

THE CIRCULAR

Bradford Railway Circle

No.406 – 4th Quarter, 2023

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Editorial

We reach the last issue of the year, and I'm pleased to report the successful production of four more Circulars in 2023, each of 24 pages, so a total of 96 pages for the year. This is of course due to the efforts of those members who have provided articles & photos to keep us interested – I would particularly like to mention Peter Holden for his travel writings, and Robert Anderson for his photographic puzzles, which must have stirred the brain cells of quite a few members, even if perhaps some members chose not to share their conclusions. Also, I must not forget those members who have reviewed Pen & Sword books – their reviews have certainly helped to increase our page count. And of course, Philip Lockwood, who willingly prepares most of the meeting reports. But we seem to depend on too few members – if you haven't ever (or even not recently) sent in an article, please do so – we'd be very happy to see new sources of material. At the moment, I've run out!!!

May I wish all members a very Merry Christmas and a Happy New Year! Best wishes for successful photting and travelling in 2024.

Robin Lush R.I.P.

We are very sad to announce the death of Circle member Robin Lush, who passed away on Saturday 25th November, whilst out photographing along the Settle-Carlisle line. We extend our condolences to his family & friends. Although he had not attended many meetings recently, Robin had been a Circle member since 1993.



Portugal: The Return (Part 2) Peter Holden

5-14 November 2022 – Portuguese Traction Group

Thursday 10th November – Beja and Évora - A nice leisurely start to the day sees our train depart Setúbal at 09:32 (same locos). Once more, a splendid day was enjoyed.

The weather continued to be sunny despite the time of year. Our photo stop today was at Casa Branca. By this juncture I was getting rather bored with taking pictures of the same two class14s. So instead, I embarked on another almost as interesting pastime.

The older Portuguese stations have fantastic mainly blue and white tiles displayed, often showing the local history and as such are unique. With the aid of the internet, it was quite easy to find out more about the stories and people depicted in the tiles. As most of the stations we visited were very old and out in the sticks, these tiles were still in place. Also, there are some very nice station clocks. I took quite a few tile shots! I had once looked at visiting Beja and Évora whilst on holiday in Portugal, dismissing the idea as the connections on the service trains were at the time shocking, or just impossible without an overnight stop! So today was splendid as we visited both branches with ease.

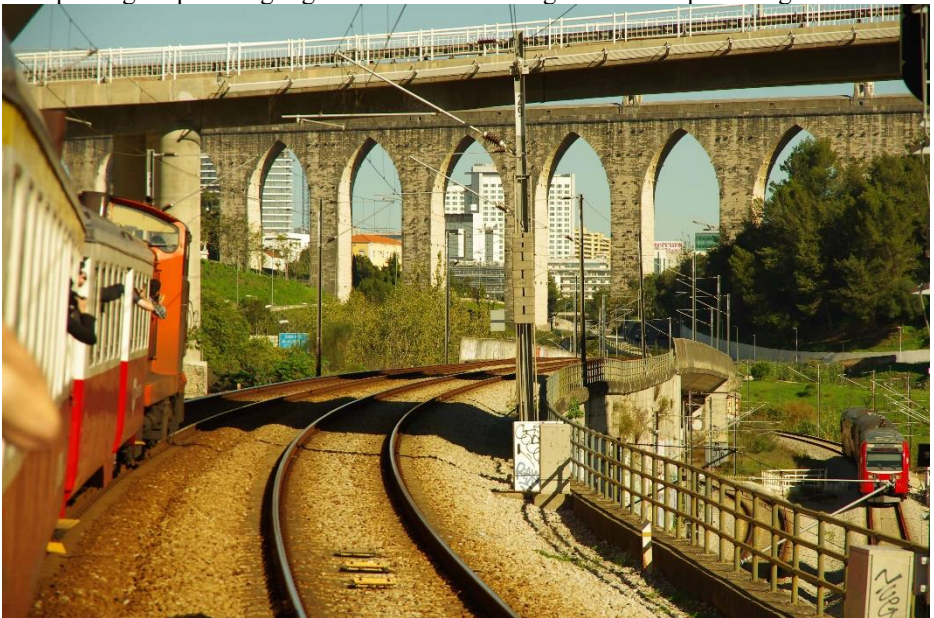
On arrival into Beja (the itinerary said Lunch Break!) we made our way promptly to the “Taberna 5 de Outubro” A wise choice - the brave who ventured further from the station struggled to find any lunch. This rather small bar only sold one beer, so we

made do with that along with a quick bite to eat. One of our party, a rather old American man around 85 plus came a bit unstuck. Would you believe, he imagined that he could just walk into any bar in the middle of nowhere, and they would accept a small sliver from his wad of dollars, or indeed his American Express card. Well, he was very wrong. We ended up buying him 3 drinks. The cynical side of me could have said that as he made no attempt to repay the favour in the hotel bar on our return, he may well play that card many times. Good luck to him.

