

THE CIRCULAR

Bradford Railway Circle

No.413 – 3rd Quarter, 2025

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Editorial

Well, it always seems a struggle to gather enough material to make up a decent Circular, but this time several members have come up with a variety of short pieces, and we can manage 20 pages. However, the barrel is empty again now, so please start thinking how you can contribute – as you can see, even small items are useful – every little helps!

Austria 2024 (Part 3)

Peter Holden

This was our second visit to Velden. I had not been in the summertime previously. As we were going to “baby-sit” for 4 days, I had received instruction not to disappear during this period!

Thursday June 6th 2024 - We travelled out this time on a more reasonably timed flight from Manchester. The usual airport route was used - the 08:10 Low Moor to Rochdale with 195 109, the 08:52 Rochdale to Salford Crescent on 150 136, and lastly the 09:34 Salford Crescent to Manchester Airport 331 008. On arrival into Flughafen Wien we caught the 17:33 Railjet to Wien Hbf headed by 1116 213.

For once I had done a bit of research which actually paid off. Having checked in at our hotel, I suggested that we could travel out of town to a restaurant for our evening meal. It just happened by coincidence that said restaurant was at the far terminus of the Wiener Lokalbahn (I would describe this as a glorified tram) at Baden Josefsplatz; by another coincidence, the service was at the time being diverted from its normal route in Wien to just outside our hotel! What a surprise! I had not had a run out to the terminus of this independent railway / tramway before. Luckily, we managed to board one of the older units for the outward journey. The heavens opened while we enjoyed our meals, but fortunately the rain had eased somewhat as we returned to the tram stop for the one-hour return journey.

Friday June 7th - I awoke early, as ever! It was a marvellous sunny morning, so I took myself out with the camera for a bit of tram-spotting. As mentioned, due to track work in Wien trams were being diverted to Quartier Belvedere (near Wien Hbf.), so this busy interchange junction was far busier than normal. We catch the usual 10:24 Railjet to Velden, with 1116 235 being the loco.

The next five days were spent in Velden; I did manage to escape with the camera a few times, and more importantly, spend a bit of time educating young David at the lineside! I decided to purchase a 4-day first class Austria Interrail pass again in the Interrail sale! I utilised this from the 12th to 15th June.



1116 264 Velden 9th June 2024

Peter Holden

Wednesday 12th June.

A notable plus on this trip is it was daylight for my early morning walk to the station. I decided to travel across towards the Swiss border. So, the 05:02 to Salzburg behind 1144 097 sees a quick cross platform connection on to the 07:56 Basel bound Railjet service with 1116 220, this as far as St. Anton am Arlberg Bahnhof. My intention was to board the 11:03 EuroCity Basel to Graz Service as far as Bischofshofen this traveling via Zell am See, reason being it was a Swiss set with an observation carriage. Sadly, it proved to be the only first-class carriage in the formation, and it was packed, what a disappointment. Anyway, top and tail ÖBB 1116 043 and 1116 183 were in charge of the train. From Bischofshofen my last train of the day was the 14:54 Railjet to Velden with 1116 269. A long day out covering 593 miles.

Thursday 13th June.

Another old favourite but this time with daylight! 1144 245 on the 05:02 to Bischofshofen for the 07:12 to Leoben with 1116 054 and 1016 003. Not only is it bright daylight, but also the grass is now green, and the trees are in full bloom. It really is a great country should, if like me you enjoy nothing better than riding on trains through beautiful countryside. Next, I catch the 09:33 the short distance to Bruck an der Mur behind 1216 014, visit the station café for a quick snack and drink before once again catching the 10:15 Intercity to Lienz in Osttirol. The Hungarian set today was behind an ÖBB loco 1116 237. The first-class carriage on this service was very quiet for a change - it appears that on many Austrian trains the first-class carriages are busier than the standard. On arrival into Lienz I decided to visit a small bar for a quick drink before making my way back to Velden via Villach. 489 miles today.

Friday 14th June.

Usual early start catching the 05:02 Intercity Salzburg train with 1144 268 only as far as Villach to board the 05:25 Wien Railjet service with 1116 250 to Leoben. The weather was spot on, not a cloud in the sky as my next train the 07:44 to Linz pulls into the station behind 1144 106. Even at this time of morning the sun is well up in the sky. Dinner time onboard the 10:30 Railjet Linz Hbf to Salzburg Hbf 1116 275 being the loco. Having consulted my various phone apps, it appeared that the train I was arriving into Salzburg on, went on to form the 12:12 service to Klagenfurt, my next intended train. Having had this fact confirmed by the guard, I decided that further beer was now called for, as I was not going to be changing train. Arrival into Klagenfurt (feeling the effects of possibly a few too many beers), was on time so I made my way to what I thought would be my last train of the day the 15:21 Intercity service behind 1116 165. Well, it went quite slowly, then very slowly and then broke down! Fortunately, it managed to limp into Poertschach Am Woerther See station. Following around a 20 minute wait the local stopper turned up across the platform, 4746 103 so we all boarded that one. Needless to say, it was very full, but not so the first-class section fortunately. A further 476 miles covered today.

