

# THE CIRCULAR

Bradford Railway Circle

No.411 – 1<sup>st</sup> Quarter, 2025

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## Editorial

Time to say a belated Happy New Year, though once again we start with sad news: the passing of Dorothy Burrows (Ben's wife) on 6<sup>th</sup> February and also that of Les Nixon on 17<sup>th</sup> February. For further details, see page 8.

Sad news over – so let us now look forward to 2025, the Circle's 80<sup>th</sup> anniversary year. The birth of the Circle is recorded in the archive copies of old Circulars and Committee Minutes, which can be downloaded from the website. For our anniversary year, we have a couple of outdoor events planned for June, and both are already fully booked. There is the "Haworth Haddock" trip on the Worth Valley Railway, and another trip on the Embsay & Bolton Abbey Steam Railway (subject to final agreement with the operators). We look forward to a good turnout!

*The Circular* is coming back, after its rather thin last issue in December. We have a great article from our Hon. Secretary about his travels on Austrian railways – this will be spread over three issues! And we welcome interesting pieces from three occasional contributors – Chris Taylor, John Bowdery and Michael Leahy. So your Editor has scraped together enough for 20 pages in this issue (albeit boosted by the AGM reports) – but I do need more articles and photos, so please put your thinking caps on and submit a piece – thank you!

# Austria 2024 (Part 1)

Peter Holden

As you may well be aware, my daughter Lindsey and family live in Velden-am-Wörthersee, Austria, a town which is on the southern border with Slovenia and has a busy main line running through. The arrival of our grandson David on 16th February 2023 has prompted a few family visits to the south of Austria since. It is fair to say that I had not paid very much attention to Austrian Railways previously, but I certainly have since!

This article relates to the rail journeys I made whilst on two visits in 2024, in February (Part 1 in this Circular and Part 2 in the next) and then once more in June (Part 3 in Circular 413 in the autumn).

Our first visit of 2024 was from 12th February until 4th March, this three-week visit was to help celebrate David's first birthday.

Kay & I left home on **Monday 12<sup>th</sup> February**, travelling across to Manchester Airport utilising the 11:43 Low Moor to Halifax, 12:17 Halifax to Rochdale, 12:52 Rochdale to Salford Crescent and finally the 13:34 Salford Crescent to Manchester Airport. Arrival here gave plenty of time for our booked flight to Wien airport. Plenty of time indeed, as our flight was slightly delayed. Kay gets as much pleasure from sitting around in airports as I do in railway stations, beyond me! On arrival into Wien Airport, we had the now very much elongated post-Brexit customs debacle (in my opinion, only a somewhat gullible fool would have voted for Brexit! (the majority mind!!)), this of course as all the EU passport holders sail through quickly. A short walk to Flughafen Wien Station, where we managed to buy tickets for and board the 00:02 direct train to Wien Hbf. Our hotel for the night was the Ibis, just across the road from the station.

**Tuesday 13<sup>th</sup> February** saw us boarding the 10:24 Railjet Villach Hbf. service as far as Velden, hauled by 1116 062. This 218-mile journey took 4 hours and 10 minutes, not fast but most scenic. Our booked seats were facing backwards, this was no issue should you be wanting to sleep for 4 hours, but I took myself off to the buffet car for a few beers and a rather nice goulash soup! The train was joined by a rather dubious character at Wiener Meidling, and he decided to sit opposite me. The staff appeared to know him and asked him to leave the buffet car, a suggestion he declined. Later the train was joined at Leoben by 3 rather big police officers, all with guns who removed the undesirable passenger! All good fun!

I had purchased an "eight days in one-month Interrail Global Pass" in the 2023 Pre-Christmas Sale! This enabled me to go out on the trains around one day in two.

## **Thursday 15<sup>th</sup> February.**

Having no issue getting out of bed in the morning, my first day out was to be a variation on one of my favourite day trips. A rather cold and very dark 20-minute walk to Velden Station (they have streetlights, but turn them off when it's dark?)

Beyond me!). The only light on this walk comes from a phone box and a few security lights coming on as I walk past. The station is well lit in the distance. I board the 05:02 Klagenfurt to Salzburg Intercity service as far as Bischofshofen, 1144 041 one of the “older” electric locos being in charge. Here, a quick cross platform change joining a Salzburg-Graz Service to its destination station. Of interest to me was the fact that on my previous visits this service had utilised a hired-in DB push-pull set with a DB class 101 electric loco, but the train is now formed of a top and tail ÖBB intercity set with usually a class 1116 electric at each end. Today it was 1116 149 and 1116 125, and this because the train reverses at both Bischofshofen and Selzthal. 252 miles covered so far in around 5 hours. Following a short break at Graz observing both local and long-distance train services come and go, I board my next train, an international EuroCity Wien Hbf to Trieste. I headed straight to the dining car where I managed to find a perfect seat to watch oncoming traffic, whilst enjoying a rather nice steak and 2 or 3 beers! Unusually we left Graz behind ÖBB 1144 233, thus a loco change was needed along the way - Slovenian electric 342 033 took over for the latter part of my journey to Zidani Most where I chose to leave. I could have stayed on a while longer and changed in Ljubljana, but I find the station at Zidani Most simply fantastic. It is situated adjacent to a triangular junction of lines which converge via three very steep valleys, perhaps gorges would be a better word, each having a river, not only a railway-line!



