

THE CIRCULAR

Bradford Railway Circle

No.412 – 2nd Quarter, 2025

Contents

Page

1	Editorial	
2	Austria 2024 (Part 2)	Peter Holden
6	Looking Smart on the Job	Michael Leahy
7	Membership Matters	
8	The First Trainspotter	
8	Michael's Musings	Michael Leahy
9	Gallery	Peter Holden
11	Huddersfield Railway Circle Programme 2025	
12	Special Traffic Notices	
12	New Books from Pen & Sword	
13	Meeting Reports	Philip Lockwood
16	Secretary's Page	Peter Holden
16	Circle Diary	

Editorial

Sadly, an even thinner issue than last time, at only 16 pages, though the Editor sends grateful thanks to the three contributors shown above, who provided vital articles and photos to keep our heads just above water. COME ON!! the rest of you, if you haven't contributed lately – it's your magazine and it doesn't make itself – we rely on members to keep it going.

Our 80th anniversary year was celebrated with two very successful events – the Haworth Haddock trip, and a run on the Whistlestop Valley Railway – see p.14

We welcome one new member, and are sad to report the passing of one ex-member – see Membership Matters on p.7. And we are pleased to see the 75th anniversary of Frizinghall Models & Railways given detailed coverage in this month's Railway Modeller – see Michael's Musings on p.8.

I look forward to receiving enough material to provide a more substantial *Circular* in September.

Monday 26th February.

1144 116 takes me on the 05:02 only as far as Villach, where the 05:25 Villach Hbf. to Wien Hbf. Railjet service, pushed by 1116 153, takes me on as far as Leoben. This train does not call at Velden, hence my decision to board at Villach - extra mileage, plus more chance of finding a decent seat. Of note on Railjet trains: the carriage next to the loco is the "Family Carriage", but at the loco end of this carriage there is an area allegedly for cyclists. Generally, this carriage has very few reservations and, despite what you may think, is usually empty and quiet. Leoben is a most interesting station with many connecting trains and quite a bit of freight passing through. Of interest to me was the fact that adjacent to the platforms, in a siding utilised for storing locos awaiting their next duty - there may be up to ten locos on one day, the following day there may be eight, but never appear to be the same ones, indeed good for spotting! I now board the 07:41 Leoben Hbf. to Linz Hbf. behind 1144 236, this Intercity train having originated at Graz. A most scenic journey, especially beyond Selzthal. The 117 miles were covered in 2 hours and 24 minutes, and following 20 minutes spotting at this very busy station I choose to board a Wien Hbf to Salzburg Hbf Railjet service behind 1116 242. I tend to travel light, taking just a small backpack with my Pentax camera, a voice recorder and my passport. So I do tend to grab a spot of food & drink when the opportunity arises, making good use of the services available on trains - the very ones which sadly we have now all but lost. I enjoyed a goulash soup and a couple of beers on this 1 hour 20-minute journey. Twenty minutes of spotting at Salzburg Hbf. before I board the 12:12 Intercity for its full journey to Klagenfurt, this behind 1116 234, where I change onto the 15:21 hauled by 1116 057 Wien-Villach Intercity back to Velden, arriving at 15:38. 475 miles were covered today.

Tuesday 27th February

We bid farewell to the family and catch the 11:25 Railjet service through to Wien Hbf for a four-night stay in the IBIS hotel adjacent to the station. I had requested a certain room number, as on our previous one-night stop I had worked out that it overlooked the station. Still having 3 days of my Global Pass left, I made good use of this time based in the capital to cover more new lines.

Wednesday 28th February

Leaving Kay to explore Wien (or in bed!), I make my way over the road to Hbf to board the 06:13 DB ICE (411 544-9) Hamburg service as far as Nuernberg Hbf. The train's tilt mechanism was not operational whilst in Austria, but once over the border the ICE certainly speeded up. Only having a 7-minute connection in Nuernberg Hbf, I was somewhat worried, as the train was running a good twelve minutes late. No need to worry as my next ICE (411 075-5) back south to Passau was also running around ten minutes late. You know, there was a time, long, long ago, when DB ran trains on time! Having plenty of time for my next connection in Passau Hbf, giving time to



OBB 2016 060 Wien Hbf. – 27/2/24

Peter Holden



RegioJet 386 202 Wien Hbf. – 27/2/24

Peter Holden



Planet 480 014 Wien Hbf. – 27/2/24

Peter Holden

have a look around the station and get a quick bite to eat in the station buffet. The intention now was to traverse a new section of line for me, from Schärding to Attnang-Puchheim. I board the 12:48 loco hauled Linz service behind 1142 638 for the short distance from Passau to Schärding, this for a very quick connection onto a single unit DMU 5047 084 heading south to Attnang-Puchheim. A splendid journey despite later in the journey, the unit being invaded by school kids on their way home! Last train of the day today was the 15:00 Railjet Salzburg-Flughafen Wien service, leaving the train at Wien Hbf. 648 miles covered today.

