



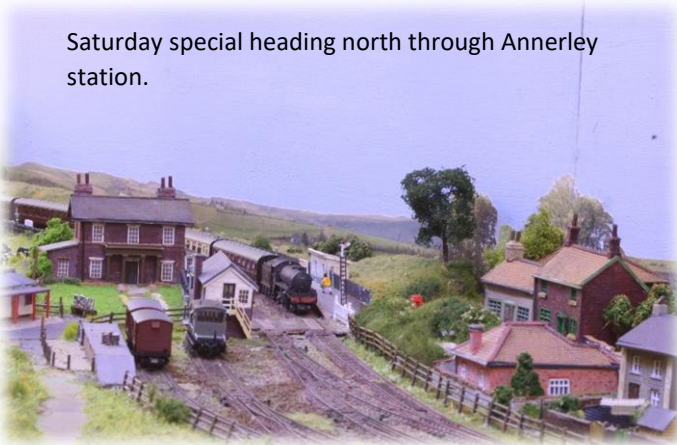
Brid Lines

Spring 2020

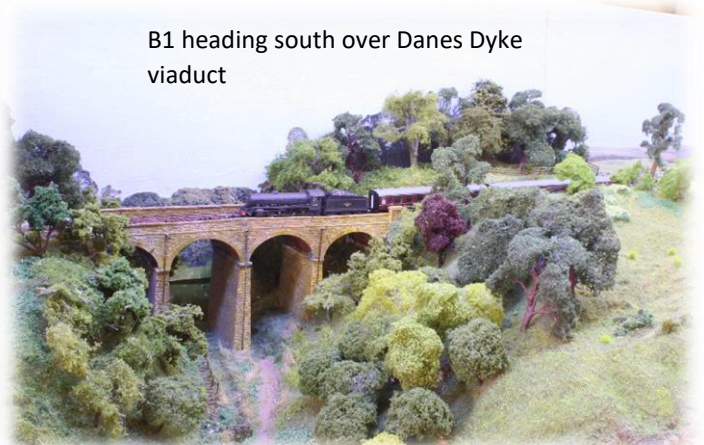
It seems unlikely that we shall all be able to meet up for quite a while yet so I have decided to revive Brid Lines as a way of keeping us all together. Let's hope everyone is well and that we survive these horrendous times. I'll try to publish every 3-4 weeks or so if you have any news or any articles or any projects that you are undertaking whilst in lockdown just email them to me and I'll include them.

Those of us with sheds are accustomed to self-isolating. I have been working on smartening up Annerley. At the moment it runs perfectly, though I am not able to erect the baseboards that feature the cliffs and still leave room for me to move around the shed.

Saturday special heading north through Annerley station.



B1 heading south over Danes Dyke viaduct



Bridlington Flashback

With Bridlington railway station undergoing its current transformation I thought it would be interesting to look back to see it as was before Tesco was built. (Photo courtesy A Fergusson)



The loco is standing in the goods yard which now lies beneath Tesco. I notice that the road from the station to Hilderthorpe Road has been opened up again but it is not quite on the alignment of the original road. It is also one way and you cannot turn in to Tesco. So no using it as a rat run from Quay Road to Tesco. Be interesting to see what happens on the coach park now. Though I gather there is still some opposition to releasing the excursion platforms for development. As if we are likely to see excursion trains in Bridlington ever again!



Has anyone caught Sam's Trains on You Tube? There are many well-presented reviews but he does talk a lot. I haven't seen many of the reviews but those that I have seen do seem to be very fair. He seems to review everything that comes out but I don't think he does N gauge. Although I don't think there will be that much stuff coming out to review in the next few months if not years. Supply was already behind before the pandemic.

In many ways it is a shame that we had to cancel this year's show. It does mean we will be a short on income for the coming year but having said that we haven't any expenditure either other than what is spent on materials when we can get back to modelling the layout.

All the other shows in the country have been cancelled as well certainly up to the end of May. This month's Railway Modeller suggests that there be many long-term changes to the way clubs operate. It suggests on-line activity may overtake traditional face-to-face-clubroom recreation. It also suggests that many clubs may fold and there would be a significant knock on effect with fewer exhibitions being held and perhaps an end to those large layout projects that are a feature of many of the bigger shows.

This does not mean that the hobby will collapse. The hobby thrives in sheds and lofts everywhere with lone modellers. Personally, I don't think you can beat belonging to a club where you can share regular social contact with like minded people. So once all this is over we need to get back together as soon as we can. Although at the moment our meetings are dependent on Men in Sheds and who knows what the outcome will be for that particular organisation.

Hull to Hornsea Line



The line began in Hull at Wilmington railway station east of Cleveland Street (now Stoneferry Road) just to the east of the Victoria Dock Branch Line. The line then ran generally east and north towards Hornsea.

The line was officially opened on 28 March 1864, with the first train departing Wilmington railway station at 12:00 noon. From 1 June 1864 traffic travelled along the newly doubled Victoria Dock Branch Line (together with trains from the Hull and Holderness Railway) into Paragon

station. Although the expected traffic materialised the cost overruns of the construction left the company in debt, attempts to raise further funds by share issue had failed; the line merged with the North Eastern Railway on 16 July 1866, sanctioned by the "North-eastern, Hull, and Hornsea Railway Amalgamation Act" of 1866

In 1914 there were 14 trains a day between Hull and Hornsea, including a non-stop 'express' for business commuters at 8.50 am (to Hull) and 5.18 pm (to Hornsea). Two trains ran on Sundays. At this time a typical goods locomotive on the line was the Class J type 0-6-0, passenger trains were also worked by 0-6-0 tender locomotives as well as ex-GCR Class 9Ns and ex-Great Northern Railway 4-4-2 locomotives during the L.N.E.R period.

The service remained at a similar level of intensity until the 1950s, excluding reductions in frequency during the First and Second World Wars. By the 1950s Diesel multiple units had been introduced on the line.



Closure of the line came as a direct result of the Beeching Report. The last passenger train ran on 19 October 1964. Goods traffic continued to use the line as far as Hornsea Bridge until 3 May 1965.

One short section was retained in north-east Hull, part of the line east of Wilmington station as far as the level crossing at Chamberlain Road provided a head shunt for trains to Wilmington cement works accessed via a new chord from the former Hull and Barnsley Line. The section became operational in 1968. The cement works closed 1969, by the 1980s the section had been removed.

Update

Annerley has only one confirmed booking for the future and that is at Pontefract next January. Hopefully things will have returned to normality enough by then for the show to go ahead and I will be fit enough to exhibit. Meanwhile Invercalley has one booking left at Redcar in August. As things



stand I cannot see that show going ahead. At the moment I am certainly not fit enough to exhibit the layout. Therefore, I am inclined to cancel the show in Redcar and sell Invercalley. The layout will be for sale without controllers and without rolling stock. So if you know of anyone willing to make a reasonable offer please let them know. The buyer will have to collect. Layout is 16 feet long, L-shaped including fiddle yard. I am willing to include the lighting rig in

the deal. It is a reluctant sale but I need the room in the shed and like I say I am no longer fit enough to hump it about.



Don't forget to let me have any news. Articles or projects that you are working on and I'll try to include them in the next edition.

Keep in touch, stay safe

David