

One of the rare British examples of stations built round three sides of a triangle is Queensbury, in the West Riding of Yorkshire, 4¾ miles from Bradford Exchange, and with the 196th milepost from Kings Cross on the station platform. It is also noteworthy in that all three sides find roughly equal use. Queensbury is situated at the divergence of the Bradford – Halifax and Bradford – Keighley lines and the third side of the triangle is provided by the direct line between Halifax and Keighley. An unusually ample train service is provided in all three directions from Bradford to both Halifax and Keighley and between Halifax and Keighley, and certain of these trains connect at Queensbury, although traffic here is considerably less than in days before bus competition robbed the railway of many of its passengers.

The station is remarkable in having six independent sets of railway offices, all of them timber structures of typical Great Northern outline which include waiting rooms and lavatories; in addition, a booking office and other station buildings stand on an overbridge at the Bradford corner of the triangle. Platforms for the most part and platform fences almost entirely, are of timber, and timber maintenance must have been a considerable item in relation to the modest traffic now handled at the station.

The Bradford – Keighley side of the triangle is carried in part on a three-arch stone and masonry viaduct; and at the Halifax end a subway is provided to connect the four platform ends. A passenger entering the station for a train to Halifax or Keighley may find, if it is a through Halifax – Keighley train that he has to walk the full length of a platform and half the length of another in order to reach it.

West Riding Topography

As part of the late Great Northern Railway these lines in the West Riding were unique. Compared with the relative flatness of most G.N.R. territory, indeed, this area is almost mountainous and tunnels and viaducts succeed one another in rapid succession. Immediately on the Halifax side of Queensbury station is Queensbury tunnel 2,501-yards long (or 1 mile 741-yards), which until the boring of Pondsbourne Tunnel on the Cuffley – Stevenage loop was the longest tunnel on the GNR.

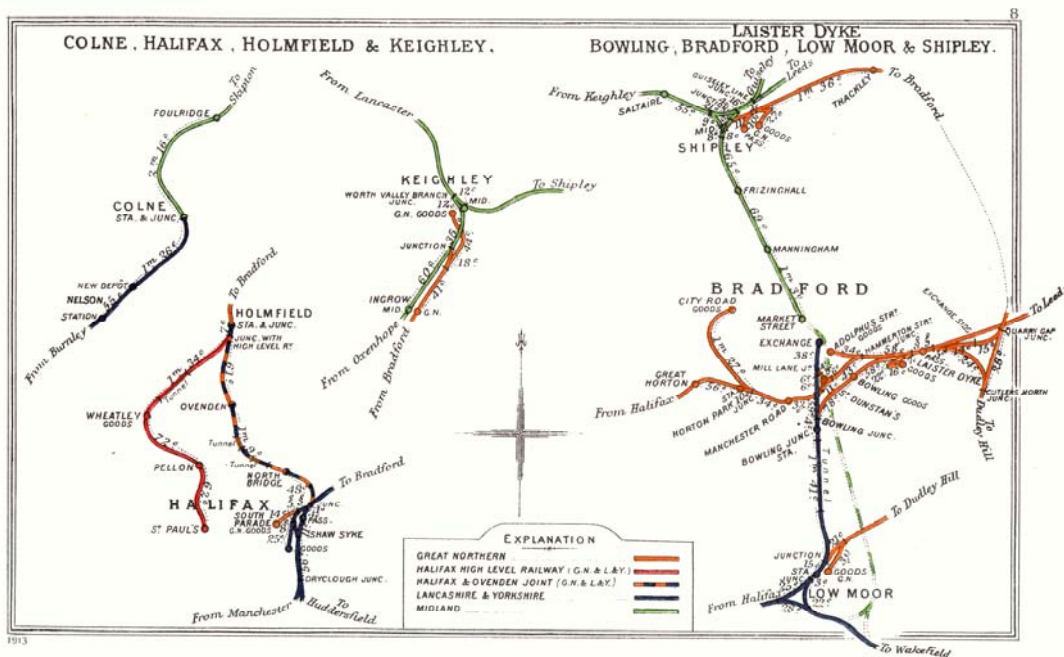
A short distance from Queensbury in the Bradford direction is another reasonably long tunnel – Clayton at 1,051-yards. There are twelve tunnels in all between Bradford, Keighley, and Halifax Old Station, namely ten between Bradford, Keighley and Holmfield, and two on the Holmfield-Halifax line. Wheatley Tunnel (819-yards), on the Holmfield – Halifax - St. Paul's line, may be added to this total. The second longest, Lees Moor Tunnel (1,533-yards) is in the middle of the long and steep descent from the north end of Well Heads Tunnel (662-yards) near Denholme Station.

There are also several massive viaducts, particularly those at Thornton and at Cullingworth. Both the Halifax and Keighley lines are double, except, strangely enough, the approach to Keighley, which has recently been singled from a point north of Ingrow, so that what was a previously double-line from the junction with the *ex* Midland Oxenhope branch is now worked as two independent single lines into the branch platforms at Keighley Station.

The line from Holmfield to the joint line junction at Halifax was originally G. N & L. & Y. joint property and was known as the Halifax & Ovenden Joint Line, which now forms part of the Eastern Region. Halifax Old Station, formerly under the jurisdiction of the L&NW & GN Joint Stations Committee, is now included in the London Midland Region. The line from Holmfield to St. Paul's Station, formerly controlled by the Halifax High Level Joint Committee and maintained by the LNER, Southern Area is now included in the Eastern region, and is normally used only for freight traffic.

