

THE CIRCULAR

Bradford Railway Circle

No.410 – 4th Quarter, 2024

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Editorial

Firstly, we are very sorry to announce the passing of Circle member David Barker of Wakefield, on 29th August. He had not been a Circle member for very long. We extend our condolences to his family and friends.

It's a thin issue this time – just 16 pages – so I really need some new material for the next issue (deadline mid-March). However, our Christmas number includes some very interesting material that arrived out of the blue. One is a fascinating piece from member John Bowdery, about his involvement in dealing with the Great Heck disaster in 2001, when a Land-Rover towing a trailer came off the M62 near Selby, and down the embankment onto the ECML. A northbound InterCity 225 hit the vehicles and was deflected into the path of a southbound Freightliner, causing a major accident with many injuries and fatalities. John's account is most interesting.

Another unexpected piece is an enquiry for information about workings in 1964, of the Leeds/Bradford-Poole/Bournemouth trains, which also involved the never-repeated arrival at Sheffield of a GWR "Grange". Can any member answer the enquirer's questions, please? Thanks to Robert Anderson for his contribution on this.

Lastly, I send my very best wishes for Christmas & New Year to all members, and thanks to all who have submitted material to The Circular in 2024.

A Day to Remember

John Bowdery

The Great Heck tragedy was a freak accident which resulted in the deaths of 10 people and injured many more. Below is a brief account from John, who was the Rail Incident Officer involved with the incident.

February 28th 2001.

I was on call for the Leeds area. I set off for work in the on-call car. There was snow on ground, and it was particularly cold this morning. I was listening to Radio 4 News whilst on the way to work, and heard about a rail accident. There were also reports of a train accident on the pager, in the Heck (ECML) area. I stopped and rang Control, but the details were vague at this moment. The AAPM (Assistant Area Production Manager) based at Doncaster was *en route* from Doncaster. The radio news reports were becoming more detailed, and it was confirmed that the train accident was a derailment. I arrived at work (Leeds) around 0800. More details coming out that the train involved was the 0600 from York. I knew a number of people who travelled regularly on this train. There was now a constant contact with Control in York. They were setting up a Gold Command to manage the incident, but I still had no idea of the full magnitude of the incident. My boss (the ROM, Route Operations Manager) in Control was nominated as the RIC (Rail Incident Commander) for the incident. By now, full magnitude of the size of the incident was now becoming apparent. The TV news stations were giving constant coverage on most channels, and information was coming back from site of definite fatalities. I was asked by the RIC to go to site to relieve the AAPM and set up a command post at site. I drove on the M62 to the site, and was met at the outer cordon by the Police holding the area secure. I noticed that there were media all over the place and a helicopter in the sky. The Emergency services included the Police, Fire Brigades and Ambulance. I never knew that they had so many vehicles and personnel. I parked the on-call car as near site as possible in a ditch on the lane. As I walked towards the site of the accident it was a pretty grim sight. The GNER train DVT (Driving Van Trailer) was totally destroyed and all the 1st class carriages were in the field next to the railway line. Rescue personnel were all over them, extricating people from the stricken carriages. I met the AAPM and asked him if he was OK if I took over from him as RIO (Rail Incident Officer). He was fine with this as he had been severely traumatised by the event. He had a number of MOMs (Mobile Operations Managers) and SMs (Signalling Managers) with him who were looking for some leadership.

We then started to set up command post, which was basically one of the MOMs vans. One of the SMs was detailed to be a scribe, and one was appointed to be a runner. As requests for information came in from the Emergency services we supplied information of a MOM, who was detailed to go with them and help with information. Simple questions were being asked e.g. were the track rails live? The immediate answer was no, but until the OHL equipment had been earthed it was safe to approach but not to touch. What were the boxes at the side of the track (Location Cabinets)?

