

THE CIRCULAR

Bradford Railway Circle

No.409 – 3rd Quarter, 2024

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Editorial

Well, it's been the coolest summer since 2015 – but I'm sure members won't have been put off from travelling in nice warm comfortable modern trains. Let us know your experiences . . .

Next Tuesday 24th Sept is our trip on the GNR Petrol railcar at Embsay, with Stephen Middleton of Stately Trains. We look forward to meeting a good number of members there, and fair weather.

Will the new government carry out its pledge to renationalize the railways, as the TOC franchises expire? And will Michael Portillo have to retitle his Great British Railway Journeys, in the wake of the new Great British Railways? We shall see . . .

Despite the Editor's perennial pleas, we are still extremely short of material for the next Circular, so please submit articles & photos. Remember, it's YOUR magazine, and depends on YOUR efforts. To help keep us up to 24 pages per issue, we are beginning a new feature - Archive Spot – and we hope you will find it interesting.

The Italian Job Rides Again, Part 2 Peter Holden

Friday 11th August

A very early start to the day, as we had decided to travel south today and along the Mediterranean coast to the French border. The 05:01 to Fossano meant missing breakfast, never a great idea, but on this occasion, it was both necessary and worthwhile. Continuing south on the 06:22 Fossano to Savona, here joining the main line along the coast to Ventimiglia, this the last station before crossing into France. The 08:28 regional loco hauled set was somewhat packed with people heading to the coast to enjoy what was a perfect day weather wise should you wish to be fried to a crisp. Fortunately, the passengers soon began to leave the train at the various resorts as the train continued west. The reason for today's early start was that we wanted to catch a train back north from Ventimiglia via Cuneo.



464 537 Cuneo, 11th August 2023

Peter Holden

This service only runs very occasionally to say the least. At the time of our visit there were only two services, the early one which we utilised and a later one which had a very tight connection; should that connection be missed, it would mean not getting back to Torino. Our next train was the 10:39 Ventimiglia to Cuneo, my Interrail App said reservations were mandatory on this train. It was decided that we would ignore this and face the possible consequences. I imagine the reservations are in fact for the southbound service as again, when the train pulled in, hundreds disembarked on their way to the coast. Not so busy on the northbound service on its return, which proved to

be quiet. The line crosses the Alps, includes at least three spirals and is indeed most scenic. For around 20 miles this Italian service runs through France (pardon the language). The train was held in a loop at St. Dalmas-de-Tende for another train to pass, nearby was a rather elaborate disused and very large station. It looked possible that it may have been at one time a border station, however the border is some way off. Rather disappointingly, not one mouse to be seen on arrival into Cuneo Station! A reasonable connection here onto a regional loco hauled service through to Torino. Leaving this service at the penultimate stop, Torino Lingotto, as plenty of time gave the opportunity to now cover the 18-mile branch to Pinerolo. 318 miles covered today, so we called it a day and ate at a different restaurant near our hotel. A few beers in the Dock Bar to finish the day.

Saturday 12th August - The Torino tram system.

The system comprises 8 routes covering around 50 miles. At the time of this visit there were two routes not running and one route cut back. A bonus was, however, with it being during the summer months the No.7 “Tourist Tram” was running, which was also traversing a couple of rare sections of track normally out of use. The Tourist tram route was operated by one tram No.2852, a 1959 ATM Series 2800 built by Fiat/ATM. All tram journeys are covered by a day ticket once more. We did struggle initially to find these tickets in Torino, eventually finding a tobacconist/newsagent shop in Porta Nuova station. It was not too difficult to cover most of the available routes in one day. Sadly the No.3 route out to Vallette and the short branch to Juventus Stadium was closed. There is one Metro line in Torino, this also was closed for alterations and extension!

A bonus today was a visit to the Tranvia Sassi-Superga cog railway situated along the No.15 tram route. Further tickets were required to ride on this most interesting standard gauge cog railway. Either I broke the ticket machine, or it ran out of tickets. This needed the staff to hand-write two tickets for us. The line was opened in 1884 and takes you from Sassi at 738ft above sea level up a 13.5% / 21% gradient to 2,205 ft above sea level in 2 miles. Fantastic views over Torino and the Alps are available at the top. The line was built to gain access to Basilica di Superga, a very impressive building indeed. Our service in the hands of motor car D3 built 1934 which pushed trailer car D14, one of the original 1884 vehicles. At the top, I was shouted at by staff for going the wrong side of a barrier to take a picture. They have a museum at the Sassi terminus, but don't bother to open it!

Following this great visit, it was decided to call into a small bar at Sassi as the heat was by now getting a bit too much. Once again, the bar was in the shade and adjacent to the No.15 tram route, perfect. Back into town. A further visit to the Huntsman pub near Porta Nuova for a meal and a few drinks. I decided to have another ride on the tourist tram before calling it a day.

Sunday 13th August.