342 033 at Zidani Most – 15<sup>th</sup> February 2024

A splendid place for a break of journey, with plenty of heavy freight trains and passenger services. Also a plus, in the somewhat sparse station buffet they do sell a

rather good bottled Dunkel beer for around £1.50 per bottle. Following a pleasant 70-minute break I now board a further international train which had originated in Vinkovci, Croatia at 08:03. The 14:25 from Zidani Most travelled through to its destination station Villach Hbf behind ÖBB 1216 143. Interestingly when questioned, Slovenian Railways staff at the Zidani booking office have no idea as to whether the train is running until it turns up (or not) at the border! This train has never let me down yet! I make my way to the rear carriage, as this is usually the only open carriage in the formation, very comfortable also usually quite empty too. On arrival into Villach Hbf a quick transfer onto my last train of the day, 4746 141 EMU on the 17:20 to Velden, thus ending an excellent day's travel 466 miles in around 10.5 hours. Not the fastest, but most enjoyable.



470 505 at Velden – 16<sup>th</sup> February 2024

**Saturday 17th.** Family day out to the Slovenian capital Ljubljana.

We leave Velden on an EMU 4746 107 the short distance to Villach Hbf, here changing on to a further ÖBB unit 4024 072 which was timetabled to run through to Ljubljana, but for some reason it only ran to Jesenice, the border station. A swift change here on to a waiting Slovenian EMU 313 012 on the same platform sees us continuing our 80-mile journey. As I was utilising a day of my global pass, on arrival into Ljubljana I decided to join a waiting local service which was to run north along a branch line to Kamnik Graben, a distance of around 15 miles. The line does appear to go further but this was a far as the passenger service runs. A quite picturesque spot near to the Alps. This service was in the hands of 713-125 a rather nice old Slovenian DMU. I had to explain to the guard what exactly my Interrail Global Pass was, as she

had never seen one before. This proved far easier than trying to explain to her why I had travelled this line, only to get out at the end, take a picture of the train and get back on again to go straight back!

Shopping trip now avoided, I met the family in a nice Mexican restaurant for lunch, during which I pointed out that if we were to catch the 15:27 train back it would be a much quicker journey with only one change of train required. This just happened to be the international train on which I had travelled from Zidani Most the previous day. An interesting visit and look around the Slovenian capital city, and of course a new line to mark off on my European Atlas as well.

### **Monday 19<sup>th</sup> February.**

I had decided to try and cover a few lines around Mühldorf, Germany, which is to the east of München. So, with this in mind I catch my regular 05:02 Velden to Salzburg behind 1144 249. The tight connection on to the 08:00 ICE (9124) to Frankfurt Hbf was managed OK, I was only to stay on for a 3-mile distance to Freilassing which although in the Salzburg suburbs is in fact over the border into Germany. I was met here by a bit of commotion. The police had arrived in force to deal with an “issue” on a sleeper train on the opposite side of the platform where I had just got off. They were of the opinion that I should not leave the platform, I persuaded them otherwise! By this time, I only had 3 minutes to my next train the 08:13 to Mühldorf, in the hands of 2 car DB DMU, 628 525 - it left around 3 late. Once again, only a few minutes to change trains at Mühldorf which did prove to be quite an interesting station or should I say had an interesting station yard. There was what looked like a facility appearing to be fettling up imported GM class 66 type locos, which were mainly painted white. There were around 20 locos present, I did wonder if the new GBRf class 66s had passed through this site? Anyway, having made my 3-minute connection onto the 09:37 to Simbach with DB DMU 628 575, we waited in the station a further 7 minutes for other connecting trains to arrive, around four in all. What a novel idea keeping booked connections! That will never catch on here! This I thought would do nothing for my planned timings for the day as many of the connections were quite tight. All connections were made, as all waited for the arriving connections. I leave Simbach at 10:18 on a cross-border train to Braunau with ÖBB DMU 5047 081, for a connection back into Salzburg with ÖBB DMU 5047 087 on the 10:34.

I have become quite good at waiting in the area on the platform where if present the buffet car should stop. When my next train of the day, the 12:12 Railjet to Klagenfurt with 1116 154 arrived, I was first though the door taking prime position for both the fantastic views on offer and a smashing lunch too. The line from Salzburg to Klagenfurt has quite a climb along the route, splendid!