The answers to the questions asked seemed obvious to me, but it soon became clear that the terminology and information that is second nature to us railway people, is not quite so apparent to the people of the services that would attend a major catastrophe, such as this. Silver level meetings were being held in a barn next to the field where the carriages had come to rest. Control was advised of the outcomes of these meetings and times of next meetings. York Control was seeking and giving regular updates on a dedicated phone number that was given to the RIO to contact the RIC/Control manager. Unless anything exceptional had developed, then communication would be before any Silver level meeting for input to the meeting and directly after that meeting. The after meeting usually consisted of a telephone conference, arranged with all parties. This accident had come soon after the Ladbroke Grove disaster and senior managers were pressing for a quicker restoration of the site and return to normal working.

Once I had set up the communications protocols, the number of calls did decrease and I was able to get on with the job. The provision of a scribe to keep a log was a great help to me. The log was used both to record all events and was the reference document to check back if and when decisions had been taken. I did have the support of a number of MOMs and SMs during my time on site.

On reflection it was a very difficult day. My manager supported me well from the Control. The Emergency services did recognise the role of the RIO. The Emergency services do face difficult circumstances every day but as events on the railway are quite rare it is an alien environment to most of them. As a RIO you are able to give them reassurance and information to do their work. At the start of an incident this is one of the most important roles the RIO is able to perform.

I know there were things I could have done better but after the event we had a debrief, and there were areas we could have improved on, but all in all the railway came out of it in a pretty good light.

The main learning areas for me of the whole event were:

Keep calm, Ask for help and spread the work load.

Start a log book. Either write it yourself or get someone to do it for you.

Agree with the Control a communications protocol – what number to use and when you will update them.

The event is still very vivid in my mind, and it does not seem to be something that happened almost 24 years ago.

Membership Matters

May we extend a warm welcome to new member John Heaton, from Cowling, near Keighley. John tells us that he was actually a member some years ago – so welcome back, John!

Huddersfield Railway Circle – Programme 2025

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

Jan 15th - Diesel and Electric Locos in the UK, 1998 to 2012 - Howard Bolton

Jan 29th - A 35mm Railway Odyssey - Paul Corrie

Feb 12th - AGM, followed by ColourRail Slides - Chris Davis

Feb 26th - Gricer's Year - Robert Clarke

Mar 12th - Seeing is Believing (India) - Gavin Morrison

Mar 26th - Peter Fox / Alan Lovecy collections - Andy Barclay

Apr 9th - BR Steam Days - Barry Laycock

Apr 23rd - Belgium - Trains, Trams and Beer - Peter Holden

May 7th - Just Trains - John Whiteley

May 21st - Sheffield, Barnsley & South Yorkshire - Steve Armitage

Jun 4th - The Nepal Railway by Ross Sadler of the Light Railway Research Society of Australia - Mike Swift

Jun 18th - A German Presentation - Dave Birtle

Jul 2nd - The Ralph Martin Collection, part 2 - Robert Clarke

Jul 16th - Members' Open Evening

Jul 30th - Twilight of the Grids (Class 56); The Last Years Around Healey Mills - Mark Allatt

Aug 13th - Scotland - Keith Marshall

Aug 27th - Forty Years of Stateside Railroading - Chris Davis

Sep 10th - The Vic Nutton Collection - Chris Davis/Chris Taylor

Sep 24th - Railways in a Cornish Landscape, Part 2 - Stephen Gay

Oct 8th - A Taster of Cape Gauge Steam in South Africa, 1990-2000 - Alan Lewis

Oct 22nd - Annual Dinner (at Salendine Nook)

Nov 5th - Trans-Pennine Loco Hauled: the Class 68 story - Robert Clarke

Nov 19th - 50 & 60 Years Ago - Roger Hepworth

Dec 3rd - The Californian Zephyr - Julian Halstead

Dec 17th - Chairman's Evening - Peter Holden

Ben's Bits

Wortley Curve – Many years ago (1985) Network Rail closed the Wortley Curve, which had enabled trains from Bradford to London to avoid calling at Leeds. Curiously, its land was sold by NR to Railway Paths Ltd (a charity). RPL have recently sold this 3 acre site back to NR at auction, for £47,000 (guide price £15,000), so hope remains for its reinstallation. Interestingly, in 1985 when I worked for

Bradford City Engineer's, I was instructed to photograph this area of land, which involved trespassing on railway property. I wonder where the photos are now.