A steady day utilising the one-day tram ticket once more. It was a very warm day indeed. Following our first few tram rides, Andy decided to have a break in The

Huntsman whilst I carried on riding the trams for a couple of hours. The No.4 tram route goes past a market area. Perhaps not a good idea on market day in this heat. The tram became packed.



Tram 2852, Carlo Alberto Sud, 13th August 2023

Peter Holden

Following a late lunch, a walk up to Nuova Station sees us purchasing tickets to try a second time to cover the 23-mile branch line to Rivarolo Canavese. Success on this occasion. It was around 15:00 when we arrive, by now it was very hot indeed. Same unit back into Torino. Having completed this journey, we disembarked at Torino Porta Susi and visited the Dock bar for a few drinks to end the day.

Monday 14th August - Day out to Genova.

Following breakfast, we chose to catch a train the short distance around to Porta Nuovo so as to board the 08:30 to Genova Brignole. It was a very busy train, and it appeared reservations were needed to enter the platform and board; however, they inspected our Interrail passes, and we were OK. As ever we walked up to the front of this very busy long train and found plenty of seats available. It is a 105-mile journey taking just over 2 hours. The plan was to have a ride on the Ferrovia Genova-Casella metre gauge electric railway. The line commences at Genova Piazza Mannin and runs just over 15 miles to Casella. A very scenic line running up into the hills above Genova. I decided that as we were unaware of the exact location of the station and due to the heat, the best option would be a taxi between stations. Best €10 ever! It was quite a climb even for the taxi. With a good hour to wait before the 12:08 service to Casella a nearby bar was visited to cool down. Our 12:08 service was quite busy and

perhaps should have had a trailer car attached, not just the single car unit with only 36 seats. Our 1997 built Firema unit was in reasonable condition, not so some units parked up which were in a bit of a state and covered in graffiti. It was extremely hot on this service, with the carriage being full and also it having very poor ventilation. We ran slightly late on the outbound journey giving no time at the Casella terminus should you wish take any photos before returning on the same service as we did. Well worth the effort, what a fantastic little railway. To think it was to close before the local transport operator AMT took control.



Unit A11 Genova Manin, 14th August 2023

Peter Holden

On arrival back into Genova Mannin a further taxi was found at a taxi rank adjacent to a hotel near the station, and another €10 sees us deposited safely to Genova Piazzale Principe Station, the main station. All was going very well, and this meant we had plenty of time to hopefully have a run on the Principe-Granarolo single track rack tramway opened in 1901. It has had a fair bit of work done on the line in recent years to re-open it. At the time of our visit the line was open fully. We rode on a splendidly maintained tram car No.1, built by Piaggio in 1929. I spoke to the staff present who assured me that we had plenty of time to travel the line and be back for our intended train back to Torino. Not only that, AMT have also just made it free to travel, so no tickets needed. The climb is around 21% and rises 636ft in $\frac{3}{4}$ mile. Very scenic views over Genova from the top were available on this beautiful day. We were indeed in good time despite one of the locals deciding it would be a good idea to walk down the track in front of our tram!



20230814 No.1 Via B. Bianco1, Genova 14th August 2023

Peter Holden

Departure from Genova was on time on a regional loco hauled service back to Torino. A quick change of train and we arrive back at our hotel around 19:00. What a great day.

Tuesday 15th August.

The last day of our 6-day Interrail pass was used well to cover quite a few new lines in the area. Our day begins with the regular short journey to the main station to catch the 08:25 Savona train (Ticket checks once more to enter the platform) as far as San Guiseppe Di Cairo 82 miles south of Torino. This being a junction station for four lines. By changing here, we could catch a Savona to Allessandria regional service. Whilst doing the planning for this holiday this route was one of the more bizarre. It appeared to be a bus substitute for some of the journey except on Tuesdays when only the one train service ran through. We had time to visit the station buffet before the Allessandria service, it was fantastic, it had a great choice, was quite busy and this at a small out of town station. I am sure most of the customers were not catching a train. Our connection worked well; we head northeast to Allessandria there changing onto a service to Novara. Novara and Allessandria are both busy interchange stations. Next train is the 14:06 to Biella San Paolo. This service formed of a 3 car DMU. Around halfway along this journey the driver came out of his cab at one of the stations and was talking to a lady sat behind me and took some pictures. It turned out she had one of those large plastic boxes for transporting cats in. However, she had a duck in it! The container had been modified with a round hole in the top whereby the inmate

could stick out its neck and head and make a rather odd quacking sound. I should have taken a picture; it was indeed odd.

An EMU is our next service the 15:48 Biella San Paolo to Santhia, a further change onto the 16:21 train to Torino Porta Nuovo. To finish off a splendid day we re-visited the Losfuso Beer Shop. The owner was great, he knew about beer and had a fantastic collection of Italian Craft beers. Some were incredibly good, especially the strong dark barley wines. He stressed on our first visit that it is a shop and not a bar, hence, he opens 10:00 to 20:00.

Wednesday 16th August.