From Beja we make our way to Évora; a quick 20-minute stop here to reverse the train and also to pick up some of the group who had chosen to partake in one of the “Cultural Options” PTG had laid on during the holiday. On our return journey we visited reception sidings at Sid Nac Steel Works. This entailed a reasonably long branch line. Once again, no issue with the participants leaving the train to take pictures in the by now almost darkness. We then make our way to a freight yard at Sado, following which it was back to Setúbal somewhat later than expected, still having time to enjoy a nice meal and a few drinks before returning for a last drink or two in the hotel bar.

Friday 11th November. Setúbal – Caldas da Rainha – Porto

Cases into the van for the last transfer and we walk the short distance to the station. A very leisurely start today sees us depart at 10:12 for the run north to Porto. Once again plenty of new lines to traverse for me today as we were to skirt around Lisbon and head north on a secondary line through Caldas da Rainha, this being mainly single line with passing loops. A highlight for me was crossing the “25th April Bridge”. This



1436 Lisbon - 11/11/22

Peter Holden



1436 Sabugo - 11/11/22

Peter Holden

impressive structure carries both rail and road across the Tagus River in Lisbon. Knowing from a past journeys when we would come out of a tunnel and onto the bridge, I decided to position myself at a drop-down window and take a video of our crossing.

A 90 minute plus lunch break in Caldas da Rainha allowed plenty of time to find a nice restaurant /bar at which we enjoyed a nice meal and a few decent beers before making our way back to the station in good time. We all had to collect our cases from the van at this stage, as there were around 4 hotels being used in Porto. I had previously had a quick reconnaissance and noted our hotel for the next 3 nights was very close to Sao Bento Station, thus not requiring oxygen to scale the heights of Porto. We leave our charter train for the last time at Porto Campanhã Station and catch the next service train connection down the short branch to São Bento.

For many this was to be their last night in Portugal. We had taken up the option or two extra nights in Porto. PTG had offered one extra night so as to ride up the Douro line and we stayed a further day to explore Porto.

Saturday 12th November - Douro Valley Line.

Following breakfast, we make our way over the road to São Bento Station, armed only with a return ticket and a bottle of “Late Vintage Port” to catch the 09:20 through service train from São Bento to Pocinho. This is presently the end station near to the Spanish border, the line across to Spain having been closed for many years.



1429 on the Douro Valley line - 12/11/22

Peter Holden

The 09:20 was quite busy but having made our way to the front carriage of the six-coach train, there was plenty of room to spread out. To be honest the scenery on the Douro valley is nothing like as good in November as it was in June, the last time I travelled the line. That said, even in November it is in my opinion the most scenic line I have been lucky enough to have travelled on. The Douro has dams, so the water is sometimes quite still, and on a calm day like this, the water is like mirror glass and the reflections are fantastic. I managed rather a lot of both photos and video as we traversed the line in both directions. One shot I managed was of around 4 men fishing on a rail bridge adjacent to the river, the train cannot have missed them by much more than 2 feet! Imagine Network Rail allowing such actions here!

There is not very much at all to shout about, other than a dumped rusting steam loco at Pocinho, so we caught the next service train back. This used the same stock as we travelled up on, but with a different locomotive coupled onto the front.

Time to crack open the Late Vintage Port! Very enjoyable. Our return train was not running through, so we had to change at Campanhã.

I had noted on our outward journey a few locations where I could grab a few interesting pictures on the return. The timings of the service train were such that if you left the train en route to have a break, you would be quite late back, so we decided to stay on board.

Would you believe on arrival back into Porto it was raining quite heavily, so we decided to eat at a Mexican restaurant close to our hotel. This turned out to be poor to say the least! With hindsight perhaps a spot of pre-holiday investigation into restaurants and bars would have paid dividends, but alas it was not to be. The rain

stopped, so I decided to walk the short distance to the station and take a few night shots of the last arrival from Pocinho. We ended the day with drinks in the hotel bar.

Sunday 13th November - Porto Metro and Tram Museum.