In September/October this year, my daughter Anne & son-in-law holidayed in Croatia. They sent me a postcard which claimed that the funicular in Zagreb, opened in 1890, was the shortest funicular in the world – which no doubt accounts for it being double track throughout. I also received another card showing the full length from the bottom to a car at the top.

Photographic Puzzles – Pt.8 Robert Anderson

Here are the last issue's puzzle pictures. Sadly, no reader submissions were received.



Photo 17 - No location No date

Obviously a new purpose built diesel locomotive maintenance facility. My guess is Plymouth Laira.

Featured is what appears under a magnifying glass to be the entire class of 5 Class 41 diesel hydraulics. Built in 1958 by the North British Locomotive Co. at Glasgow they lasted at the most ten-years suffering from a poor pairing of engines and transmissions. The leader of the line-up D600 was scrapped at the famous steam locomotive graveyard at Barry in South Wales possibly even rubbing shoulders with

its older and more illustrious predecessors the 'Castle' and 'King' class steam locomotives.



Photo 18 – Where is it?

Leeds probably Stourton 13.02.1954 11001

I have included this out of interest as it is a very early diesel mechanical loco built in 1950 at Ashford to a Bulleid Southern Railway design for shunting and transfer work and even pre-dates the BR 'Pilot Scheme'. It was allocated to 75C Norwood Junction near Croydon. It appears to have made several trips to the Hunslet Works at Leeds for repairs in the early to mid-1950s and there was even a report in one of the magazines of the day of its trialling on Leeds to Lancaster/Carnforth freight trains but I have yet to see any photographic evidence of this.

The only clue that it is not at home on the Southern Region is the Midland Railway 3F storming into the picture extreme left.

(Photos 17-18 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.
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Enquiry - Loco Workings in the Huddersfield area, 1964

The following enquiry arrived in the Editor's in-box recently. Can any members assist Mr Simpson with information? Please reply to the Editor and I will pass it on to him (and include in the next Circular). Many thanks.

To: Bradford Railway Circle

I am hoping that one or two of your members have records of steam locomotive working in the Huddersfield area in 1964.

I am gathering information on two pairs of inter-regional trains that worked from Poole/Bournemouth to Leeds/Bradford (via Penistone and Huddersfield) on summer Saturdays in 1964. My primary interest is the loco diagramming arrangements for these trains on the Southern Region and the Oxford to Great Central section. However, I am trying to determine all the loco changes involved, including Nottingham Victoria to Leeds/Bradford.

The specific details are as follows. The two pairs of trains in question were:

1. 1N72(?) 08.55 Bournemouth West-Leeds City, 1020 21.45 (Friday) Leeds City-Bournemouth West. These only ran on 5 Saturdays – 18/7 to 25/8 inclusive. Farnley Jct Jubilee between Leeds and Oxford. 1N72(?) was the train that was hauled by the WR Grange to Huddersfield on that famous occasion on Saturday 15/8/64. I have put

(?) after 1N72 because I have seen slightly different versions displayed in some photos. Also, the official Southern Region documentation has the train as “M48” – clearly an error, as the destination was the North-Eastern region (“N”), rather than “M”=London Midland Region.

2. 1N63 10.34 Bournemouth West-Bradford Exchange/Leeds, 1O41 10.00 Bradford Exchange/Leeds-Poole. Farnley Jct Jubilee-worked between Leeds and Nottingham Victoria, with the Bradford Exchange portion added/separated at Huddersfield. Combined train 1O41 forward from Huddersfield at 10.44.

