax North Bridge class H and 9.20pm Wrenthorpe-Laisterdyke class H. The 3.35pm Spring Lane-Birkenshaw class H returned as the 4.47 Birkenshaw-Morley Top engine & brake, 6.30 Morley Top-Old Coal Yard class H. Trains ran to Ardsley from Laisterdyke(3), Adolphus St.(3), City Rd.(2), Quarry Gap(2.) The 9am class K from Dudley Hill shunted Morley Top 9.24-10.40 and Tingley 10.48-11.8. Other trains were the 7.20pm Adolphus St.-Wrenthorpe class D, 10.30pm Adolphus St.-Hull class E, 6pm Keighley-Wrenthorpe class H, 11.10am from Halifax North Bridge, the 9.5pm City Rd. to Lofthouse Colliery and the 1.45pm Planetrees to Roundwood Colliery.

**Right:** A B1 passes Morley Top goods yard and approaches the station with an empty wagon train bound for Ardsley yards in 1963. The engine is passing directly above Morley Tunnel at this point. (*Jack Wild/Stephen Chapman colln.*)





Above: The 1930s layout at Morley Top.  
(Not to scale)

Below: Tingley gas works pictured in May, 1962 with a 2-6-4T passing on King's Cross-Bradford through coaches. The formerly double track Batley line, now only going to Woodkirk, is on the right while railway earthworks head across the middle left as if to form a triangle. On the left is a rhubarb field - special trains once ran around this area collecting up the rhubarb harvest for delivery to London.



Above: Black Five No. 45096 heads a Bradford-bound express portion through the closed Morley Top station in March, 1964. The station was closed at the start of 1961. (Jack Wild/Stephen Chapman collection)





Above: Once a busy little junction where passengers could change trains for Leeds, Batley, Bradford and Wakefield, Tingley station was starting to look forlorn on 2nd October, 1966, almost exactly 12 years and eight months after its complete closure. (P. B. Booth/ N.E.Stead collection)

The Bradford-Ardsley line closed to passenger traffic in July, 1966 but was enjoying one last fling during October when Bradford portions of King's Cross expresses, like this one hauled by Fairburn 2-6-4T No. 42116, were diverted back to their old route because of engineering work at Leeds.

#### Passenger train departures from Tingley. Weekdays, Summer, 1950

Batley, Dewsbury, Wakefield: 5.25am, 6.15am, 9.23am, 5.45pm *Trains from Leeds Central*

Ardsley, Wakefield: 6.19am, 6.55am, 8.26am, 9.31am, 4.55pm SX, 5.48pmSX, 6.45pmSX. *All trains from Drighlington & Adwalton except the 6.19 which was from Bradford. 6.55 went to Ardsley only.*

Leeds Central: 7.29am, 8.40am, 2.22pmSX and 2.42pmSO. *Trains from Wakefield via Batley.*

Drighlington & Adwalton: 7.39am, 8.51am, 3.30pm, 4.6pmSX, 6.13pmSX. *From Wakefield via Ardsley*

Bradford Exchange: 6.24am. *From Wakefield via Ardsley*

In 1959/60 the Woodkirk goods ran Monday, Wednesday and Friday, dep. Ardsley Down Yard at 12.30pm, stopping at Tingley to pick up a signalman. It left Woodkirk for Ardsley Old Coal Yard at 4.10pm.

Right: Class J50 0-6-0T No. 68902 leaves Tingley behind and heads for Woodkirk with empty wagons at 1.24pm on 14th August, 1959.

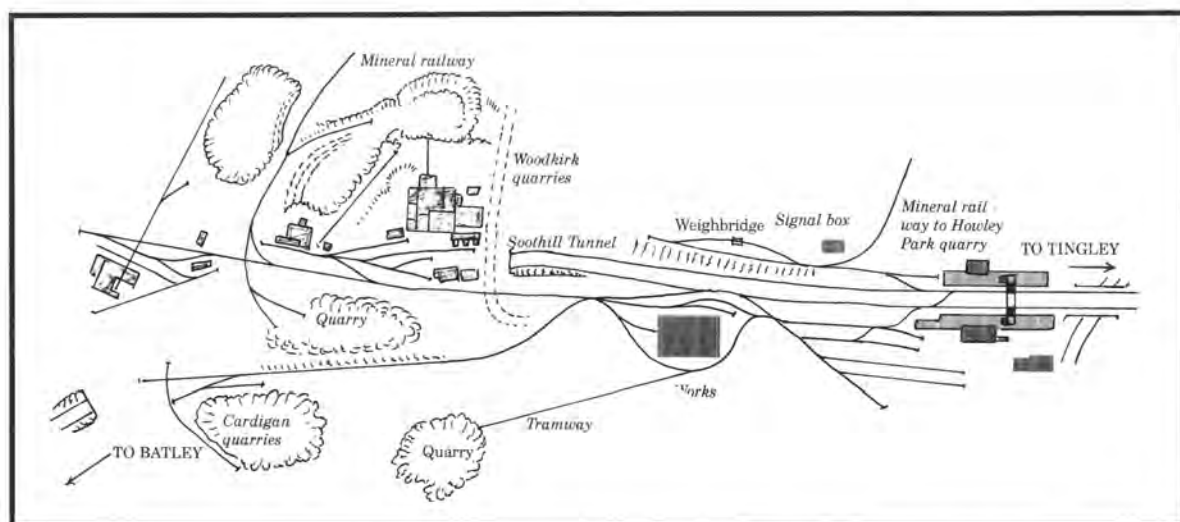
Traffic was connected mainly with the brickworks and quarries at Woodkirk.