I had noted a passenger service was now running again from Klagenfurt to Wolfsberg in Kärnten. It had been suspended for a few years due to the building of the new high-speed line from Klagenfurt to Graz. This new service does use the HS alignment for most of its journey, but some services divert on to the old alignment which is still in place through Bleiberg. Needless to say, I made sure I covered both options on my out & back journey with EMU 4746 142. Job done back now to Velden on the 18:02 local

service with 4023 059 arriving 19:30 for tea. 480 miles of train travel today. The following day, I decided that a further visit to the Mühlendorf area was called for.

### **Tuesday 20th February**

Retracing my previous day's run, catching the 05:02 to Salzburg behind 1144 069 to catch the 08:00 Frankfurt ICE (9204) connection, but today staying on this train as far as München Hbf. Breakfast today consisted of a Currywurst and a beer. Following a quick look in the wonderful but somewhat pricy model railway shop on München Hbf, I joined 628 678 DB DMU on the 10:07 to Mühlendorf. A leisurely connection of 15 minutes today before catching the 11:32 to Rosenheim a further DB DMU 628 575. Having watched a few heavy freight trains running through Rosenheim I boarded my last train for the day, the late running (but at least it turned up!) 12:54 EuroCity as far as Velden behind ÖBB 1116 253. This train being formed of DB stock, means the buffet car usually has a good supply of Erdinger and Bitburger beers for the thirsty traveller to enjoy with his dinner. 496 miles covered today and home in reasonable time for tea!

### **Thursday 22nd February.**

Old faithful, the 05:02 behind 1144 092 today, but I leave the train before Salzburg at Bischofshofen. A cross-platform change on to the waiting 07:12 Graz train as far as Leoben. Top and tail with 1016 024 and 1116 067. A quick change at Leoben on to the 09:33 Wien train hauled by 1216 003 to its next stop at Bruck-a-d-Mur. Here there was plenty of time to visit the buffet and do a bit of spotting before boarding my "target train" for the day the 10:15 through train to Lienz in Osttirol a journey of just less than 200 miles. This train for some reason unknown to myself, although being a purely an ÖBB internal Intercity Wien Hbf to Lienz train may sometimes be Hungarian set, today it was an ÖBB set with a Hungarian loco 470 504 at the front. Sadly, in previous years this train has always carried an ÖBB restaurant car and first-class carriage tagged on the back, but at the time of my recent visits this was not the case, ÖBB appear to be getting rid of the restaurant cars, other than on the Railjet trains. Having popped into a shop on Lienz Station for a quick coffee I made my way back to Velden utilising the 14:24 to Villach with 4746 105, changing onto the 16:13 Intercity loco hauled behind 1016 010 the short distance to Velden. 493 miles covered today.

### **Saturday 24th February.**

A short day out staying fairly local today, and with a later start to the day catching the 07:25 Railjet service through Klagenfurt to St. Veit an der Glan, 1116 220 being the loco. Here I change onto a local EMU 4024 118 to Villach via Feldkirchen in Kärnten. A most interesting and scenic line which generates a few local trip workings for the lumber business (wood is used for many of the buildings in Austria); it also passes a rather exclusive looking holiday area alongside lake Ossiachersee. On arrival into Villach, I decided to have a ride out on the branch to Hermagor and back. The same type of unit on this service as the last: 4024 113. It is quite a climb, and it was

noticeable how much more snow was on the ground as the train progressed. A few loco hauled trains now, firstly the 12:13 Railjet Villach to Klagenfurt with 1116 057. A quick change onto an Intercity Klagenfurt to Salzburg as far as Spittal-Millstättersee; we left Klagenfurt behind 1144 270 which developed a problem causing a slight delay, however on arrival into Villach a swift loco change took place, and we were on our way again behind 1144 025. I wondered what the delay in England would have been waiting for a replacement loco! I can see it may not be everyone's cup of tea just riding around on trains for the day, but I certainly enjoy it. 1116 237 takes me back to Klagenfurt once more where I board a local EMU 4746 104 out to Weizeldorf and back. It is so frustrating in Austria regarding preserved railways. Weizeldorf has the Nostalgiebahnen in Kärnten, would you believe it is only open around 3 months per year, other than one or two special events. I am not sure how or indeed why these places exist. On arrival back into Klagenfurt I catch my last train of the day the 16:42 Railjet with 1116 237 back to Velden, the same set caught earlier. 254 miles today.



1144 025 at Spittal- Millstättersee – 24<sup>th</sup> February 2024

*[to be continued]*

## Letter to the Editor

**Keith Preston**

*"Is there any member of Bradford Railway Circle who could scan my colour slides from 1970's - 2009 onto discs.*

*I have no transport to bring them to a meeting - someone would have to come to me and take them away."*

Keith advises that there are probably about 20,000 slides.