Having now used up all our Interrail pass days, a decision was taken that we would buy tickets out and back to Alessandria using two differing routes, one of which we had not previously traversed. The first train was the 09:05 Porta Susa to Chivasso, then onto the 09:45 to Alessandria via Balzola. Our return was a direct regional loco hauled to Torino Porta Nuovo. With this being our last day, it was decided to take it easy. Following a bit of tram watching from The Huntsman pub, a last visit to a restaurant near the hotel followed by a few beers in the Dock Bar ended the day.

Thursday 17th August.

Taxi to Torino Airport for a mid-morning flight to Stansted. The train option to the airport would you believe was closed! Arrival into Stansted was on time and a quick walk to the station to board a train from Stansted to Tottenham Hale, then Victoria Line to Kings Cross for the 16:03 to Leeds. Last train of the holiday - the 18:43 Leeds to Low Moor.

Two visits to Torino and I still have not visited the roof top test track at the old Fiat facility.

A wonderful 16-day holiday of trains, trams, and the odd beer. 2,600 miles of train travel in all. Thank you to Andy Roberts for his company.

Notes & Rumours

Following on from Bill Jagger's note in the last issue, the Editor contacted ex-member Rabbi Walter Rothschild, and received this most interesting reply . . . –

Dear Ian, Good heavens! Many thanks for reaching out! How wonderful!

Alas I was not a very good member - my schoolfriend Martin Bairstow (also now a well-known railway author) took me along as a guest for quite some time until Mr. J.B. Bentley ("Breezy Bentley") the Chemistry master at Bradford Grammar School took me aside one day and politely suggested that it was time for me to pay something

for the privilege! Such as a membership subscription!! As a schoolboy I had enjoyed taking the 40 BCT trolleybus from Saltaire up to Idle, listening to some lecture, in that room on the station platform that smelled always of damp, and the big posters and pictures on the walls.... borrowing some bound volume of 'Railway Modeller' (thick green volumes) to trace some designs, and get a packet of chips with watery vinegar for 6d standing in the cold waiting for the 40 back to Saltaire - and that was about as far as the budget went in those days. There were always some 16T coal wagons standing around in the sidings but I never saw a train, alas, in those evening visits, walking down the setted road past the 'Idle Youth Club' and the 'Idle Working Mens' Club' then up the stone steps by the bridge up to platform level.

Heavens, it takes me back.... Shipley Goods Yard in the days when it was not just a scrap yard... Ivatt 4MT 2-6-0's and Fairburn 2-6-4Ts heading along past Frizinghall and Manningham and Valley Road yard.... I have lived in Germany since 1998 but retain membership in the K&WVRPS and Severn Valley. The newsletter looks very good, thanks for the 'shout' and feel free to add these reminiscences as I am sure modern enthusiasts grow up in a totally different world in terms of sounds and smells and sleek multiple units everywhere.... yes, I recall Dougie Butterfield, his wife was a teacher at the then-Hanson Junior School off Leeds Old Road where my mother also taught.....

I now also (in my "spare time") edit and publish a quarterly magazine on Middle East Railways - see www.harakevet.com for details, it is also available as a .pdf file.... and do a lot of translation and proof-reading for the Military Railway Study Group 'Bulletin' (see the MRSRG website, new members always welcome!) and travel a fair bit for my work (I am a semi-retired rabbi but also do lectures and cabaret! Sitting in ICE's a lot (I just came back yesterday from Saarbrücken, a total of eight hours on the rails) gives me time to use my laptop for writing and translating. While there (for a cabaret performance) I had time to ride the Saarbahn tram/train to Sarreguemines - quite interesting, the line is a tram in the city, then climbs up a ramp to join a DB line, is electrified for the tram alone and has its own platform at the French station whilst freight trains, presumably still diesel-hauled, diverge onto several parallel through tracks..... Would be a great idea for, say, Ilkley through to Forster Square, then as a tram to Interchange and then up a revived line from Low Moor to Cleckhecksedge or Thornton or similar creative thinking..... I have finished a manuscript on 'Palestine Railways 1920-1948', my PhD thesis on 'Palestine Railways 1945-1948' dealing with the last years of the Mandate is to be found on the 'Harakevet' website, and I have also almost completed a book on Railways of Lebanon. So those formative years at Idle station did indeed have an impact!!

Cheers and thanks again and greetings to all current members (I gather you may yet get a tram to Leeds? Though not one that will need to change gauge at Stanningley any more....)

Walter

Huddersfield Railway Circle – Programme 2024

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

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

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

Date Subject/Speaker

Wednesday

Sep 25th - Railways in the Cornish landscape - Stephen Gay

Oct 9th - The Huddersfield & Sheffield Junction Railway (Penistone line) - Alan Lewis

Oct 23rd - Switzerland's Bernina Line - Philip Lockwood

Nov 6th - 69th Annual Dinner

Nov 20th - A Railway Photographic Selection - Anthony Hicks

Dec 4th - From Ossett to Penzance via Wick - Roger Hepworth

Dec 18th - Chairman's Evening (presentation & social gathering) - Robert Clarke

Shipley Slide Shows Autumn Programme

Thanks to Peter Mann for passing a copy of the programme to us. Note some familiar names! :-

Oct 4th Photos of Old Baildon, by Mike Lawson

Oct 18th Preserving Your Memories – Charting the 1960's, by Malcolm Johnson

Nov 1st Around Britain by Rail, by John Holroyd

Nov 15th Around Britain 50 Years Ago, by Roger Hepworth

Dec 6th Upper Wharfedale – Grassington to Cray, by David Alred

All shows are at Shipley Library Meeting Room at 7:30pm (all dates are Fridays).