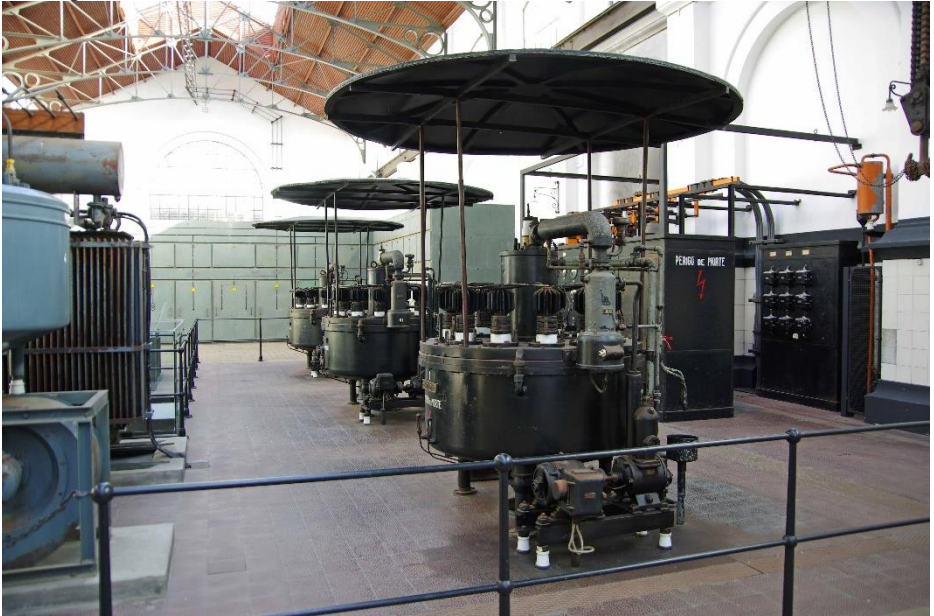
This extra, extra day was to chill out following the tour. A steady walk down to the river to begin with. We were to walk to the top of the “Funicular dos Guindais” and descend to the riverbank; however, I managed to miss a turn, so we ended up walking all the way down. Having plenty of time today it was decided to do a return trip on this funicular before heading to the tram museum. Of interest was not only the marvellous view on the descent, but also one of the 2 counterbalanced cars was away for repair and was temporarily replaced by a large weight on the bogie of the missing car. A pleasant walk along the north bank of the Douro River brought us to the eastern end of the No.1 tram route at Infante. Sadly, at the time of our visit there was only one tram route open, this being the No.1 from Infante to Passeio Alegre. With much building work taking place in the centre of Porto the other routes were at this time closed. The 3.5 mile route does however run a fair distance along the river bank and also calls at the “Museu do Carro Eléctrico”, the tram museum, which is housed in the former generating house for the tram system. Arriving here before opening time we sat in the sun and watched a few trams passing, before enjoying a rather leisurely look around the museum. Not only are there trams, but also various other interesting exhibits are on show. I liked especially looking at the old control room which was



Tram on route No.1, Porto - 13/11/22

Peter Holden

simply brilliant. The old rectifier units and transformers, still in position from when they were decommissioned, were marvellous, and the old control panels set in marble were splendid.



Control Room, Porto Tram Museum - 13/11/22

Peter Holden



1461 at Porto Sao Bento – 13/11/22

Peter Holden

I always like to arrive at these places at opening time, as you can then take a few pictures without people in the way! The only downside was they could possibly have had a café on site. There was a drink vending machine on site from which I purchased the worst cappuccino I have ever tasted. There were around four teaspoons of sugar still in the bottom of the paper cup when I had finished!

Following the Museum visit we retraced our steps back into the centre. The intention was to now ride the whole of the Porto Metro system. Of interest as we walked back, was a legal Cannabis shop! I took a picture of the shop but did not buy anything. The Porto Metro system comprises of 6 standard gauge lines, all double track, and covers 42 miles. Services are quite frequent and appear to be reliable too. Most of the lines are new build, but route B, between Póvoa de Vazim to Trindade runs along a former metre gauge alignment. This is readily apparent as many of the old station buildings remain in place.

Despite the frequency of service this task was taking far longer than we had anticipated. As the light began to fade, so did our enthusiasm. It was decided to head back to the hotel, thus missing out on just one section of the network: for next time! Following a leisurely yet full day we made our way out to find an evening meal and a few drinks.

Monday 14th November - Flight home.

After breakfast, we made our way to the Metro station to travel back to Porto Airport for the return flight to Stansted.

All went well as with the outbound flight, landing at Stansted around lunch time. Easy connections by train from Stansted Airport to Tottenham Hale then Victoria Line direct to Kings Cross. 91 105 was the loco on the 16:03 to Leeds which then connected with the 18:40 Leeds to Bradford Interchange.