He wants to keep the original slides and the scanned images & copyright, but he is willing to pay for the scanning work.

If you are able to help Keith, please get in touch with him directly - his contact details are :- mobile 07961 072537, address 1 Woodside, Shipley BD18 2PH.

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## Membership Matters

A few words about two dear friends who sadly passed away recently – Dorothy Burrows and Les Nixon.

Dorothy had been well known to Circle members for a long time. Apart from being a member herself for most of the last decade, she had given us a number of interesting and highly entertaining shows over the years, and had often accompanied her husband Ben to Circle meetings. She was an accomplished photographer, her photos having appeared in numerous publications. Her memorial service in Shipley was held on 6<sup>th</sup> March, and was attended by a dozen members. We extend our sympathy to Ben and his family.

Les Nixon had also given us many slide shows in the past. Although he was never a Circle member, he was well known to many of us, and we often spotted his tall lean figure at the lineside when steam specials were passing.

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## A Load of Problems

**Chris Taylor**

What can go wrong? Well, nearly everything!

I was going to use a Northern Rail £10 rover ticket to catch the 1048 Leeds to Carlisle train as far as Appleby. So I caught an early bus on a Wednesday in order to leave lots of time to book my ticket at Huddersfield and catch the 0935 train to Bradford. The tickets are only valid on Northern Trains. Arriving at Huddersfield station, I find the booking office closed and the barrier staff not able to issue my type of ticket. I was told the booking office would open in around 10 minutes, which it did. But no staff had been rostered to man/woman the early shift. The 0935 to Bradford departed a

couple of minutes late with the driver surprisingly running along the platform. I wanted to catch the 1030 from Bradford Forster Square and change at Shipley in order to grab a cup of coffee at Keighley or Skipton, giving me around 17 minutes to navigate across Bradford from Interchange station. Normally this is plenty of time but the centre of Bradford is one BIG road works and can be difficult to navigate with ever-changing routes. We got held at Dryclough Junction (Halifax) to allow a late running Blackpool to York train in front of us, which also caused a signal stop approaching Halifax. We got further stopped on the approach to Bradford Interchange resulting in me only having 11 minutes to cross Bradford - normally OK, but you have to factor in diversions for roadworks. I put my rover ticket into the barrier and it grabbed it. "Where's my ticket?" I said. The barrier staff looked in the barrier ticket collecting bin and it wasn't there. "So where is it? I have another train to catch at Forster Square" – "Be patient" was the reply, not much good to me. They had to dismantle the ticket barrier to find my ticket - not very helpful barrier staff. After I crossed Bradford quickly, the barrier staff at Forster Square opened the barrier for me as the 1030 train to Leeds was ready to depart and the conductor held the train for me. Good cooperation. The idea was to get a coffee at either Keighley or Skipton. Arrival at Shipley in time to see the 1026 Leeds to Skipton arriving with a 331 EMU and I managed to catch it, running from platform 3 to 2. It was not critical for me to catch the 1030 as the 1046 Forster Square to Ilkley would have been okay.

So we got as far as Bingley and the 331 failed, no problem as it would block the progress of the Carlisle train. After around 5 minutes we set off: the conductor had kept us informed of the delay. Did the driver use a big hammer? Or did he follow Basil Fawlty in Fawlty Towers and get a tree to hit the broken-down car, saying "Naughty Boy"? - Neither of these, as we set off again. Unfortunately, the buffet hadn't opened at Keighley so coffee break was going to be at Skipton with just enough time. The barrier accepted my ticket going out, but with coffee in hand it wouldn't accept my ticket to go back on the platform - no problem, barrier staff on hand and I caught the 2-car 158 easily. The problem on Settle & Carlisle line services is with the catering trolley. If I sit in the back coach the trolley goes on board onto the front coach and vice versa. In this case it was the front coach for the catering trolley with me sitting in the rear coach. The trolley reached me at Kirkby Stephen, too late as I was getting off at Appleby. After lunch in a Market Place pub I climbed back up to the station in time to see the "log train" – Carlisle to Chirk with a Colas class 70 – twenty-one wagons loaded with logs to be turned into paper. My 2 car 158 (a different one) arrived on time at 1412 with - guess what? - I sat in the front coach and the trolley was loaded in the rear coach. No problem this time as coffee was purchased at Kirkby Stephen. This train has an unusual calling pattern. – Appleby, Kirkby Stephen, Garsdale, Ribblehead, Settle, Hellifield, Gargrave, Skipton and the normal Aire Valley stations. The wonderful scenery of the Yorkshire Dales passed the windows. Delay at Garsdale, due to the log train having to get out of our way and go into the loop at Blea Moor. The new footbridge at Horton in Ribblesdale, in a heritage design, looks good. The delay at Garsdale meant we arrived at Skipton at 1535 instead of 1530 and fortunately the 1535 to Bradford was held, which was the train I wanted to catch. I

changed at Bingley. Walking across Bradford meant an easy connection for the Huddersfield train. The only last problem could be the barrier at Huddersfield which does not accept any type of rover ticket (which I had) - but fortunately no barrier staff and the barrier was open.