Admission £3 including refreshments.

Website: <http://www.shipleylibraryslideshows.co.uk>

Photographic Puzzles – Pt.8 Robert Anderson

Firstly, the Editor's apologies to several members he didn't mention in the last issue, who had correctly identified the locations of the photos in Circular 407.

Here are the last issue's puzzle pictures . . . Sadly, we received no responses from members. Wake up at the back, there!!



Photo 15 – 64322 on 6/11/1955

Clue 1. The overhead wires and catenary top right are 1500 volts DC

Clue 2. After its closure by BR the shed became home to some illustrious operational preserved steam locomotives including *Bahamas* and *Scots Guardsman*

Answer: Dinting. A small sub shed on the fringe of what is now Greater Manchester.



Photo 16 – 60116 and two other A1's

Clue. This was a principal depot on the East Coast Main Line, renowned for its dirty Pacifics.

Answer: Gateshead MPD, no date. A most interesting image although it has all the hallmarks of a dirty lens! In the same neg wallet there is another neg of J72 no.59 ex 69023. The number 59 was a departmental loco number which was not allocated to 69023 until September 1964 which could well date this picture for in October 1964 60116, 60127 and 60151 were transferred from Tweedmouth to Gateshead (followed by 60142 a week later). Was our photographer on hand to capture the moment as 60116 manoeuvred the other two A1s onto Gateshead MPD having towed them from Tweedmouth? However, in March 1965 all four of these locos became 'unallocated' but Peter Hands in his 'What Happened To Steam' series rather vaguely shows 60116, 60127, 60142 as stored at Tyne Dock for a few months before going for scrap at Hughes Bolckows at North Blyth later in 1965. If this is correct is this shot perhaps the occasion that 60116 towed 60127 and 60142 from Gateshead to Tyne Dock. If so what a scoop, and what a pity the image is not sharp.

Now – two more pictures, for readers to identify the locations: -



Photo 17 - No location No date

Any thoughts, anyone?



Photo 18 - No clues but where is it?

(Photos 15-18 are © Copyright of Robert Anderson Archive ©)

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.

New books from Pen & Sword

Here are new titles issued by our friends at Pen & Sword since the last Circular. If any member is interested in receiving a free electronic copy (PDF file) of any of the following titles, in return for writing a review for Pen & Sword (suitable for publishing in *The Circular*, so railway-related titles preferred), please let me know.

- Victorian and Edwardian Locomotive Portraits - The South of England, by Anthony Burton
- Victorian and Edwardian Locomotive Portraits - Northern England, Wales, Scotland and Ireland, by Anthony Burton
- George Hudson: The Railway King, by Matthew Wells
- The Tanat Valley Light Railway, by Peter Johnson
- North British Type 2 B-B Diesel-Hydraulic Locomotives, B R Class 22 - Volume 2 - Detailed Insights, by Anthony P Sayer.
- Making Your N Gauge Railway More Realistic, by Richard Middleton
- Taking the Train, by Anthony Burton
- London's Underground Since 1985, by Jim Blake
- The London DM and DMS Buses - Two Designs Ill Suited to London, by Jim Blake
- Upgrading the Isle of Wight's Railway, by Richard C Long

For more info on the above, and more titles to choose from (Pen & Sword seem happy to offer us any transport title in return for a subsequent review publishable in *The Circular*) head over to <https://www.pen-and-sword.co.uk/Transport/c/65> and explore.

Book Reviews

Colonel Stephens Light Railway Locomotives, by Brian Janes (review by Philip Lockwood)

This latest book from the publishers Pen and Sword differs from the usual history and topography of Colonel Stephens' railways, and deals in detail with the varied assortment of mostly cast off locomotives from various main line companies. Chapter One deals with new and novel locomotives ranging from the diminutive *Gazelle* of the Shropshire and Montgomeryshire Light Railway, up to the large locomotive *Hecate* of the Kent and East Sussex, built with the improbable 0-8-0 wheel arrangement. One locomotive, *Northiam* gained fame or notoriety by being used in the 1937 film "Oh, Mister Porter" with the name being changed to *Gladstone*. Other widely-used locomotives were various versions of the ex-London Brighton and South Coast Rly Stroudley "Terrier" 0-6-0 tank locomotives.

The Colonel's narrow-gauge lines have a chapter all to themselves, where ex-First World War Baldwin locomotives were widely used on such lines as the Snailbeach District Railway and the Welsh Highland Railway.

The final chapter deals with oddments and one-offs of which there were many.