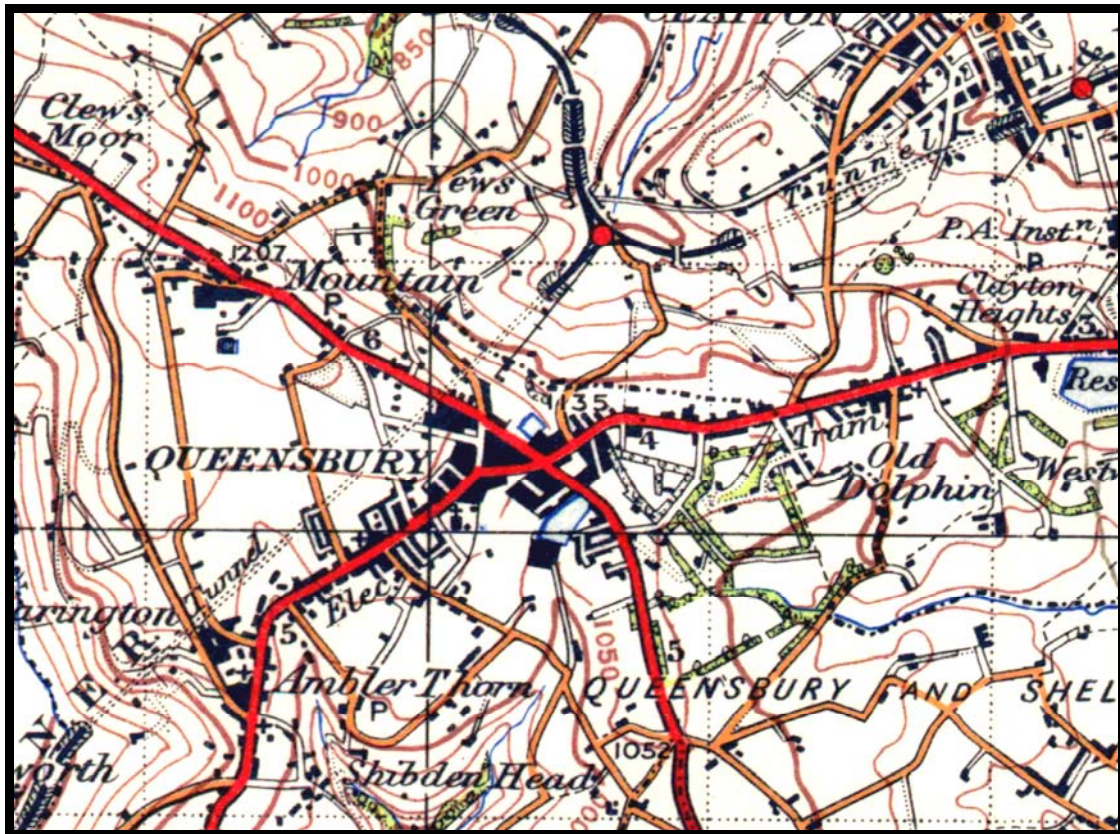
At one time there were three signal boxes, one at each corner of the triangle, but the junctions are now worked from one box at East Junction. All the lines are track circuited and an illuminated diagram is provided.

From an article published in Railway Magazine of February 1950

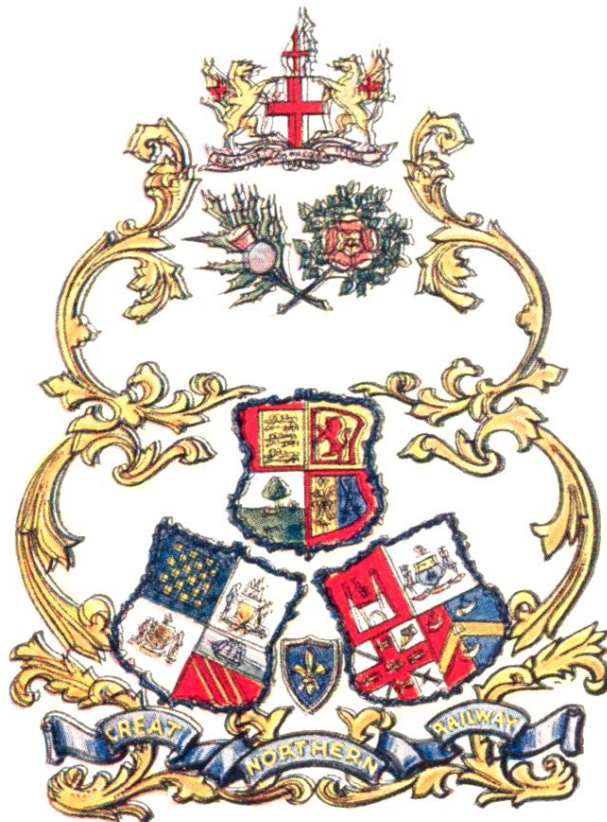


Page from 1913 Railway Clearing House Junction Diagrams





OS one-inch map centre on Queensbury Station





Line from Keighley to Queensbury through Thornton