An eventful day, with all the aggro I could do without!

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## **Reminiscences**

## **John Bowdery**

British Rail Operations Manager (Retired)

### **How did you become interested in railways?**

I lived in Pudsey as a child and our house was close to the Leeds end of Stanningley tunnel. My friends and I used to sit on top of the cutting watching the DMUs and occasional freight on the line. My grandparents lived near Duckets Crossing so I would beg to go and watch the trains. The Idle branch was close by and a real treat was to see a freight climbing from Laisterdyke yard up and through the bridge under Leeds and Bradford Road.

### **What is your first railway memory?**

My first knowledge of railways I cannot remember, but it was my mother who recounted the tale. We lived at Pudsey Lane Ends near the barracks. She received a telephone call from Stanningley Station asking if someone could come and collect me from the station as I was a nuisance. I was around 6 or 7 years old and the station was at least 2 miles from home.

### **Were you a train-spotter? What was your home patch?**

Not a serious train spotter.

### **Have you had any railway career? Highlights?**

Yes - I spent 34 years on the railway, progressing from Signalman to Operations Manager. I retired as the Area Operations Manager East Midlands in 2010. On the plus side in BR days, I was the local manager for the Leeds North West area when the track was renewed and electrified, and we closed all the signalboxes on the route. One of the main tasks was to ensure all the staff displaced were resettled in new jobs or given resettlement. In privatization, I was the Area Manager Leeds for Railtrack, and oversaw operations of the Leeds First scheme, remodelling the layout through Leeds Station. I think it was a job well done, as the layout has stood the test of time. One of the roles I did have to deal with was as Rail Incident Officer for the Great Heck Railway Accident in 2002. I was the senior railway person on site. I spent 2 weeks there liaising with all the agencies dealing with the accident. *[See previous issue of The Circular – Ed.]*

### **What is your favourite locomotive class & why?**

Not really a locomotive buff. I worked at Goole in my career and we had two class 37 trip locomotives which were used to work steel from Tinsley BSC. Had a couple of trips on the footplate so I have fond memories of that time.

### **What is your favourite (regular) railway journey or stretch of line, and why?**

I am fortunate to have free rail travel in retirement so I do make good use of the perk. I organise a weekly trip and walk with retired colleagues and we go all over the country. One line we use on a regular trip is the Little North Western from Settle Jn to Carnforth. There is some great walking from the stations on the route. If you ever catch the 0819 LDS to Morecambe on a Thursday you will likely see me on it from Gargrave.

### **What was your best-ever railway journey/holiday?**

A few years ago, I travelled from near Frankfurt to Genoa by train. I had a bad start, as the first train was late, causing all my connections to be missed. I finally arrived in Milan a little late, then moved on to Genoa the following day, where I stayed in what would have been the Station Hotel. This was a great location, as the station was really close. I spent the week travelling by train along the spectacular coast and exploring the Cinque Terre villages.

### **What is your favourite preserved railway?**

I like the KWVR. The line is just long enough to have all the elements of an old branch line. My children have always loved the film of the Railway Children. Thankfully nothing much has changed since the film.

### **Do you have any related interests? E.g. Railway-modelling/railwayana-collecting?**

I have collected a few items over the years. Most of them reside in the garage however. My wife and I appeared on the TV programme “Find it, Fix it, Flog it”. They took and sold a few of my collection. Since moving to Gargrave I have joined the Skipton Railway Society. They have a general interest in railways, though mainly in models - they are trying to get me interested in model railways.

### **What/when/where was your first railway photo?**

When I think back at the infrastructure that has changed in my lifetime, to my regret I have not been great at taking photos. However, thanks to the internet and the ease of accessing photos I have been able to do a number of talks using borrowed pictures - acknowledging the original owners, of course.

### **What was your most memorable (best/worst) railway experience?**

As a newly qualified Signalman your first shift on your own is/was the most daunting. Mine was at Esholt Junction on the Ilkley Branch.