This book will be of considerable interest to all devotees of the unusual, and will surely find a place alongside other titles relating to the railways of Colonial Stephens.

Colonel Stephens Light Railway Locomotives, by Brian Janes. Imprint: Pen & Sword Transport (Locomotive Portfolios series); 176 Pages, 250 mono illustrations; ISBN 9781399023436; Published 2023; Price £25.00

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The Railways of Bradford and Leeds, by Peter Waller (review by Philip Lockwood)

This latest book published by Pen & Sword covering the railways in our part of the country by Peter Waller should be of particular interest to our members. I certainly found it of great interest, packed with excellent photographs, but equally and just as interesting a good selection of maps.

Peter has drawn on pictures from both the Transport Treasury and the On Line Transport Archive as well as his own pictures. Yes ,some of the pictures have been published before, but the vast majority are new to me.

The book is broken down to chapters covering a particular area, all accompanied by useful maps. As an example, the Heavy Woollen District, which is of particular interest to your reviewer, has the following - a Railway Clearing House map; a LNER timetable from 1947 covering the GNR Dewsbury loop; a very nice colour picture by Gavin Morrison of a Jubilee passing through Gildersome East, on the Leeds New Line; and another picture on my door step - of Jubilee *Rodney* passing over Churwell Viaduct.

So this is just a sample of the delights to be found in this book, illustrations of good quality, excellent mapping and a very comprehensive appendix at the end. A book to be on the shelf of all local railway enthusiasts.

The Railways of Bradford and Leeds, by Peter Waller, pub. Pen & Sword 2023 (Transport imprint); 208 pages; ISBN 9781526773425; Price £30.00

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British Railways Diesel Electric Classes 44 to 46 - The Mighty Peaks of the Midland Main Line, by Fred Kerr (review by Roger Hepworth)

Your reviewer's first encounters with these locomotives was, indeed, on the Midland Main Line, when, in around 1963, these unfamiliar green heavyweights took over from the 'Jubilee' and 'Royal Scot' steam locomotives the working of named trains such as the 'Thames-Clyde Express' and 'The Devonian', as well as most of the other

express services between Scotland, Bradford and Leeds and London and the West Country. They immediately became a familiar sight on your reviewer's favourite stretch of line in the Normanton area. During the second half of the 1960s, on leaving school, your reviewer spent three years travelling daily between the then West Riding of Yorkshire and his college in Manchester behind these locomotives on the Newcastle and Liverpool trains via Huddersfield and Stalybridge. Following a change of workplace, a year in the early 1970s was spent travelling between Wakefield Westgate and Sheffield on Peak-hauled trains. Memories come back of dark winter mornings stood on the windswept platform at Westgate. A Deltic would thunder through non-stop on the now-lifted up main line on the 'Leeds Executive' bound for King's Cross. A few minutes later, another Deltic would roar to a halt at the platform with the up 'Bradford Executive', its restaurant car crew busy preparing and serving breakfast to their largely business clientele and on one memorable occasion attempting to replace a broken droplight by nailing up a gangway curtain over the damaged window space! Following the departure of this train, led by a 'Peak', my 'Cornishman' would enter the platform already carrying a work colleague of mine who had started her through journey in Bradford, as one could in those days. At Sheffield, an 08 shunter would be ready with some more coaches including a brightly lit catering car to be added to the rear. All the above was in your reviewer's mind as he started to peruse this volume.

The front cover shows a Class 46 locomotive on an empty stock working in the King's Cross area, which reminded your reviewer that these engines did indeed work regularly on the East Coast Main line alongside the more numerous Class 47s and 'Deltics'. The rear cover portrays a Class 45 on perhaps its more familiar territory of Bedford.

The book is divided into five portions:

Firstly we have a most interesting preview which deals with the whole history of the three Classes 44-6. We learn that the design was developed from the famous 'Derby Twins' 10000/1, but now using diesel engines developed by the Swiss firm of Sulzer Brothers along with electrical equipment by Crompton Parkinson. The design fell into the original 'Type 4' category of 2000 plus horsepower. Because of the weight, which was expected to be 138 tons, a four-axle bogie was deemed necessary in order to satisfy the civil engineer, a 20 ton axle load then being in vogue. This led to the adoption of the Southern Railway's bogie design as used for numbers 10201-3. The engines for the first ten locomotives (Class 44) were manufactured in Sulzer's Swiss factory at Winterthur, but those for Classes 45 and 46 came from Vickers at Barrow-in-Furness as subcontractors. The Class 45 batch of locomotives, ordered in January 1959, were fitted with an uprated engine and built by both Derby and Crewe works. The Class 46 locomotives saw the Crompton Parkinson electrical equipment replaced by Brush. A later order was cancelled in favour of what became the Class 47 Co-Co design. To quote the author: 'Despite their bulk and heavy weight, the three classes

proved popular with crews and found usage over a large portion of the BR network but especially on the Midland Main Line.