Saturday 15th June.

A slightly later start today sees me board the 06:24 Velden to Leoben Intercity train with 1116 162 at the front. The first-class carriage next to the back was quite full so I decided to sit by myself in the rear carriage, which was a standard class driving trailer. It had drop down windows, allowing me to take advantage of the nice weather, with plenty of scenic through-the-window shots. Having covered these routes on many previous occasions, I now knew where and when to point my camera – a fantastic journey.

Plenty of time today in Leoben, so the buffet was visited in the station before spending around an hour watching the comings and goings at this reasonably busy station. Next train was the 09:41 Intercity Linz service as far as Selzthal behind 1144 206.



2070 030 at Selzthal, 15th June 2024

Peter Holden

Today's target train was the 10:45 Selzthal to Wien Westbahnhof service as far as Amstetten Noe, in the hands of EMU 4744 011. This Saturdays & Sundays only, mid-summer service, runs through what is signposted as the Austrian National Park. It is one of few trains to traverse the Selzthal to Kleinreifling line. It was indeed most scenic, but to be honest not more so than other areas I have found.

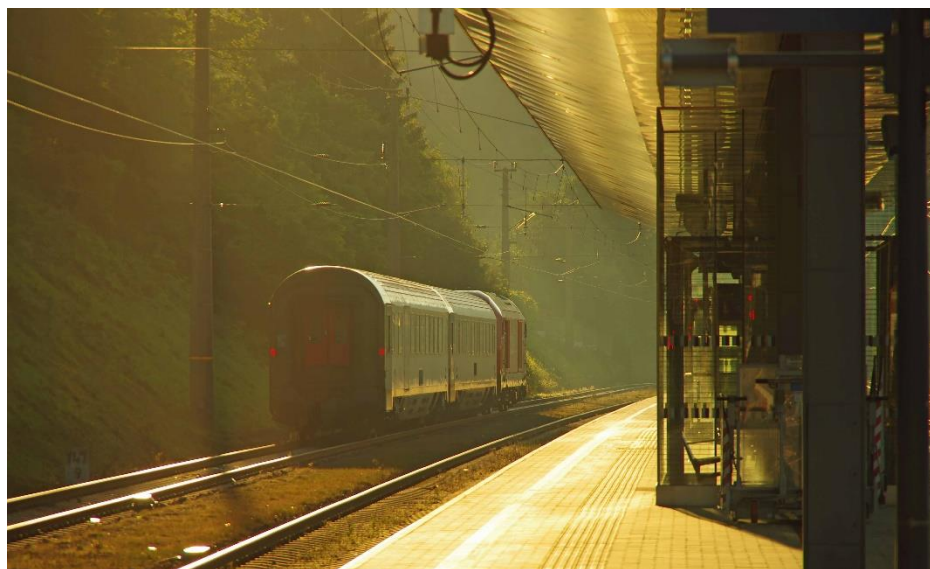
Now, this not for the first time this has happened I add. Whilst on this somewhat occasional train in the middle of nowhere, I had the opportunity to have a quick look at Facebook on the Internet. John Whiteley had just posted one of his most wonderful shots taken many years ago in Austria of a 52 class steam locos on the freight branch running from Hieflau, within 5 minutes I passed said station and branch!! The line is still open, but alas I saw no steam hauled freight at all?



52 7046 at Selzthal, 15th June 2024

Peter Holden

I could have stayed on this train through to Wien Westbahnhof, but by changing at Amstetten on to the 13:07 Railjet to Wien Hbf (1116 152) it gave a good connection on to my last train of the day and indeed with my pass, the 14:24 to Velden behind 1116 250. 524 miles covered today.



2016 046 at Velden, 15th June 2024

Peter Holden

The next few days I managed to venture out with the camera to a nice, secluded spot in the shade of a clump of large trees sheltering from the heat of the mid-day sun (the sun was spot on for photography between around 10:30 /15:00) and photograph many varying trains on the busy mainline. It was indeed very hot, and the thing is, possibly because of the fresh clean air, I could feel my skin burning almost instantly if out of the shade.



1116 244 at Velden, 17th June 2024

Peter Holden

We made our way back to Bradford leaving Velden on the 18th June on the 07:24 Railjet to Wien. A reasonably timed flight enables us to catch a train from Manchester Airport and arrive home at 21:15. 2627 miles by train on this trip.