# Huddersfield Railway Circle – Programme 2025

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

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

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## Date      Subject/Speaker

Apr 9<sup>th</sup> - BR Steam Days - Barry Laycock

Apr 23<sup>rd</sup> - Belgium - Trains, Trams and Beer - Peter Holden

May 7<sup>th</sup> - Just Trains - John Whiteley

May 21<sup>st</sup> - Sheffield, Barnsley & South Yorkshire - Steve Armitage

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

Jun 18<sup>th</sup> - A German Presentation - Dave Birtle

Jul 2<sup>nd</sup> - The Ralph Martin Collection, part 2 - Robert Clarke

Jul 16<sup>th</sup> - Members' Open Evening

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

Aug 13<sup>th</sup> - Scotland - Keith Marshall

Aug 27<sup>th</sup> - Forty Years of Stateside Railroading - Chris Davis

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

Sep 24<sup>th</sup> - Railways in a Cornish Landscape, Part 2 - Stephen Gay

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

Oct 22<sup>nd</sup> - Annual Dinner (at Salendine Nook)

Nov 5<sup>th</sup> - Trans-Pennine Loco Hauled: the Class 68 story - Robert Clarke

Nov 19<sup>th</sup> - 50 & 60 Years Ago - Roger Hepworth

Dec 3<sup>rd</sup> - The Californian Zephyr - Julian Halstead

Dec 17<sup>th</sup> - Chairman's Evening - Peter Holden

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## AGM Notes - Wednesday 11th December 2024

The meeting commenced at 14:00 and the Secretary opened the meeting, welcomed the attending 20 members (possibly a record), and read out Rule 8 of The Circle Constitution.

**Apologies for Absence** had been received by the Secretary from Michael Leahy.

**Officer's Reports.** Members had received via email the officers' reports and the balance sheet prior to the meeting. These documents were also available to view. No questions or objections were raised. John Holroyd proposed we accept the reports *en bloc*, and Richard Walker seconded. Carried unanimously.

**Election / Re-election of the standing Officers.** The Secretary had received no new nominations, and no notification of anyone wishing to stand down. Robert Clarke volunteered to take on the vacant position of General Committee member. There were no volunteers to take on Publicity Officer. Chris Davis agreed to carry on as Financial Examiner. David Wilkinson proposed we re-elect en-bloc Peter Holden, Richard Walker and Graham Norton. This was seconded by Ian Button. Carried unanimously.

**AOB.** The Secretary commented on the ongoing issues trying to arrange a visit to Embsay during our 80th Anniversary year 2025.

#### **President's closing address (see p.15)**

The meeting closed at 14:26

### **Secretary's Report 2023-24 – Peter Holden**

Over the last Circle year, we have held twelve meetings at Bradford Mechanics Institute Library.

We began the year having to postpone our booked January meeting, as the venue was still closed following a car crashing into it! We moved this meeting to February and also fitted in the previous year's AGM at the end of January. Over the year we have had two outside visits. Firstly, to KWVR for the Fish & Chip special, the "Haworth Haddock" on Saturday 13th July. Twenty-two member and guests took part in this trip. In my opinion it went very well with extra day light being summer. Our second visit was to Embsay as guests of Stately Trains to have a return run on the NER Autocar and a tour of the Stately Trains carriages. 17 members were present for this visit. As ever Stephen Middleton gave us a very good tour around.

Indoor meetings over the year have been given by speakers both from amongst our own membership and guest speakers. These speakers were: -

Alan Ward, Robert Clarke, Steve Armitage, Chris Taylor, John Holroyd, Stephen Middleton, John Whiteley, Chris Davis, Philip Lockwood, Julian Halstead, Ben Gordon Taylor, Anthony Hicks and our AGM / Members' Session. A big thank you to Philip Lockwood for stepping in at short notice and to Chris Davis for agreeing to swap dates.

Looking forward to 2025, we have a full program of meetings arranged and will hopefully be visiting the Embsay & Bolton Abbey Steam Rly / Stately Trains as part of our 80th Anniversary celebrations. There may also be other things in the pipeline as well.

As ever, if you have any suggestions for guest speakers or if you would like to give a talk yourself that would be great - please let me know.

We have welcomed new members this year also, which is great news.

Best wishes to one and all for Christmas & The New Year.