All in all, a fantastic holiday. I can give Portuguese Traction Group Holidays 9 out of 10! David, the tour guide, was excellent.

Yes, I would seriously consider travelling to Portugal again with PTG, should they come up with an interesting itinerary in the future.

I covered 2,220 miles by train on the holiday.

Book Reviews

German Express Steam Locomotives, by Andreas Knipping (Review by Philip Lockwood)

This latest book from Pen & Sword covers the evolution through to the final developments of the German steam locomotive. A fully illustrated book of 173 pages, mostly in black and white but with a section in colour - mostly reproductions of evocative paintings or even illustrations on postage stamps. To the British enthusiast more used to the clean lines of home-produced locomotives with most of the innards kept on the inside, German locomotives can appear quite the opposite with pipework

on display. Of course, there are exceptions and this is shown to advantage with the pre-war Maffei compound four-cylinder Pacifics.

Just as in Britain between the wars, attempts were made to streamline steam locomotives, The streamlined 05001 4-6-4 locomotive is illustrated as prepared for the Summer Olympics, showing the swastika on the fairing side and the Olympic emblem on the tender. This later developed into the 06 class 4-8-4 version weighing in at a staggering 208 tons!

Your reviewer must state that although having travelled in Germany he has not experienced steam on the main line, but to the student of steam development in general and German steam in particular this book can be recommended as a valuable addition to the library.

German Express Steam Locomotives, by Andreas Knipping, published by Pen & Sword (Transport Imprint) 2022; 176 pages (hardback), 200 illustrations; ISBN 9781526795748; price £35

The Corris Railway, by Peter Johnson (Review by Philip Lockwood)

This is the first book review completed from a digital format, so your reviewer has not been able to handle a hard copy of the book in person, Having previously reviewed other books in this Narrow-gauge Railways series, i.e. The Snowdon Mountain Railway, and the Welshpool and Llanfair, all written by Peter and published by Pen & Sword, I think it can be taken that the book being reviewed will be well up to the standard I have come to expect.

The Corris Railway was one of the earliest narrow gauge slate railways in mid Wales, in some respects similar to its near neighbour the Talyllyn Railway, which obtained both locomotives and a number of rolling stock items when the Corris closed. Unlike the Talyllyn, the Corris originally used horse power before steam locomotion was introduced. The line ran from Machynlleth, where it met the standard gauge Cambrian Railway, via Corris to the slate quarries at Aberllefeni and eventually to the Ratgoed Quarry.

As I have come to expect from from Peter Johnson and his publishers Pen & Sword, the book gives an in-depth account of the trials and tribulations of the early days and the whole book has a detailed selection of maps and diagrams, and is illustrated throughout with both historical photographs more up to date ones of considerable interest to historians and modellers alike.

The final section of the book covers the re-birth of the railway by the Corris preservation society, who have made considerable progress in re-opening part of the line and including rebuilding replicas of the two locomotives and the elegant passenger coaches.

I must end this review with the mention of my experience of visiting the line in the very earliest days of its re-birth in the early 1980's. Then, the sole method of conveying passengers was an ex-NCB man-riding coach, hauled by a Simplex tractor, so things have come a long way since then. So, an excellent account of a most interesting narrow-gauge railway - the book has the effect of your reviewer looking towards a visit to the line when next in Wales.

The Corris Railway, by Peter Johnson, published by Pen & Sword (Transport imprint) 2023; 208 pages (softback), 200 illustrations; ISBN 9781399077262; price £13.99

The St Ives Branch Line – A History, by Richard C Long (Review by Ian Button)

Your reviewer's childhood summer holiday fortnight was always spent at Penzance (travelling by train, of course), and this always included several happy trips to the beaches at Carbis Bay & St Ives. So of course, this is a subject close to my heart, and it appears to be the same for many others, whether railway enthusiasts or not, as the branch is often described as one of the best of British lines.