Thursday 29th February.

Kay and I decided to visit the Slovakian capital, Bratislava for the day. Of course, as there are two options of route, we went out on an ÖBB EMU 4746 081, via Parndorf, changing at Bratislava Petrzalka, this not too easy as there were no indications as to where the connecting service went from! We did find the 10:08 local connecting service to Bratislava Nove Metro with unit 840 006. On arrival we made our way to the adjacent tram stop to purchase day tram tickets. These were very cheap, but sadly we did not have the correct change in euros for the fare from the ticket machine as it only accepted coins, so I had to pop into a nearby shop to buy something and get the required change.

What a great tram system they have, with both new Skoda units built from 2015 onwards running alongside much older units such as Tatra T3 trams built in 1976. I do prefer the older type trams where available. Without doubt, a few tram rides around any new city does indeed show you what the city is like. Following the completion of three routes end to end we made our way to look around the “Tourist” area. Quite a nice place. A coffee shop was patronised mid-day.



Trams including 7424 at Dubravka, Bratislava – 29/2/2024

Peter Holden

Before our train back to Wien Hbf, we visited “El Gaucho” steak house which had been recommended to us. It was indeed a fantastic steak. A tram transfer now to Bratislava Hlavna Stanica for the diesel-hauled through train back to Wien Hbf via Marchegg. The train was formed of ÖBB 2016 006 hauling a mixed rake of ÖBB and Slovak carriages. All in all, an excellent day out.

Friday 1st March. My last day of the Global Pass.

A continuation today of traversing lines previously not covered, starting with a journey out to the Slovakian border at Wolfsthal. A quick connecting train, the 07:03 behind 1116 103 takes me the 3 miles from Wien Hbf to Wien Rennweg to then board the 07:34 service through to Wolfsthal ÖBB 4746 058 EMU. This service runs through the airport station on its journey. The service is not too busy beyond the airport stop. Of interest to me, the train passed slowly through a large freight yard at Zentralfriedhof, plenty of locos to note here!! Return was on the same unit as far as Flughafen Wien, where a change of train let me return direct to Wien Hbf on the 10:02 Railjet behind 1116 100. My next train of the day was 10:23 Wien Hbf to Sopron in Hungary, ÖBB 4746 069 being the unit for this 50-mile journey. At the time it appeared that the service alternates with an ÖBB unit and a Hungarian set of the same type. Having reversed twice, the train then split at Wulkaprodersdorf towards the end of its journey - I had to make a quick set swap as I was in the wrong half! All worked out well for my next service, the 11:44 ÖBB DMU service formed of 5022 038, to Wiener Neustadt. Dinner time here and a bit of spotting from the end of the platform, before catching the 13:22 formed of single car DMU 5047 096 to Traiskirchen Aspangbahn, a small station in a quite remote area. It still retains semaphore signals and a very old-fashioned road crossing barrier system; it is also where there is a direct connection to the Wiener Lokalbahn system, but I am not sure how much, if any, freight still uses this connection.



5047 086 at Traiskirchen-Aspangbahn (note semaphore signal &barrier) – 1/3/24

PH

I changed trains here, onto 5047 086 which forms the 14:04 service from Traiskirchen Aspangbahn to Wien Hbf. An early finish to the day, but by this time I had had quite enough train travel, and indeed very good value from my £248 10-day Global Pass! We flew back the following day to Manchester. Rail mileage covered for the holiday was 4,344 miles, this on 75 trains.

[to be concluded]

Looking Smart on the Job

Michael Leahy

Some items from my collection



Ties 1 & 2 - InterCity (I didn't work for them).

Tie 3 - worn at Bradford Interchange Red Star Parcels office.

Tie 4 - Railtrack (remember them?)

Ties 5 & 6 - I acquired them at Skipton when we were responsible for the rostering & allocation of Drivers & Railmen to work the Tilcon & Kirkby Thore trains.



When I was working at Bradford Interchange Travel Centre, various ties were provided. Different Area Managers seemed to have a budget to have their own designs produced.

Ties 1 & 2 - Are supposed to show the cross-Pennine link between Yorkshire & Lancashire.

Ties 3 & 5 were also Travel Centre ties.

Ties 4 & 6 were the Station Supervisor ties worn at Skipton if I remember correctly. One them was a clip-on tie in case someone decided to grab you when their train was late or cancelled!