I am doing OK with the Farnley Jct Jubilee sightings on 1N63/1O41 & 1N72(?) – I have something for every Saturday in summer 1964, albeit a few single-observer sightings that would benefit from independent confirmation. Where I am really struggling is with the Huddersfield-Bradford Exchange portion of 1O41/1N63. I have only one sighting of this train, when it was worked by a Huddersfield Fowler tank loco – 42410. I wonder if this was the usual diagramming arrangement? I have no direct sighting of the Friday/Saturday overnight train 1O20. It is just my assumption that it was the balancing working for 1N72(?), as they both ran on only five days of the year.

I would be very grateful if you could circulate this enquiry to any members that might have the information I seek.

Best Regards,
Ian Simpson

[Editor's note: Robert Anderson has already dug out the following information: does it trigger any memories from other members? The 6858 “Woolston Grange” event in 1964 is certainly interesting and worth recalling for readers.

“I have had a quick look through my photographs and bearing in mind that Mr. Simpson specifically states 1964 these are my observations for the trains he discusses for 1964.

** The 08.55 Bournemouth to Leeds conveyed no Bradford portion and it was worked by a Farnley Junction Jubilee from Oxford except of course on 15.08.1964. I have no sightings of the 21.45 FO Leeds to Bournemouth*

** The 10.34 Bournemouth to Bradford conveyed no Leeds portion and was worked by a Farnley Junction Jubilee from Leicester. There was a 10.00 Bradford to Bournemouth which combined at Huddersfield with the Leeds portion. This was worked from Leeds with a Farnley Junction Jubilee. There was also a 10.25 Poole to Bradford which conveyed no Leeds portion*

which was worked by a Farnley Junction Jubilee but I have no more information on this train

"I stress that this is for 1964 only, for in the summer of 1962 there was a 10.00 Bradford Exchange to Bournemouth and Poole which ran with no Leeds portion and was worked by a Low Moor Jubilee. I have a photograph of this train at Bradford and the locomotive is standing out at the signal box, so there is no way it could handle a Leeds portion from Huddersfield.

"If Mr Simpson wants the full and accurate details of the Grange incident on 15.08.1964 he should consult Railway Memories No.13 Huddersfield Dewsbury & Batley where on page 60 he will find a full account.

[Later from Robert . . .]

"I have just been given some information by someone more qualified than myself. Leicester GC shed closed in July 1964 and engine changes on Inter Regional trains then became erratic. Despite the shed being closed engine changes still sometimes occurred at Leicester but occasionally these would be at Nottingham with Halls being observed there. Apparently, it varied from week to week depending on the late running of the trains involved. This was to expedite the return workings of the respective locomotives to their owning regions. My informant however is adamant that the account of events on 15.08.1964 is correct.

"Perhaps if Mr. Simpson was to consult Trains Illustrated, The Railway Magazine and Railway World for mid to late 1964 he would be able to read about some positive sightings.

[Later still . . .]

"I myself have been wondering why a Farnley Jubilee should be making its way to Oxford as I would have thought the booked engine change would have been at Nottingham. I have therefore consulted with the editor of Railway Memories No.13 regarding the "Woolston Grange" saga on 15.08.1964 for it was he who added onto my notes the wording "The resulting line blockage prevented the booked Farnley Jubilee reaching Oxford where it was to relieve a Southern engine . . .". He tells me this information was obtained from one of the magazines of the day i.e. Trains Illustrated, The Railway Magazine or Railway World. This confirms my earlier suggestion to Mr. Simpson. It must be stressed that information in the magazines was all from individual observations by private parties and not from the railway industry.

"I am bringing this to your attention as I pride myself on the accuracy of my information and Oxford was never mentioned by me in my own version of the events of 15.08.1964. We must not of course forget the most important aspect

of the whole saga is the Grange being allowed to proceed beyond Sheffield. The Station Inspector at Sheffield Victoria and indeed Sheffield Control stand accused of this happening and if it had not been for the insistence by Leeds Control that 6858 be removed at Huddersfield there could well have been a major incident in Morley tunnel.”] [See also "Stop Press p.13]

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.