(David Holmes)



Right: Woodkirk station, looking south on 14th August, 1959, was being reclaimed by nature following closure to both passengers and goods in September, 1939. A brickworks can just be made out at a lower level beyond the platforms.

(David Holmes)



Above: The layout and mineral railways at Woodkirk in the 1930s. (Not to scale). In 1956 private sidings served Clough stone quarry, Howley Park brick siding, Howley Park New Quarry and Rein Rd. quarry of George Armitage & Sons Ltd., Pawson Bros. Britannia stone quarry, Rein Rd. stone quarry, Soothill stone quarry and stone saw mills, and the Finsdale Quarry Co. Finsdale stone quarry.

**Woodkirk - Howley Park single line - Armitage & Sons' sidings:** A single lever ground frame is provided at these sidings. The points lie normally for the sidings and the lever is secured by a padlock, the key of which is attached to the Train Staff. When the engine returns to Tingley station, the fireman must take the Train Staff to the Station Box signalman.

Armitage & Sons' locomotive may work as required between Howley Park and Britannia Quarries. The guard, on arrival at the notice board 20 yards before reaching the fouling point, must obtain an assurance from Messrs. Armitage's shunter that their locomotive is in the Quarry sidings clear of the single line. He must then unlock the points and reverse the ground frame lever which will open the safety switch and close the trailing points. The lever must be locked in the reverse position and will remain in that position until the train returns, when the lever must be replaced in the normal position and locked.

**Britannia Sidings:** Trains proceeding towards Pawsons' Britannia Quarry must be brought to a stand clear of the catch points on Britannia Siding to enable the guard to satisfy himself that no conflicting movement is being made, or is about to be made, by the firm's steam crane.

*BR North Eastern Region Sectional Appendix, 1960.*





**Above:** Back to Batley. Looking north from Soothill Lane bridge in September, 1959, a Bradford Exchange-Wakefield Westgate Metro-Cammell DMU is seen approaching on the GN line having just passed the junction with the disused line from Tingley and Woodkirk..

LMS vehicles(whether loaded or empty) must not be attached to LNE(GN) section passenger trains unless they are for or from the GN section. *LMS Central Division Sectional Appendix, 1937*

**Below:** There had probably never been anything like this many people on the Chickenley Heath branch platform at Batley before. This RCTS railtour worked by Ivatt class 2 2-6-2T No. 41273 on 19th May, 1962 was more than likely the first passenger train to use the platform since 1909. The picture also shows the locomotive water tank(left), the goods offices beyond the back of the train, the extensive goods sheds, and the GN and LNW platforms.





**Above: Class J50 0-6-0T No. 68939 sets off from Batley GN yard with a train of empties for Shaw Cross Colliery in April, 1962. In 1959/60 trips were booked to leave Batley East for Shaw Cross Colliery at 8.30am and 2.30pmSX, returning fulls leaving the colliery at 9.15am and 3.15pm. The journey took 15 minutes each way. (G.W. Sharpe collection)**

The Shaw Cross branch was operated under One Engine in Steam regulations using a staff/token kept at Batley yard where the shunter was the person authorised to deliver/receive the token. David Holmes was station master at Batley from November, 1967: "The steeply graded Shaw Cross Colliery branch was worked by a class 37 or 40 banked by a class 03 shunter which did little else all day but shunt the coal yard." In steam days, trains had to be worked a few wagons at a time.

**Below: In the evening of 30th July, 1963, J50 No. 68922 arrives at Batley with the 6.45pm trip from Dewsbury Railway Street Goods. (David Holmes)**





## SHORT MEMORIES

**March, 1968:** The 13.32 Stalybridge-Healey Mills freight is now the only booked steam train over Standedge.

**March, 1969:** Transport minister refuses consent to the closure of Morley Low, Ravensthorpe and Batley stations.

**May, 1969:** The transport minister refuses consent to withdrawal of the Huddersfield-Manchester stopping service but Longwood, Golcar and Slaithwaite stations have already closed.

**21.6.69:** Preserved A3 Pacific *Flying Scotman* hauls a Leeds-Cleethorpes railtour via Huddersfield and Penistone.

Above: Batley as seen from the Dewsbury end in July, 1962 with a Metro-Cammell DMU from Bradford having just crossed the GN viaduct. The panoramic view of the station area shows, from left, the station building and glazed entrance portico, the West and East platforms, goods sheds and Batley East yard full of mineral wagons for Shaw Cross Colliery traffic.