Then comes 'Section 1 Class 44: D1 - D10 / 44001 – 44010'. We learn that this initial batch was originally allocated to the West Coast Main Line (WCML) for use on named expresses into and out of London, where the Clean Air Act 1956 needed to be implemented. They were soon sent to Derby where they proved well-suited to the hilly route between St Pancras and Manchester. Further use on the WCML saw them soon displaced by the English Electric Type 4 locomotives (later Class 40), upon which they were sent back to the MR and based at Toton, where they were confined to freight workings until their withdrawal in the late 1970s. Following on from this description, there comes a variety of colour photographs depicting the locomotives on freight duties and the occasional passenger working. We then have details and photographs of the locomotives in preservation.

Section 2 is entitled 'Class 45: D11- 137 / 45001 – 45077 ; 45101 – 45150'. Here, the 'Peak' identification for the whole class is explained by the first ten being named after famous UK mountain peaks. The complex business of differing end doors and headcode boxes is explained as is the allocation and use of these locomotives. Relevant photos then follow of freight and passenger workings which also illustrate both the original green livery and the later overall blue.

The next chapter in the book is 'Section 3: Class 46; D138 – D193 / 46001 / 46056', which follows the format of Section 2 and this is followed by 'Section 4: Headcode Boxes'.

All in all, your reviewer much enjoyed reading this volume, which deserves a place on the bookshelf of anyone with a nostalgia for those early days of the main line diesel locomotive.

British Railways Diesel Electric Classes 44 to 46 - The Mighty Peaks of the Midland Main Line, by Fred Kerr, published by Pen & Sword (Transport imprint) 2022; 120 pages; ISBN 9781399089944; Price £25.00

Membership Matters

It certainly does! Long-standing members may recall this regular Circular item, first introduced by Michael Wade our late lamented Hon. Treasurer, which welcomed new members. Somehow it seems to have fallen out of use, but we should revive it. According to our records, the following gentlemen have joined or rejoined the Circle over the past few years :-

- John Armstrong
- Roger Hepworth
- Robert Clarke
- David Barker
- Brian Myland

- Brian Holmes
- John Barnes

The above have of course attended many of our meetings since then, and we hope they have felt welcome. However, their presence should have been properly acknowledged and we extend a much-belated welcome to them now.

Scunthorpe Outdoor Visit (1998) Frank Robertshaw



Circle members & guests- some familiar faces!



Meeting Reports

June 26th - A Mixed Bag of Trains, by John Whiteley (report by Ian Button) We are very fortunate to have John as a Circle member, and as always with his talks to us, a treat was in store. This was an excellent show of images, selected from John's huge portfolio as not having been shown to the Circle previously. His pictures, all of superb quality & great interest, covered from the 1950's to the present day, around all parts of Britain, Europe and the world, and both steam and modern traction subjects. What can one say, apart from a huge thank-you to John, and we will look forward to your next show.

July 13th – “Haworth Haddock” trip (report by Philip Lockwood) Once again the Bradford Railway Circle were given the opportunity to participate in this most enjoyable event. This was ably organised by our Secretary, Peter Holden. The ticket apart from the evening event also included a day rover ticket for the railway. This year Peter planned to have a early summer visit rather than our usual early autumn one. This enabled some evening photography and at least allowed the line to be viewed whilst we consumed our fish and chips. The actual “Haworth Haddock” train starts from Oxenhope and travels down to Keighley where bread buns, butter and condiments were speedily distributed just before the Fish and Chips. I think the staff are to be commended for the way this was dealt with for a very busy train. We then travelled up the line to Oxenhope before returning to Keighley where flashing lights and strobe lighting announced the entertainment provided by a local group “Wired”. Your reviewer decided to leave the train at Oxenhope where we had left the car. So, to summarise - an excellent day, good fish and chips and for those not driving an opportunity to sample the local brews in the buffet car! Once again, a pity more of our members didn't take advantage of this free gift from the Circle. Gosh, we are in Yorkshire, after all!



July 24th - 50 Years of Scottish Railways and Travel, by Chris Davis (report by Ian Button)

On this occasion, Chris treated everyone to a wonderful afternoon of pictures, from the 1970's to the present day. All parts of Scotland were covered thoroughly, from the Borders to the Far North, and the long branches to the West Highlands. The towns and cities were included, so that your reviewer was reminded of the reawakening of his own railway interest in the mid-1970's, when lodging within earshot of the Deltics at Haymarket depot, just a few hundred yards away! Many of Chris' latest photos had been taken with the help of his drone, so we saw some familiar locations from new and spectacular angles.

Vote of thanks by Ian Button.

August 21st – A Tale of Two Stations (Morley & White Rose), by Philip Lockwood (report by Ian Button)

In this afternoon's talk, Philip described the reconstruction of Morley (Low) and the development of the new White Rose station. Morley station has suffered from several disadvantages, such as being inconvenient for town users, and affected by much coal-mining activity in the past. By resiting the platforms slightly, and providing parking, the Combined Transport Authority has made a valiant attempt to encourage more usage, and the station reopened in Summer 2023; but it seems that local opinion is still not very enthusiastic. Philip managed to capture the reconstruction work with a great number of excellent photographs, reminding us of Geoff Butland's activities in a similar vein in olden days.