Will I be able to generate any enthusiasm to do this sort of thing again? I am not sure. It does bring back memories of loco-hauled trains in this country, and one does wonder how long it will be before Austria too succumbs to plastic trains!!

Reminiscences

Brian Myland

In this article, Brian answers the Editor's questions about his railway activities, memories and favourites. Brian recently rejoined the Circle after a few years absence: he first joined the Circle in March 1970, so he must now be the second-longest-

standing member (after John Holroyd). In his earlier period of membership, Brian was elected to the BRC committee in 1975.

Tell us about your first railway memories – I seem to have been interested in railways as long as I can remember. One particular early memory was of coming home on the train from Scarborough to Leeds in c.1947 or '48, and seeing Jubilee loco *South Africa* in black livery arriving in York as my train halted. Another memory is of the tram from home to Leeds city centre and passing over the Sheffield-Leeds line's overbridge, and seeing freight trains lined up making northbound goods (Permissive Block working, I believe).

Trainspotting? – Yes, avidly! But on reflection I now realise, with much regret, what I missed in other aspects of railway interest, by pursuing the “Holy Grail” with dashes round depots to get every last number and take everything else in. At least the local sheds in the Leeds area could be done at a more leisurely pace, and it was only the foreign locos that had to be sought, I could ignore the home fleet.

Railway career? - No! I tried to get on the bottom rung of the way to the footplate, but my eyesight was not up to the standard required. I now wish I had considered other departments, which might have been just as good.

Favourite loco? – To me, any steam loco has a character of its own, and always draws attention. I find the motion of steam locos quite hypnotizing, particularly when starting away – perhaps this is why I find the Bulleid Pacifics with their “Boxpok” wheels so intriguing.

Favourite railway journeys? – I always like to get a window seat on a train journey in order to see everything of interest that passes, and I like to have a map or gradient profile of the line. There used to be so much to see (or miss) but I now find most rail journeys are rather bland, particularly Leeds-London via the ECML. At one point I was doing Regional 6/7 Day Rovers when I could afford it, which got me to most parts of the country.

Favourite preserved lines? – Since heritage railways arrived, I have “done” most of them, so too numerous to mention. Some have been visited in friends' and colleagues' cars. Perhaps the Keighley & Worth Valley Railway, which is my local line and is easily reached, and I support it as a member; and the Severn Valley Railway whenever I can get there.

Railway-related interests? – Far too many (and I'm master of none!). I have tended to embrace most subjects, but not study them in detail. It is only now that I am beginning to understand the background to the general railway interest hobby. I did at one time start to create a model 0-gauge layout, and it is to my regret that I disposed of it. I have built up a large collection of books, photographs and magazines. My main

collection relates to railway accidents, going back to about 1950, and is made up of newspaper reports, Ministry of Transport official reports, and the odd photo or two. My main problem is running out of time to put it all in order for quick reference.

Railway photography? – Once again, I never took time to study the topic in detail. But I took black-and-white photos, color slides and cine film. I stopped taking pictures about 2018, following a slide presentation where the presenter admitted that it was doubtful he would ever look at the slides again! I found that I was merely duplicating the material I already had, so what was the point of adding to the numbers? Nowadays I still enjoy an interesting show, and my word, what a difference this digital age makes!

Memorable railway experiences? – I had so many, up to the privatization of British Railways. Possibly the thrill and excitement of being at York station on a summer Saturday in the 1950's, with the anticipation of what might turn up. I feel sorry for the younger railway enthusiasts of today, who do not know what they have missed. I am not a fan of the new railway, but perhaps that is due to my age and nostalgia for the things now gone.

Membership Matters

We are very sad to record the passing of member Jonathan Stockwell, from Garforth. He had been ill for some time – he was rarely able to attend meetings, but was well-known to many members. We offer our sincere condolences to Jonathan's family and friends.

Jonathan Stockwell – A Personal Tribute

Jonathan was a long-standing member of the Bradford Railway Circle, having joined just about the same time as John Holroyd in 1966 [*actually one month earlier, Circle minute-books reveal – Ed.*]. In fact, he was slightly under the joining age and came at first as a visitor. Jonathan and I have shared many memorable days, making regular visits to Statfold Barn as well as to his favourite narrow-gauge railway the Welshpool and Llanfair Light Railway. One memorable holiday visit in 2008, in the company of Circle member the late Brian Moss, was to the Harz railway in Germany.

Jonathan was heavily involved with the Derwent Valley Light Railway, as a guard as well as in the role of the railway's Archivist. He also co-authored the definitive history of the line. Another passion was Land Rovers, owning several over the years, and culminating in owning a fully restored Series 1 model. Many was the time when impromptu stops had to be made in order to photograph an unusual example!