The book covers the entire history of the line: Chapter 1 deals with early proposals, which began as long ago as 1844, though construction (Chap.2) did not start until 1874. The route is described in Chap.3, from St. Erth (MP 321 from Paddington is on the platform) via the sand-dunes of Lelant and the bracken-covered cliffs of Carbis Bay to the town of St. Ives. Chapter 4 covers the early years, from opening in 1877 until the first world war. The next chapter describes how tourism quickly became a major source of traffic - day-trips from Penzance and its surrounds; golfing and other holidays, especially the GWR's Tregenna Castle Hotel overlooking St. Ives; and the effect of the artist colony that grew up in and around the town. The "Cornish Riviera Express" and its relief had up to seven through carriages from Paddington to St Ives for a number of years. But as Chapter 6, "The Beeching Era", describes, in 1961 the little 45xx 2-6-2T's on the branch were replaced by dmu's, and as tourism became more car-oriented, traffic declined and closure rumours grew. There was a lot of local opposition, as the branch really was the town's lifeline, and there was a temporary reprieve in 1964. But BT announced proposed closure in 1965, leading to a TUCC inquiry in 1966. However, Labour's Barbara Castle reprieved the line, along with many others, and Chap.7 ("1970's – the Age of the Car") shows how, although much of the station architecture was lost in rationalization schemes, efforts began to improve facilities by encouraging car-users to use the line, culminating in the highly successful 1978 Park-and-Ride station at Lelant. Chapter 8 deals with the use of class 142 Skippers, class 122 "bubble-cars"/"heritage units", class 153 Sprinters and other types in the 1980's and 1990's – the variety of classes tried out reflected the range of different problems that arose, from tight curves on the line to the age of the units. Lastly, Chapter 9 "The Privatisation Era" brings us up to date with all the latest developments, which have contributed to an amazing turnaround in the fortunes of the branch. There is an Appendix which shows how passenger numbers have grown from 291,000 in 2001 to over 650,000 in 2019. There is also a very good Bibliography, a Notes section (references to newspaper and magazine articles), and an Index.

This is a very comprehensive work, carefully researched and very well written. The quality of printing and production is excellent, as always from Pen & Sword. The illustrations are well-chosen, covering all stages in the line's life, although the only map is tucked away in "Acknowledgments" and is just a slight enlargement of part of a Bartholomews half-inch map – surely the line deserved better! All in all, though, an

excellent book, likely to be of interest not only to GW and branch-line enthusiasts, but also many others who have fond memories of the line.

The St Ives Branch Line – A History, by Richard C Long, published by Pen & Sword 2022, 182 pages, >100 illustrations in B&W and colour; ISBN 9781399002004; price £30

HSTs - The Western Region, by Mark V Pike (Review by Graham Norton)

This publication is essentially a record of the author's photographs of HSTs from the mid 1980's up to 2021, most of the photographs being taken post-privatisation. The author was somewhat sceptical of the HSTs' potential longevity when they initially arrived at his local haunt, Exeter St David's, remarking to his father in 1979 that they would not last!

The book starts with a picture of prototype HST 41001 at the unlikely location of Corfe Castle parcels dock on the Swanage Railway, Dorset, where it was on display during the 2014 diesel gala. This image does highlight the shortcomings of the original external appearance of the design which was thankfully changed to that which we know today, by the British industrial designer Kenneth Grange. Whether this affected its success, we will never know but there is an adage in engineering "if it looks right, it is right" and the production version very definitely looked "right". Although the production version looked right from the outset, there are a number of liveries some of which are truly dreadful, such as the travelling billboards advertising Bristol and Plymouth.

By its very nature this book is essentially a photograph album featuring a large percentage of the HSTs that worked the Western Region, rather than a publication that majors on technical content. Consequently, what the book does do, is show off the class at a huge number of different locations, many of which have now changed beyond recognition, for example Didcot now bereft of its power station.

I am sure this book will be of great interest to not only class HST fans but other enthusiasts as well given the number and quality of the photographs contained within it.

HSTs - The Western Region, by Mark V Pike, published by Pen & Sword (Key Publishing imprint) 2022; 96 pages softback, 190 pictures; ISBN 9781913870683; Price £15

On The Up Line, by Peter Upton (Review by Ian Button)

This is not a Pen & Sword title, but is included as a comparison with David Maidment's part-autobiography reviewed in the last Circular. Neither is it new – I found it in a charity shop – but it is quite unusual in several ways. It is a biography (probably the only one) of Lance Ibbotson, who became top brass (presumably the title's reference to "Up") as General Manager of the Western Region and then the Southern Region in the 1960's. I remembered Ibbotson's name, either from my father's diary while working on the WR, or (more likely) from its prominent position on the covers of 1960's Working Timetables. The amount of detail given in the book