Philip also dealt with the new White Rose station, built to serve the nearby business park, rather than the eponymous Shopping Centre (enough car parking there, of course, for all the shoppers!). Again, there were site difficulties, with the new station needing piling and cantilever structures on the long embankment. Owing to financial pressures, the construction company have abandoned work, and we wait to discover the outcome – a sad situation. Nevertheless, thank you, Philip, for describing and illustrating the subjects so well.

Vote of thanks by Ian Button.

Action from 2023 AGM

Peter Holden

It was suggested that The Circle pay an outside source / business to scan to digital format all our written Archive Material. The AGM passed this on to the Committee to make a decision on and report back to members via The Circular.

The Committee found that as far as we know, no Circle member other than our Honorary Librarian, Mr. Ian Button, or member of the public, have shown any interest in viewing these items over the past 15 years or so. (As you probably know they are presently in store with Ian Button and Eddie Lumb).

The Committee unanimously decided that the expense of such an undertaking would by far outweigh any possible benefit to BRC or to the membership of BRC. It was therefore decided BRC would not pursue this suggestion and that Ian Button will continue the process of scanning these documents on an “as and when” basis and uploading them to the BRC website. You will indeed find that Ian has already uploading onto our website a fair amount over the years for which we thank him. Should you have any further questions on this matter please don’t hesitate to get in touch. (Usual contact pdholden1960@hotmail.com. 07776 475064).

Editor’s Postscript

As “temporary” webmaster (any volunteers to take over?), I have started adding the oldest Circulars to the “Downloads” page of our website. [Note: I have changed the page layout, so oldest Circulars are now at the top, and the latest issue is much lower down.] The old Circulars are PDF documents comprising scans of the pages in Volume 1 of our bound copies. If some of the pages appear a little smudgy or tilted, I apologise, but achieving perfection isn’t practical – adjusting brightness/contrast/angle of each page would multiply the time required enormously!

I have also begun to add scans of the pages from the oldest Minute Book (1945-48); these are also accessible from our “Downloads” web-page. Pages describing the Circle’s birth in 1945, with paragraphs from the Shipley Guardian and the T&A (but not Mr Lea’s first advert looking for interest) are in a new feature “Archive Spot”, following this piece . . .

At the moment, each page link opens the corresponding JPG image; the images are not bundled together into a PDF as is the case with the old Circulars. After “reading” one Minute Book page, you need to close the image page, and revert to the Downloads page to select the next image. I would be interested to hear members’ views on what is most convenient – latest Circular at the top? and “book format” PDFs, or single-image JPGs? Please bear in mind that the Minute Books have over 100 pages each, so a PDF built from JPGs might be too large to download or email around! Please let me know your thoughts – ianbutton1@btinternet.com.

Archive Spot – Birth of Bradford Railway Circle

Pages from the first Minute Book

First advt. appeared Sept 3rd. 1945

Replies received from the following :-

- * J. H. Lea., 145. Apperley Road Idlc. Tel. Idlc 33
- * G. Carroll., 26. Inman Drive, Shipley.
- * H. Wilson., 9. Hinchcliffe Street, Bradford
- R. Burrow, 1 Kenmore Road, Moore Ave. Bfd. ^{Tel. 11184}
- * Harold A Kitchen., 57. Airedale Road, Otley Road. "
- P. Harrison., 16. Edgar Street, Clapton
- x D. Holt, 367 Butler Heights Lane.
- x ~~Albert Kemper, 7. Pickles Lane, Great Horton.~~

a meeting was arranged at 145 Apperley Road, to which all the above were invited, and Messrs Lea, Carroll, Wilson & Kitchen attended, Mr Burrow telephoning that he was unable to come. At the meeting, it was decided to form a society for Railway Enthusiasts, to be called the "Bradford Railway Circle", with a minimum age limit of 15. Publicity was arranged in local papers appealing for members, and a further meeting called for October 9th to consider the results of the publicity.

Paragraphs appeared in the Shipley Guardian on Sept 28, and the Telegraph & Argus on October 1st. as below

Railway Club

More Members Wanted

Here is good news for railway enthusiasts in the district. Several "fans" have got together and have decided to form a society, which they have called "The Bradford Railway Circle."

The object of the society is to bring together those whose hobby is anything "Railwayish."

It is felt that there must be many in Bradford and the surrounding districts who would be eager to join once they heard of the club, and all interested are asked to spread the news amongst their friends in the area. It is certain that there are quite a few railway enthusiasts in the districts served by this paper, and it is hoped that these details will come to their notice.

There is little doubt that interest in railways is spreading amongst both young and old despite many counter-attractions, and in forming this club the founders hope it will be possible to include as members anyone interested who is above 15 years of age. Those only just turned 15 should not think they will be "put out of it," for one of the founders is himself only 17, whilst at the other end of the scale those who have passed the "half century" need not think they are too old for they will meet others of a similar age.