# Hon. Treasurer's Report 2023-24 – Bill Jagger

BRADFORD RAILWAY CIRCLE

## BALANCE SHEET

	as at	31 October 2024	as at	31 October 2023
<b><u>CURRENT ASSETS</u></b>				
Cash at Bank	- Deposit Account	27,320.83		30,864.57
	- Current Account	4,639.31		2,478.99
Room rent paid in advance		555.00		555.00
			32,515.14	33,898.56
<b>Less CREDITORS</b>				
Subscriptions received for new year		170.00		-
			<u>32,345.14</u>	<u>33,898.56</u>
Represented by				
<b>ACCUMULATED FUND</b>				
Balance at 1 November 2023		33,898.56		35,358.01
Surplus (deficit) for the year		(1,553.42)		(1,459.45)
Balance at 31 October 2024		<u>32,345.14</u>		<u>33,898.56</u>
 <b>INCOME &amp; EXPENDITURE ACCOUNT</b> for the year to		31 October 2024		31 October 2023
 <b>INCOME</b>				
Joining fees		30.00		60.00
Donations received		-		5.00
Bank interest		<u>456.26</u>		<u>201.71</u>
		486.26		266.71
<b>Less EXPENDITURE</b>				
Rent		481.00		481.00
Speakers' Expenses		200.00		187.00
Circular Printing and postage		134.50		174.66
Management Expenses		30.00		30.00
KWVR Embsay etc visits		1,074.20		553.50
Web Site		119.98		-
Blinds for BMIL		-		300.00
		<u>2,039.68</u>		<u>1,726.16</u>
<b>SURPLUS (DEFICIT) for year</b>		<u>(1,553.42)</u>		<u>(1,459.45)</u>
 CW Jagger Treasurer				

# Circular Editor's Report 2023-24 – Ian Button

## The Circular

I am pleased to report that we have successfully produced our planned four Circulars during the year, issue numbers 406-409. We could only manage 20 pages for no.407, but the other three ran to 24 pages, which is good, though not quite as good as the previous year. Thanks are due to Calderdale Council's Print Unit (especially James

Link) for their assistance printing covers and contents through the year; also to Philip Lockwood for providing the cover photo for 2024.

I should like to thank all contributors to The Circular, especially the regulars – in particular Peter Holden for his regular and comprehensive European travelogues, Philip Lockwood for all his Meeting Reports, Ben Burrows for all the interesting snippets of his that we use to fill awkward gaps, and Robert Anderson for his Puzzle Pictures series. But we still need more articles & photos to keep the magazine going, so even if you haven't sent in a piece (or some photos) before, please do so now. It is YOUR magazine and needs YOUR input to continue – we want 24 pages every time!

### **BRCA Website**

The Circle's website continues to operate normally. In response to a suggestion made at the last AGM I have begun to scan the oldest Circulars (from 1946 onwards) and the first Minute Book, and make them available for members to download and read. The early days are interesting, with donations by the railway companies of pictures and nameplates, talks by eminent enthusiasts such as George Dow & W A Tuplin, reports of "outdoor visits" to sheds and a trip to London, and amusing stories of early difficulties overcome.

## **President's closing address - Philip Lockwood**

Thanks to Peter Holden our Secretary, for the excellent job he does organising speakers and visits. Also, Ian Button our magazine editor, for the excellent issues this last year, and Bill Jagger our Treasurer for looking after membership and finances of the Circle. And not forgetting our committee members Richard Walker and Graham Norton. And finally, our Vice-President Eddy Lumb. To sum up, 2025 promises to be a good year for the Circle in which we celebrate 80 years since we were formed.

Planned is a special train on the Yorkshire Dales Railway, providing Peter manages to gain full agreement with them! Also, by a show of hands at the AGM it is hoped to also join the Worth Valley Railway for their "Haworth Haddock" special. As always, Ian will always be pleased to receive material for the Circular. So, as you can see plenty of good things to look forward to in 2025.

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## **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](mailto: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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## 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.

- Miniature Passenger Hauling Railways, by Paul Carpenter.
- English Electric Type 2 Bo-Bo 'Baby Deltic' Locomotives, by Anthony P Sayer.
- London & North Eastern Railway 4-4-0 Tender Locomotives - North Eastern, North British, Great North of Scotland, L N E R, by David Maidment.
- GT3 - The Unrealised Dream, by Tim Hillier-Graves

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/c65> and explore.

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## Enquiry re Loco Workings in the Huddersfield area, 1964 - update

Further to the enquiry from Mr Ian Simpson, published in the last Circular, no extra information has been received from members. Your Editor will reply to Mr Simpson directly. Thanks to Robert Anderson for his detailed comments as published in our last issue.

# Gallery



66 154 at Exeter St. Davids, 25<sup>th</sup> October 2024

Peter Holden



Picking up the token with 52322 at Ramsbottom, 13<sup>th</sup> May 2023

Peter Holden

## Michael's Musings

## Michael Leahy

Regarding the effects of the heavy snow that fell on 5<sup>th</sup> January . . .

Curiosity got the better of me regarding the first train out of the Interchange - 1A81 08.04 Grand Central to Kings Cross - so I looked at Realtime Trains website, and followed its timing details to see if it got through to its destination.

Location	Timetable	Actual	Late
Bfd Int	Dep 08.04	08.12	8 mins
Wfd K'gate	Dep 08.49	08.54	7 mins
Adwick Jnc		09.30	10 mins
Doncaster	09.09/09.11	09.34*/09.37	26 mins
P'boro	09.55 pass	10.24	29 mins
Stevenage	10.19 pass	10.56	37 mins
Kings Cross	10.40	11.20	40 mins

\*- This delay into Doncaster led me to look further, to see what was happening with UP trains from Doncaster to Kings Cross.