is extraordinary, such that one wonders whether Lance wrote or dictated his own memories for the named “author”, or whether perhaps Upton was just his pen-name. Lance was born in 1909 and after public school and a model railway in the family garden (but not a university education), in 1927 he decided to try a railway career. The first members of the Circle may even have encountered him (before the Circle was formed), as he entered service as a Traffic Apprentice at Cullingworth, then at Denholme and Shipley stations, before moving on to mainly freight-related posts at Nottingham, Grimsby, Doncaster, Edinburgh & Glasgow. Lance was obviously very intelligent, as he was part of a team of “young turks” given tasks to improve efficiency in freight loco rostering and train routing, with great success. In 1930 he married and moved to York, working for the Operating Superintendent, and by 1939 he was supervising the District Office at Newcastle; during the war he was responsible for military liaison, a vital post. In 1945 he became District Superintendent at Darlington, and in the severe winter of 1947 was responsible for the recovery of the snowbound trains at Stainmore. After receiving the MBE in 1948, he progressed to London as Assistant to the Operating Superintendent at Paddington. Supporting the BR Modernisation Plan and the Beeching cuts, he progressed to ever more dizzying heights until he became WR General Manager in 1966, moving to Southern Region in 1968. Lance seems to have been very much an advocate of efficiency in railway operation, and not an enthusiast like David Maidment (I mentioned in the last Circular that David recalls being criticised by Lance for not showing sufficient professional enthusiasm by not visiting the half-built diesel depot at Cardiff Landore). He obviously revelled in his prestigious posts, and probably did his job very well, though relationships with staff were seldom close. Pressures at the top led Lance to retire two years early in 1972.

So this little paperback makes a very interesting contrast with David Maidment’s “A Privileged Journey” – “On the Up Line” must have been published in quite small numbers (no ISBN is shown), and it is probably very little known. I have to say the style of writing is not sufficiently fluent for my tastes – many sentences are rather short – but the content is fascinating as an alternative glimpse of railway management behind the scenes.

**On The Up Line, by Peter Upton, 194 pages softback, privately published 1992
No ISBN**

Membership - year to 31/10/24

Bill Jagger

All members should now have been notified either by email or post that, whilst free, membership still needs to be renewed. If members have not already replied, to continue with membership please reply as requested in the notification. As in previous years, if no reply is received membership will be deemed to have been terminated. Membership cards can be supplied on request to Bill Jagger, preferably by email for collection at a meeting.

Photographic Puzzles – Pt.5

Robert Anderson

Answers regarding the last pair of puzzle photos :-



Photo 9 – When, where, what had happened?

Philip Lockwood replied first, with his actual experiences of the event:

“In early January 1962, class V2 60954 (50A) made an impromptu visit to the premises of the Mirfield Chemical company, ending upside down. This happened mid-week but, in order to make a recovery, an under-bridge had to be strengthened before a steam crane could be positioned to start a lift. The date for the work to take place was Sunday 7th January. Armed with my late father’s Zeiss Ikon Baby Ikonta camera, I made a special journey by train to Mirfield. The lift had commenced earlier and the locomotive was now in an upright position. The two steam cranes involved were the Darlington steam crane No 156 and, I believe, the Holbeck crane. The locomotive was lifted by the two cranes and swung onto the adjacent track. All this was before the age of Health and Safety, so no high vis in evidence! Using my Zeiss camera without a long lens meant I needed to get quite close in order to get decent pictures. No one seemed concerned as I climbed up to stand next to the Darlington crane: they seemed more concerned that as the crane was starting, the rail was lifting, on which the crane was clamped. I understand that the locomotive was eventually returned to service after repairs.”











Recovery photos: Philip Lockwood

Chris Taylor got this one too, & adds “The date was 4th January 1962. Breakdown cranes from Darlington and Wakefield attended to rescue the V2. 60954 was repaired and put back into service but was withdrawn 18 months later.”

Duncan Eccles contributes “Photo. 9 is, I think V2 60954 prior to returning to Darlington works, following a mishap when the train it was hauling was diverted into a siding to allow a passenger train to overtake. Unfortunately, it ran through the buffers near the Mirvale Chemical Co's works on 4th January 1962, and was subsequently scrapped. The visitors to the Middleton Railway recently would probably have seen the Hudswell Clarke loco *Mirvale* which was delivered new to the chemical company in 1955.”

Thank you, gentlemen - all spot-on. Well done! Robert's answer: The West Riding and January 1962. York's 60954 had overrun the trap points on the down goods loop at Mirfield No.5 box, toppling down the embankment and finishing up on its side. It was rerailed by the Wakefield and Darlington steam cranes and is seen here waiting to be towed back, on its own wheels be it noted, to York (by 60054). Such was the build quality of locomotives of the 1930s. It had been working a freight train on a route which until recently had not been associated with these locomotives.



Photo 10 - What, when, where?

Well, only Duncan sent in his thoughts on this one: "I think photo 10 is an L and Y 3F loco on a coal train somewhere in the Calder Valley, but not sure where.