Activities will, it is hoped, include discussions, talks, etc., for the winter and visits to stations, running sheds and places of interest for the summer.

It should be stated that although the club is not intended to be a railway club, many interested in this hobby must surely also be interested in the real thing and will also be welcome.

Anyone who would like to have further particulars is asked to write, at their earliest possible convenience, to the hon. secretary, pro tem, Mr. F. H. Lea, 145, Apperley Road, Idle.

1 OCTOBER, 1945

City T

THE fascination of watching trains coming in and going out or inspecting the latest design in engines is not confined to eager youngsters. Probably few of us ever outgrow it, and when we are past the stage of collecting engine numbers manifest our old-time enthusiasm by an intense interest in railways and railway affairs.

It is for the benefit of Bradfordians whose interest in that direction is exceptionally keen that a new society, to be called The Bradford Railway Circle, is being inaugurated. The idea behind it is to arrange a programme of visits to stations and loco sheds, and to hold lectures, talks, and matters dealing with railway matters. Anyone who would like further details of the new organisation is invited to communicate with Mr. F. H. Lea, 145, Apperley Road, Idle.

See BRC website for the ongoing story . . .

Hopefully you are all keeping as well as possible at the present time.

Please note my new email address - pdholden1960@hotmail.com

I will begin by giving a report to you regarding Stately Trains based at Embsay. At our meeting on Wednesday 29th May this year, we enjoyed an excellent talk by Mr. Stephen Middleton who heads the Stately Trains Team, following which we began discussions with Stately Trains / Embsay & Bolton Abbey Steam Railway to see if we could firstly have use of one of their carriages next year as part of our 80th Anniversary celebrations and also to have a tour of Stately Trains carriages on a separate occasion.

I can report that I have held a preliminary meeting at Embsay and have taken up their kind offer of a visit this year on Tuesday 24th September, to have a return run on the NER Autocar, followed by a tour of Stately Trains.

I am presently in negotiations with the Railway regarding our trip next year. I can confirm that the visit will take place on Tuesday 10th June 2025 and also will hopefully include the use of the LNWR Director's Saloon for the day and that the train will hopefully be double headed with ex-Bradford Corporation Hudswell Clarke 0-6-0T of 1916. Please note that this date is quite a way off, and arrangements may have to change.

Due to the limited number that can be accommodated in this carriage, this visit will be limited to members only. If you have not already contacted me and wish to go along, please do get in touch ASAP as it will be strictly first come first served. (email pdholden1960@hotmail.com , phone 07776 475064).

There may well be other celebrations next year - I will keep you informed.

I will probably organise a further Fish & Chip visit next year to the K&WVR. I have already had many saying they would like to go along next year. Please do let me know if you are interested. I must say that my contact this year at Haworth did a splendid job with the arrangements.

Report from previous AGM - Please see page 19 of this issue.

2024/2025 Bradford Railway Circle subscriptions - Your committee have decided that we will be charging a renewal fee of £5 for next year's subscription. As always, when you receive your renewal notice **please reply to our Hon. Treasurer** either by email or at our forthcoming meetings.

May I remind you that our constitution states that "Any member whose subscription is more than 2 months in arrears shall cease to be a member.

As I am sure you will agree, being a BRC member offers excellent value for money.

Lastly a big thank you to our President, Mr. Philip Lockwood for stepping in and presenting a talk for us on 21st August.

Circle Diary 2024-2025

Please watch the website <http://www.bradfordrailwaycircle.co.uk> . Meetings are held at Bradford Mechanics Institute Library every 4 weeks, starting at 2pm.

	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	

2025 – BRC 80th Anniversary Year

	Jan. 8	Travels on Fuji Provia Film 2020 to 2024.	Paul Corrie
	Feb. 5	Home and Home Again.	Alan Ward
C	Mar. 5	The slides of the late Alan Lovcey.	Andy Barclay
P	April 2	NYMR - The Early Years to The Present Day	Dave Birtle
	Apr. 30	All Things North & Eastern.	Steve Armitage
C	May 28	Hanging around in Germany.	Colin Boocock
P	June 25	A Quizzical Tour.	John Holroyd.
	July 23	The Highland Railway, Part 1.	Bill Jagger.
C	Aug. 20	The Halifax High Level and North & South Jct. Rly.	Philip Hellawell
P	Sep. 17	<i>Prince of Wales</i> : Brand New Steam for the 21st Century.	Gary Hughes (A1 Steam Locomotive Trust)
	Oct.15	My Railway Life History 1964-2024.	Paul Howson
C	Nov.12	Talgo.	Colin Smith
P	Dec.10th.	AGM plus members day.	

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

P - Publication – around the end of March/June/September/December

PS

Michael Leahy *et al.*

1. Sunday services from Bradford Forster Square to Ilkley are suspended for September & October.
2. Work is ongoing at Forster Square station for the new platform.
3. Huddersfield Station train-shed roof is currently sheeted over for major cleaning & renovation work. We look forward to seeing the result.