Membership Matters

Firstly, a very warm welcome to Vicky Warner, from Tong. Vicky is Librarian at our meeting venue Bradford Mechanics Institute Library, and joined the Circle at our 80th anniversary event at the Whistlestop Valley Railway. Welcome aboard, Vicky!

Second, we are sorry to report the passing of ex-member Jim Livesey, from Mirfield. Jim hadn't attended meetings in recent years, although he continued as a member until recently. We understand his death occurred a couple of months ago. Jim is

remembered as being a fount of knowledge about railway matters, and especially for being able to identify photo locations almost instantaneously. We don't know much about his personal life, though we understand he had a BR career. We offer our condolences to his family and friends.

Jim's funeral will be held at Dewsbury Moor Crematorium at 11.15 on 30th June.

The First Trainspotter

The earliest confirmed trainspotter was Fanny Johnson (UK), who in 1861 – at the age of 14 – began keeping a journal entitled "Names of the engines on the Great Western that I have seen". In the journal, she recorded the numbers of the various locomotives that passed on the tracks near her home in Westbourne Park, London.

Trains and railways have always attracted the attention of dedicated enthusiasts. In the late 18th and early 19th centuries, curious members of the public were known to hitch rides on industrial wagonways, such as the Kitty's Drift underground railway in Newcastle, and the opening of the first public railways attracted crowds of thousands. Although there is widespread evidence of public interest in this prominent new technology, there are no documented cases of individuals methodically noting down the names or numbers of the trains they saw until Fanny Johnson's journal. Moreover, the comprehensive nature of the list she compiled (which included the names and numbers of all the Gooch broad-gauge locomotives active on the Great Western Railway at the time) makes it clear that Fanny Johnson was deliberately setting herself up near the line to keep watch, not simply noting names she happened to see while out and about.

The original journal kept by Fanny Johnson does not survive, but select pages were reproduced, along with a general description of its contents, in a 1935 edition of the Great Western Railway Magazine.

Michael's Musings

Michael reports that Frizinghall Models & Railways – the Bradford model railway business – celebrated its 75th anniversary in January. Michael drew the Editor's attention to the two-page article in Railway Modeller's June issue, which celebrates this milestone and recounts the history of the business. FMR originated as W Hubert Foster's Model Shop on Manningham Lane (Foster was a very early member of Bradford Railway Circle and gave us great support) and FMR still give us great support with a 10% discount to BRC members on production of a valid membership card (see inside rear cover of *The Circular*).

Michael Leahy

Gallery

Peter Holden



Rail Force One 2019 302 at Schwarzach-Sankt-Veit – 11/3/23

Peter Holden



Ex-LYR 52322 Ramsbottom, East Lancs. Railway -13/5/23

Peter Holden



60 002 near Brighouse – 7/9/23

Peter Holden



D1015 at Banbury - 14/4/24

Peter Holden

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

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



BCR 80th anniversary train on the Whistlestop Valley Railway – 13/6/25

Philip Lockwood

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 contact the Editor.

- “Railways in Victorian London”, by David Brandon
- “Branch Lines of the Chester & Holyhead Railway”, by Philip M Lloyd
- “British Atlantic Express Tender Locomotives”, by David Maidment
- “The Independent Locomotive Builders”, by Anthony Burton

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.

Meeting Reports

Philip Lockwood

30th April – All Things North & Eastern, by Steve Armitage

A return by Steve to give one of his excellent presentations - this time, everything North Eastern. Steve first looked at the early companies which were to be absorbed into the North Eastern Railway. Each had their individual styles, many of which could be seen in later locomotives. We next looked at the Chief Mechanical Engineers of the railway over the years. Some had a long reign, others less so. A certain style started to emerge - unlike many other companies, the NER adopted a quite palatial cab, echoes of which were to be found right up to the last LNER Pacifics. The NER were early pioneers in electric traction, but apart from mainly industrial use in the north east, the idea was shelved for the LNER main line, mainly due to the cost of installing the wiring.

As we have to come to expect from Steve, the images were of excellent quality. This was not always the case when the images were passed on to Steve, and he had spent much time and effort to achieve the quality he projected.

We finished with locomotives from the pre-grouping age which survived into the newly formed British Railways.

Thank you, Steve, for another excellent presentation.

Meeting Report by Philip Lockwood. Vote of thanks by Ian Button.

28th May - Hanging Around in Germany, by Colin Boocock

It was good to welcome back a speaker who in the past has always given interesting shows. This afternoon we went on a visit to Germany. We started with a look back to Colin's earlier visits, when steam was still in everyday use on the system. The title gave some clues as to the content. I think I guessed that the talk would start in Wuppertal with a visit to the almost unique Schwebebahn railway, Colin refusing to call it a tram! This fascinating system carried for the most part above the river and for only a short distance carried above the street in two car units suspended from two-wheel bogies. Your reviewer remembers travelling on the system in 2018 and finding the swaying motion not unlike that experienced on a boat.