- London & North Eastern Railway 4-4-0 Tender Locomotives - Great Northern, Great Central, Great Eastern, Midland & Great Northern Joint Railway by David Maidment
- Rails South West from Birmingham in the Late 20th Century, 1972-2000 by Peter J Green.
- The Great Eastern Railway - From the Grouping to the Elizabeth Line 1923-2023 by Charles Phillips.
- The Wantage Tramway by Richard Marks
- A History of British Rail Engineering Limited by Richard Marks

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 Review

Jim Bennett

Steam in My Lens – The Reginald Batten Collection: Specially featuring the Great Northern and Great Eastern Lines of the LNER, by Malcolm Batten

This hardback book is published by Pen and Sword Books Ltd. It comprises the photographs taken by Reginald Batten and his recollections of pre-war and post-war days, into early nationalisation and finally into early preservation. The introduction is written by his son Malcolm Batten in 2021. The foreword is by Geoff Silcock who knew Reginald and Malcolm Batten and they travelled together on many days out.

The book comprises about 300 black and white photographs and approximately 20 colour photographs. The majority of the black and white photos

were taken in the 1930s in and around North London. All four regions are featured but the majority of the photos are taken on the Great Northern and the Great Eastern areas of the LNER. He had his favourite locations and concentrated on the Potters Bar to Brookmans Park areas.

Reginald was born in 1914, and he visited the British Empire Exhibition at Wembley in 1924, spending most of the school trip admiring *Flying Scotsman* and *Caerphilly Castle*. He started taking photos when he was 16. He didn't concentrate on railway subjects but photographed country scenes and buildings, some of which featured on the front covers of magazines. He continued taking photos during World War Two but had to be discreet about locations and locomotive numbers; he was able to keep buying film throughout the war. One section of the book is aptly entitled the Sapper with a camera. Most of his black and white photos were developed and printed in his own dark room until the 1980s when he started taking colour photos.

I enjoyed reading the book, the photos are good quality, bearing in mind they were taken mostly in the 1930s and 1940s. There is plenty of variety in the classes of locomotives shown. One particular feature is his description of a typical day out - e.g. to Huntingdon, where he describes in detail the trains photo'd followed by the actual photos taken on the day out .

Steam in my Lens, the Reginald Batten Collection : Specially featuring the Great Northern & Great Eastern Lines of the L.N.E.R., 192 pages, 320 photographs; ISBN 978 1 52677 258 9; price £30.

Meeting Reports

Philip Lockwood

18th September - Amtrak's California Zephyr, by Julian Halstead

I for one have been looking forward to Julian's latest talk, although by no means acquainted with the railroads of the USA. But Julian draws you into his subject by his enthusiasm for travel. As we have come to expect he is well versed in presentation of his subject with his detailed maps of the route and his insight into the American travelling public who choose to travel by rail rather than the much quicker aircraft. Travelling with a companion Julian explained in detail the food served on the California Zephyr, and how the train conductor is God as far as travel on his train is concerned. Photography was excellent, as we have come to expect from Julian, and quite surprising nearly all taken on an iPhone rather than a conventional camera. A long journey with a vast change of scenery from the plains of Omaha to the Rocky Mountains with a few stops on the way which enabled photographs and a stretch of the legs.

Hopefully we will have a return by Julian with other travel adventures in the future.

16th October - Steam Memories from the David Lane Archive, by Ben Gordon Taylor

Members were treated on this occasion by Ben's showing of a sample from the huge archive that he has been entrusted with. Ben has been scanning the negatives, and has only scratched the surface so far (not the negatives!). The images that he showed, in black & white, covered a wide range of subjects and locations, and the 2¼ inch (6x6cm) square original film format that David Lane had used resulted in excellent sharp pictures. Thank you very much, Ben, for an excellent show - you must come back and show us some more of the collection soon. Report by Ian Button.