Departures from Doncaster, listed in timetable order, were as follows ~

From	To	Sched. Dep	Actual Dep.	Actual arrival	Late
York	KGX	08.23	09.18	KGX 11.19	76 mins
Doncr	KGX	08.30	09.06	KGX 09.06	41 "
Leeds	KGX	08.38	09.03	KGX 10.46	30 "
Hull	KGX	08.57	09.40	KGX 11.25	48 "
Bfd Int	KGX	09.11	09.37	KGX 11.20	40 "
Leeds	KGX	09.21	Cancelled		
Leeds	KGX	09.38	Cancelled		

An expression sometimes used in Leeds Control in a situation like this was "it's like plaiting sawdust".

How "the" computer reacts to situations like Sunday the 5<sup>th</sup> January we may never know. Is there only one computer? *[If there were more than one computer, and they gave different answers, would we know which one to believe? – Ed.]*

Thanks to Realtime Trains for the use of their website.

# Meeting Reports

## 8<sup>th</sup> January – Travels on Fuji Provia film, by Paul Corrie

Tonight we were pleased to welcome Paul, a friend and ex-colleague (at Neville Hill) of our Secretary Peter Holden. Paul brought a large selection of his excellent colour slides from all around Britain, and those present enjoyed a great show. Many thanks, Paul – we hope to see you again very soon.

Report & Vote of thanks by Ian Button.

## 5<sup>th</sup> February - Home and Home Again, by Alan Ward

Following the title of the show, we commenced at Burton Salmon and then Alan's move to Giggleswick. Alan explained that most of his photographic excursions are by bicycle, fine for the flat vale of York, but on moving to Giggleswick power assistance has helped! All of Alan's pictures are taken on 35mm digital cameras. Has he forsaken medium format film? We enjoyed a programme of top-notch photography, with coal, iron ore and latterly bio mass freights to the dwindling number of power stations. After moving to Giggleswick more opportunities to photograph limestone traffic arose, as well as the regular steam specials over the S&C and Morecambe lines. We finished with some very impressive night photography of both steam and diesel power. An excellent show for which we must thank Alan.

Meeting Report and Vote of thanks by Philip Lockwood.

## 5<sup>th</sup> March – The Slides of the late Alan Lovecy, by Andy Barclay

Today we welcomed back Andy Barclay from Sheffield who presented a further instalment of "The Slides of the Late Alan Lovecy" Andy saved these images from a probable visit to the dustbin. The images were mainly from the early 1980s. Alan Lovecy had been a senior manager at Tinsley Depot which presented him the opportunity to take a few pictures of unusual visitors to the depot (and I don't mean me climbing over the fence!). For example, we saw a couple of class 27s which had worked south from Scotland, also one or two pictures of locomotives which had received quite serious collision damage. Alan was obviously very keen on participating in rail tours as well, these were well represented during the talk. All in all, it was a good representation of Alan's photography.

Well done to Andy for the presentation and for coming along to Bradford despite earlier in the day injuring his only eye with sight.

Meeting report by Peter Holden.

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## Secretary's Page

## Peter Holden

I am presently still in negotiations with the Embsay & Bolton Abbey Steam Railway regarding our trip to the Railway this year. I can confirm that the visit will hopefully take place on Tuesday 10th June 2025, and we have requested the train include the

LNWR Director's Saloon plus one other carriage for our members, this to be on the first 2 return trips of the day onboard the Vintage train. The problem we are still facing is the Railway will not commit to providing a steam locomotive on the train that day. We have said to them that "If no steam loco is running that day, we would accept a mainline diesel (Hopefully the class 37) as a last resort". This due to the Railway mentioning to me that it may be a class 03 shunter that day! It is beyond me how you could put a class 03 onto a Vintage Train! Also, we feel this would be no way to celebrate our 80th Anniversary either. The Committee have decided that we will not commit / pay Embsay until we know the likely locomotive.

On a more positive note, we have booked for the 16 members & guests who wished to attend the Fish & Chip special at the K&WVR on Saturday 7th June. Please pick up your ticket from me at a meeting prior to June 7th.

We held a minute's silence as a mark of respect for Dorothy Burrows at our last meeting on Wednesday 5th March. Dorothy sadly passed away on February 6th. Around a dozen Circle members attended the Memorial Service for Dorothy at Shay Grange on Thursday 6th March. It was a wonderful service, and we were all made most welcome by the Burrows family.

As ever I will end by requesting volunteers to present talks next year, and also request that if you attend any talks which you feel would be good for BRC, please pass on the speaker's details to myself.

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## 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 80<sup>th</sup> Anniversary Year

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' Sessions.	

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

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