Below: From the same vantage point on the same day as above, a Metro-Cammell DMU comes under the Batley intersection with the LNW line while on its way from Wakefield to Bradford. The train has already passed under the LNW once on leaving Dewsbury before running up through Batley Carr to this point.

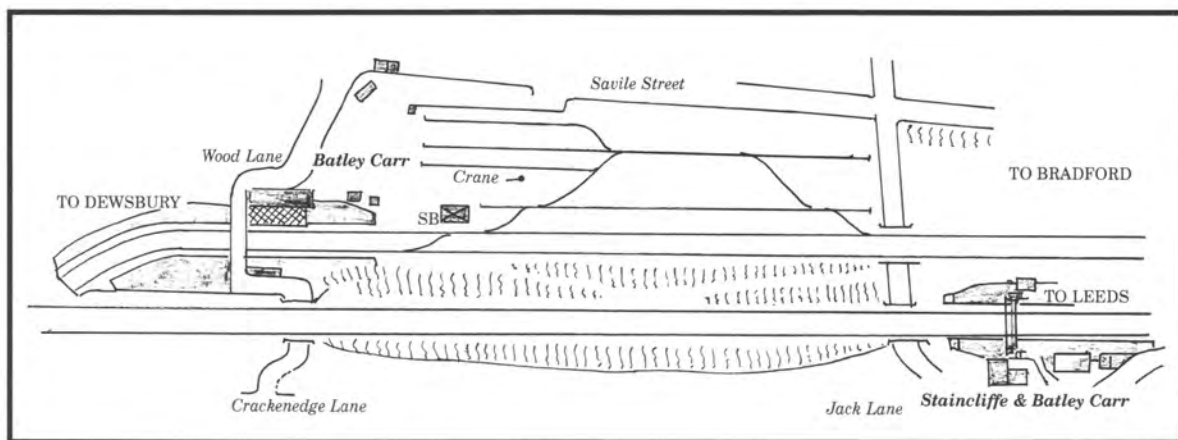




Above: B1 No. 61115 passes the site of the goods yard at Batley Carr, one of Dewsbury's lost suburban stations, with an Up parcels train at 6.17pm on a gloriously sunny 30th July, 1963. Both station and goods yard closed on 6th March, 1950.

The building immediately above the third vehicle is the station house at the former LNW Staincliffe & Batley Carr station. (David Holmes)

Below: The layout at Batley Carr as it was in the 1930s. (Not to scale)



Right: The sad sight of Dewsbury Central station on 2nd October, 1964. The passenger service had been withdrawn on 7th September but the line was still used by freight until 15th February, 1965. (Jack Wild/Stephen Chapman collection.)







**Top:** The N1 0-6-2Ts designed by H.A. Ivatt and introduced in 1907 were synonymous with the GNR's West Riding lines, working both local passenger trains and express portions. No. 69452 calls at Dewsbury Central in the 1950s with an eastbound local formed of antique stock.

*(A. J. Wickens)*



**Centre:** The exterior of Dewsbury Central where passengers once went to catch trains for King's Cross, in the early 1970s with its iron gates closed for good.

**Bottom:** Seen on 7th May, 1986, the viaduct carrying the Headfield spur across the River Calder on its way from Railway Street goods yard to the L&Y lines.





**Left: Looking towards Railway Street goods yard on 7th May, 1986.**

Dewsbury's first GN passenger station, it became a goods depot when Central station and the line to Batley opened in 1880.

Named Railway Street in 1950, it was served by the G N Wakefield-Batley line until the Headfield spur was reopened in February 1965, connecting it to the Calder Valley line which allowed freight trains to run directly from Healey Mills and enable closure of the GN line.

Railway Street and the Headfield spur closed for the last time on 1st January, 1990.

David Holmes was assistant goods agent at Railway Street from July, 1966 to March, 1967. On 18th July, just 8 days after he started, the depot began receiving stone for M62 construction in trains of 16 ton mineral wagons. The first arrived behind 9F No. 92091. Most trains had 8Fs on but 92150 came on 4th October.

A main source of outgoing traffic was carpets: "We had some trial runs to Wood Green. Incredibly, a tube wagon was used as it was the only one big enough to get a decent load. The wagon was triple sheeted and the customers were very satisfied with the overnight service and condition of the carpets on arrival. Then a rate increase put our price just £1 a wagon more than road and we lost the traffic."

"Several men were employed on sundries traffic and there were six wagons a day each way to both Leeds Wellington St. and Hunslet Lane for transhipment to other wagons. This meant a lot of double handling with built in delays and the sensible step was taken to collect and deliver direct by Bradford BR lorries."

**Below: A fine vista to close the book with. A lone B1 climbs across the fields between Earlsheaton and Runtlings Lane Junction, Ossett, at the head of Bradford-King's Cross through coaches in 1958. High above the train, along the line of the higher factory chimneys, can be traced the route of the Chickenley Heath branch to Batley which had closed two years previously. (Tony Ross)**



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