13th November - Where would you like to go? by Anthony Hicks

Today we were pleased to welcome Anthony to give a slightly unusual show where the members were able to select from a list, a selection of pictures which appealed to them. Anthony is well known as the coordinator of the Garforth Railway Circle. He is a photographer who often makes use of a pole in order to get a more elevated shot. We started with his favourite line, York to Scarborough, and, following that, a look at the Calder Valley route. Peak Forest, Cornwall, and many more subjects were covered. It was clear that Anthony goes to great lengths in order to get the best position for his images. This in a number of cases involved a knock on the door of a private house with a request to position his pole on their property, usually freely allowed! An excellent and informative presentation for which we must thank him. Vote of thanks by Ian Button

Secretary's Page

Peter Holden

Not a great deal of news this quarter.

I am presently still in negotiations with the Embsay & Bolton Abbey Steam 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 but now sadly they have confirmed that the ex-Bradford Corporation Hudswell Clarke 0-6-0 of 1916 will be out of service. Please note that this date is still quite a way off, and arrangements may have to change.

Due to the restricted 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. (pdholden1960@hotmail.com, 07776 475064).

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.

Best wishes for Christmas and the New Year.

Peter

Circle Diary 2025

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

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

Stop Press – re Enquiry p.7

Robert Anderson

A little more information which may explain why Mr Simpson has chosen 1964. This year does appear to have been the most complicated of all years in the 60s.

The 08.55 Bournemouth to Leeds does appear to vary as to where engines were changed in 1964. Sometimes it would be Oxford or Leicester GC or Nottingham Victoria but I am assured that on the 15th August it should have been at Oxford.

Regarding the 10.25 (actually 10.29) Poole to Bradford - whilst this is probably irrelevant to the article, it is an example of how routing changed, for in 1966 this train took the Midland route with a Farnley Jubilee working from Nottingham Midland to Bradford Exchange via Barnsley with its notorious 1 in 41 climb to Summer Lane, then via Penistone to Huddersfield.

Christmas Entertainment

Frank Robertshaw

Thank you, Frank, for sending in these vintage photos of Circle members, to amuse us!



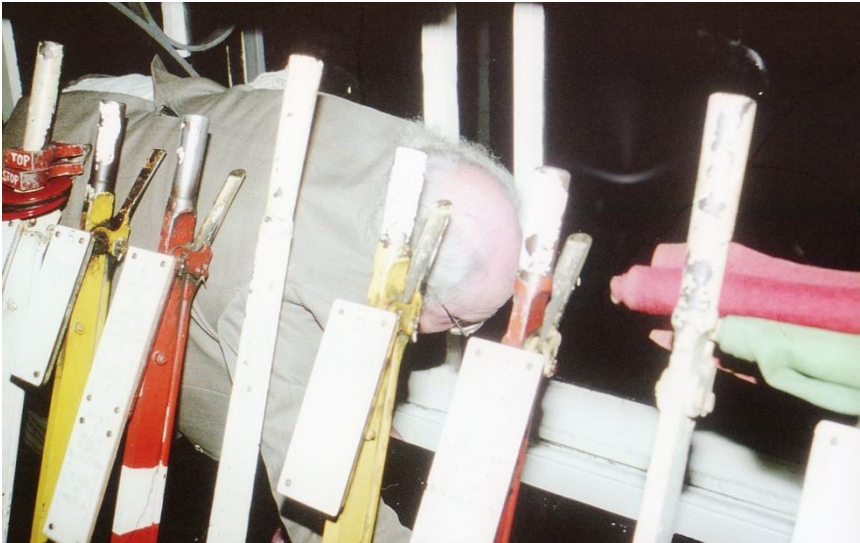
PL and SL (Philip Lockwood and Steve Le Cheminant (a.k.a. Mr Telerail))



JWH



I thought I would know that face anywhere



Dennis Whitfield with his screwdriver



Learner Driver



The Gaffer



All too much for someone!