Robert says 52243, no date. It was a Wakefield engine, being withdrawn in May 1953 just short of 59 years old. No location details but to the left of the dark building extreme right and underneath the signal gantry frame there is a coaling tower and to the left of this a power station so I think this is Wakefield MPD and the train is at Calder Bridge Junction. Would anyone be able to confirm?

Now – Robert has kindly sent in another batch of puzzle photos, to occupy us for another year, so here are two more mystery shots.



Photo 11 – Classes? Where? Rough date?



Photo 12 – Again, where, and approximately when?

Photos 9-12 are © Copyright of Robert Anderson Archive ©

Huddersfield Railway Circle – Programme 2024

All meetings at Huddersfield Town Hall. 19:30 – 21:15hr.

Secretary: Chris Davis, 1 Cleveland Grove, WAKEFIELD, WF2 8LB

Tel: 01924 369525 (mobile 07990 802897) email: chrisdavis19527@gmail.com

Date	Subject/Speaker	Room Requested
Wednesday		
Jan-3	Looking Back – Part 3. Bill Jagger.	Old Court Room
Jan-17	50 years of Scotland Railways, a photo journey	Chris Davis Old Court Room
Jan-31	Route of the Thames Clyde Express. Gavin Morrison	Old Court Room
Feb-14	AGM + Entertainment	
Feb-28	The Halifax High Level and North & South Jn Railway. Philip Hellawell	Old Court Room
Mar-13	Photo competition	Old Court Room
Mar-27	A Tale of Two Stations. Philip Lockwood.	Old Court Room
Apr-10	Neville Hill Depot, Diary of an Escapee. Peter Holden	Old Court Room

Special Traffic Notices

Would members please take note of the following points :-

- **Fire Precautions.** Please familiarise yourselves with the positions of fire exits and extinguishers at Bradford Mechanics Institute Library.
 - **Members' Discounts.** In return for free advertising in The Circular, members receive 10% discount on cash purchases at Frizinghall Models and Railways, on proof of Circle membership (e.g. a valid Circle membership card). See inside rear cover of The Circular for details.
 - **Contributions to The Circular.** Original material, preferably in electronic format (almost any PC word-processor, preferably Microsoft Word or text format), or by email to ianbutton1@btinternet.com) or typescript – the Editor can scan & OCR (optical character recognition) typed pages.
 - **Railway Magazine bound volumes.** Any member wishing to read any volumes (we have c.1929-2010) should contact Eddy Lumb.
 - **Pictures for The Circular.** Photographic material submitted for consideration for reproduction in The Circular is accepted at the owner's risk. Landscape format is preferred for half-page reproduction, obviously, although if the photo is spectacular a vertical format full-page layout may be possible, or the picture might be used for our Circular cover picture.
 - **Disclaimer.** The opinions expressed in The Circular are not necessarily those of the Editor or the Committee.
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20th September - French and Belgian Steam, by Colin Boocock

We welcomed the return of one of our regular speakers to give a talk illustrated with an excellent collection of pictures in monochrome and colour, the vast majority taken by Colin in his many travels. Your reviewer likes French steam locomotives, probably not shared by Colin's wife who stated "they look as if all their guts are on the outside"! The various regions were covered, with classes from express passenger, local commuter and goods locomotives. Your reviewer remembers the only two examples in the UK, the Pacific that used to be at Carnforth, and the lovely Nord 4-6-0 that was observed on the Nene Valley Railway. Colin then moved on to Belgium, a country with its own variety of designs including the semi streamlined Atlantic. Something that your reviewer always found unusual was the way that the locomotive number was painted on the smokebox door, a godsend for Belgian spotters! As most of you may know, Colin is a co-founder (alongside David Maidment, author of many Pen & Sword books) of the "Railway Children" charity, and proceeds of his talks go directly to support this worthy cause. The BRC was pleased to make a donation to Colin today. Vote of thanks by Ian Button.

Saturday 23rd September - The Haworth Haddock

Today, 13 members and partners spent the day travelling on the railway followed by fish and chips later in the evening. This was a Circle event paid mainly from the proceeds of the sale of the Circle's nameplate collection. Surprisingly for a Yorkshire event, only a small number of members availed themselves of a free day of travel and fish and chips. Members and several wives arrived at various times of the day and met up at 7pm to join the special train. In most cases we were seated fairly close together although four of the party were in adjoining coaches. Prior to departure a group photograph was taken, although unfortunately we didn't manage to round up all our party.

The train service for most of the day was in the hands of the Taff Vale 0-6-2 tank although this was changed later in the day to the Ivatt tank 41241.