The main part of the show concentrated on the former East German city of Dresden, where a similar unusual railway linked Kornerplatz station to the Loschwitz with views over the river Elbe. Of special interest were the paddle steamers used on the Elbe, one of which is still steam powered. More interest was supplied with a miniature 15inch gauge steam park railway and a number of narrow-gauge railways near the city.

A most enjoyable show in my opinion just about the right length leaving your reviewer wanting more. Always a good sign!

Meeting report by Philip Lockwood; Vote of thanks by Ian Button

7th June - "Haworth Haddock" Trip

Saturday 7th June marked the date for the Bradford Railway Circle outing to the Worth Valley to partake in what has become almost a regular event for the Circle. This year is special, as Bradford Railway Circle is celebrating 80 years since its formation back in 1945. It would have been nice to have seen a larger attendance, particularly as the day was at no cost to the members - those attending were supplied with a day rover ticket plus a voucher for the fish and chips.

The weather forecast for the day was not promising, being mostly cloudy with threats of showers, so your reviewer arrived just after lunchtime. A number of members and friends had already arrived, as the morning had witnessed the official handing-over two locomotives to the railway - BR Standard Class 4 4-6-0 75078 and Class 2 2-6-0 78022. For most of the day these locomotives double-headed the trains.

By 18:45 the last service train had arrived at Oxenhope, now hauled by 75078, and the sun had now appeared making a very pleasant end to the day. I think it could be said that the atmosphere on the railway now changed with the potential passengers now much more in a party spirit! Shortly after 19:00 our train departed for a non-stop run down to Keighley, where the staff were waiting to start serving the fish and chips to each coach. On the platform the band providing entertainment were already setting up their equipment. We then left for a non-stop run up to Oxenhope, giving time to enjoy the meal, and after taking many photographs we returned to Keighley to either enjoy the entertainment or start the journey home.

Outing Report by Philip Lockwood.



BRC party at Oxenhope, KWVR – 7/6/25

10th June - BRC 80th Anniversary Event - Whistlestop Valley Railway

Tuesday 10th June marked our second event celebrating 80 years of the Circle. After many problems along the way our Secretary Peter had arranged what proved to be a memorable day for the Circle. At 12 noon our party boarded its special train hauled by *Katie*, resplendent with a special headboard hand made by member Jim Bennett. The weather for the day was perfect, warm and sunny. Numerous stops were made along the way for photographs and videoing. The very obliging driver and guard allowed for some interesting locations for run pasts. It's certainly the first time I have photographed in the tunnel! After arriving at Shelley, the locomotive was turned for a fast run back to Clayton West, where a sumptuous buffet lunch was served.

For members and friends still able to stand up, a visit to the workshops followed, where we were able to see work on maintenance of the fleet of locomotives, as well as seeing *Katie*'s twin on shed - *Sian* from the Fairbourne Railway.

A memorable day for the Circle, very well organised by Peter, and made by the staff at Whistlestop Valley, both on the train and in the first class catering. A big thank you to all concerned.

Visit report by Philip Lockwood.



BRC party at Shelley, Whistlestop Railway – 10/6/25

Secretary's Page

Peter Holden

I have recently returned from Hungary, where I very much enjoyed an Inside Track Holiday to that country. This was to travel on narrow gauge railways primarily - mainly 760mm gauge and many still using steam traction. All in all, it was a well-organised trip. Prior to this visit I had not really done any travel around Hungary. I think I may well return if circumstances allow.

Hopefully by the time you receive this note we will have successfully held our visits to the Keighley & Worth Valley Railway for the Haworth Haddock on Saturday 7th June and our visit to Clayton West to The Whistlestop Valley Railway as they are now called on Tuesday 10th June 12:00 start. This visit will include a run on a steam train followed by a buffet back at Clayton West Station and a brief history of the railway. We were to visit Embsay as you will be aware, but despite all our efforts in the end it proved impossible to sort anything out with them, to be honest from start to finish they were unbelievably difficult to deal with. The picture given was simply they did not want us or our money. Having told us one thing they then kept changing arrangements, latterly saying they did not have a steam loco available, and then they asked us to pay a further £1,700 to have a steam loco (the one they previously said did not exist).

I am now beginning to book speakers for next year's meetings. As ever, should you wish to present a talk or have details of a guest speaker you feel would be acceptable to BRC, please do get in touch.

Best Wishes.

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

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