We left Oxenhope at 7pm for the run down to Keighley, where fish and chips were swiftly served, to be eaten on the part of the journey back to Oxenhope. We had a fairly long wait there whilst the bar was re-stocked for the journey back to Keighley where upon arriving we were greeted by strobe lighting and a pretty noisy band. This seemed to go down quite well with a number of our party. Your reviewer decided that as it was getting quite late, it was time to make an exit! So well done to our organiser Peter Holden for arranging this event which I think was enjoyed by all present.

18th October - Neville Hill Depot - Diary of an Escapee, by Peter Holden

This afternoon we were entertained by our secretary Peter who regaled us with his experiences working at Neville Hill Leeds. After a number of years in the textile trade Peter made a complete change of direction almost by chance. He was offered a choice

of either a shunter/driver, or storeman - Peter chose the latter. It was interesting that the old tricks on newcomers is still used, I refer to the hapless individual being sent to the stores for a bucket of sparks! Peter also became involved in the trade union movement and became union representative for the depot. Working often on night shift enabled him to practice his night photography, sometimes taking pictures from the travelling overhead crane, or from the top of the fuel storage tanks. The talk was well illustrated with many shots of HSTs in various liveries plus the colourful shunters painted as a depot competition.

So something completely different from our normal talks with much insight into the working practices of the various operating companies. Vote of thanks by Ian Button.

15th November - Railways in the Lake District, by Martin Bairstow

We were pleased to welcome Martin, a long-time-back member of the BRC, to give his illustrated talk on the Lake District. This coincided with the updated and larger edition of his book on the subject. All aspects of travel were included - railways both standard and narrow gauge, lake steamers and the Isle of Man boats. Sadly, many of the former lines have closed including the Coniston Branch. It was interesting to learn that the station building at Kents Bank has been purchased by railway enthusiast Paul Salverson, with many of the historical features being restored. In time this will also include a library, opening occasionally for interested enthusiasts. Another name from the past, JCW Halliday, whom I had associations with in the local branch of the Talyllyn Railway Society, recounted his early efforts to save the Ravenglass and Eskdale railway. As we have come to expect from talks by Martin, a very well researched and illustrated show. Quite how Martin manages to recollect facts and figures of so many lines is truly amazing. Vote of thanks by Roger Hepworth.

Secretary's Page

Peter Holden

May I begin with reminding all members to please renew their membership before December 31st.

I feel we have had a great year. The visits to the KWVR and Middleton Rly were both excellent, with the attendees enjoying them very much. Our indoor meetings have been very well attended also, we had 29 people present at our November meeting which is a positive sign.

We are to once again hopefully offer members (and a guest) the opportunity to join a BRC trip on one of the KWVR Fish & Chip trains during the 2024 season. Last year we asked members to book themselves if possible, and then the Circle refunded money to them on the day. We will do this again next year, but also, I stress, should anyone wish for the Circle to book on their behalf, I will be happy to do so. This would require a deposit of £10 per person, either to Bill Jagger by cash / cheque at meetings, or by bank transfer to the BRC Account (account 10527327, sort code 20-35-84). All refunds will be handed back on the day.

As soon as we are aware of the date, BRC will contact all by email. (once again, for any without email, please have a word with me (07776 475064) and we will make the arrangements).

Should you have any suggestions for guest speakers for 2025, please do get in touch (pholden1960@hotmail.co.uk / 07776475074).

Best wishes to all for Christmas and the New Year.

Circle Diary 2024

Please watch the website <http://www.bradfordrailwaycircle.co.uk> . Meetings are currently every 4 weeks, not fortnightly as before the Covid-19 pandemic.

Please remember that all meetings start at 2:00pm.

P	Dec. 13	AGM plus Members' Night	
	Jan. 10	The Isle of Wight & Back Twice in a Day	Robert Clarke
	Feb. 7	Old Fashioned Slide Show	Alan Ward
C	Mar. 6	Steam Days in Scotland, LMS Lines	Steve Armitage
P	Apr. 3	1960s Railway Scene as seen by Leslie Metcalf	Chris Taylor
	May 1	Fifty Years Back	John Holroyd
C	May 29	Stately Trains	Stephen Middleton
P	June 26	A Mixed Bag of Trains	John Whiteley
	July 24	ECML in Diesel Days	Dave Peel
C	Aug. 21	50 Years of Scottish Railways and Travel	Chris Davis
P	Sep. 18	AMTRAK's California Zephyr	Julian Halstead
	Oct. 16	Steam Memories from the David Lane Archive	Ben Gordon Taylor
C	Nov. 13	Where Would You Like to Go?	Anthony Hicks
P	Dec. 11	AGM plus Members' Night	

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

P - Publication – late March/June/September/December