Although Jonathan was very ill at the time, I was pleased to take him for one last journey to Wales to ride the Welshpool and Llanfair railway, the only disappointment being that, as it was a Sunday, the fish and chip shop was closed! It was typical that Jonathan requested that for his final journey it should be made by Land Rover, so the impromptu conversion was made to carry his coffin. Surely the first at Lawnswood Crematorium! I was honoured to act as a pall-bearer on the occasion.

Philip Lockwood



Photos: Philip Lockwood

Michael's Meanderings

Michael Leahy

Crossleys Yard, Shipley – 23/9/2008



Photos on this and the following page: Michael Leahy



28th August 2025

A quick visit to Bradford without consulting Real-Time Trains revealed 47 832 arriving at about 12.20 at Forster Square. It was seen again at Shipley about 12.40 taking the route to Leeds. I am reliably informed it was the Newark Thunderbird loco, route learning.

The train from Baildon to Bradford Forster Square just after 09.30 was routed via Platform 3 at Shipley, which was a first for me, only ever having been routed that way on the trains from London.

Going past the site of the former Crossley's scrapyards I looked for the former Midland Railway weighbridge building which I am sure I read had had a preservation order placed on it, however I couldn't see any sign of it. Maybe it didn't survive the clearance of the site?

Circle Membership Renewal

Bill Jagger

At a recent meeting of the committee, it was decided that the membership subscription should remain at £5.00 for the year to October 2026. I will be sending out renewal notices via email where I have the address, or by post for others, in due course.

However, if you are not going to renew, please let me know on

bradford_railway_circle@yahoo.com.

Brawling, trespassing, fare-dodging..

SUNDAY TIMES 31 AUGUST 2025

Richard Lloyd Parry Tokyo

They roam the land from Hokkaido to Kyushu, scoffing at the laws that govern ordinary people. They trespass on private land, endangering the lives of others. They steal and cheat, curse and fight – most often with one another. They are not *yakuza* gangsters but Japanese trainspotters.

In Britain, trainspotting anoraks have a reputation for dorky docility. In Japan they are regarded with growing suspicion after a history of incidents in which railway enthusiasts have been responsible for disruption, crime and even injury in their pursuit of the perfect

photograph of new and spectacular trains.

Japanese YouTube has numerous films of mobs of *toritetsu*, as amateur train photographers are known, clustering perilously on narrow platforms and swearing at one another.

There are regular stories about trainspotters being caught on off-limits property owned by railway companies in the quest for the perfect shooting spot.

In mid-June, two *toritetsu* got close to the tracks of the renowned Cassiopeia Journey, a sleeper train passing on a rare journey through northern Japan, causing the delay and cancellation of services.

Two weeks later, police in Osaka arrested six men at the World Expo in Kansai for allegedly stealing more than a hundred items worth 410,000 yen (£2,070) from souvenir shops. The suspects, all in their early twenties, were members of a *toritetsu* gang from Tokyo who reportedly shoplifted to support their trainspotting habit. As well as entering the Expo on children's tickets, they exploited their knowledge of trains to travel from Tokyo to Osaka on a ¥150 (75p) platform ticket rather than the full fare of ¥13,870 (£70). Sitting in different carriages they communicated by phone to warn of the approach of the

KYODO NEWS/GETTY IMAGES



Spotters greet the Cassiopeia sleeper express train at Ueno

Station in June, marking its last run from Sendai to Tokyo

Japan's trainspotters are going loco

inspector, and vaulted the ticket gate at the other end.

"Among railway enthusiasts, there are quite a few who know precisely when stations become unmanned, which stations lack staff, and where security is lax," one railway employee told the weekly magazine *Shincho* last week. "Some of them target these times and stations to fare dodge."

Nor is that the worst of it. In 2019, four schoolboys threw smoke bombs onto a railway bridge in Tokyo because they wanted to photograph the rare phenomenon of an emergency stop. Two years later, a dispute among young *toritetsu* almost ended in

tragedy when a trainspotter knocked down a boy, causing a fractured skull.

Japan has more than 18,600 miles of railway tracks. Along their course, passengers travel for a total of 250 billion passenger miles a year, the equivalent of 75 million journeys a day. Forty-five of the world's 50 busiest stations are in Japan.

Trainspotters classify themselves according to a dazzling range of categories. One online taxonomy of trainspotting identifies 36 desperate breeds, including *yomi-tetsu* (*yomi* means read and *tetsu* rail) – armchair enthusiasts who collect books and timetables. *Onkyo-tetsu* seek to record the sounds of

various trains. *Sharyo-tetsu* love the physical structure of locomotives and carriages.

Eki-tetsu appreciate stations, and *ekiben-tetsu* love the packed lunch boxes for travellers sold in station kiosks, which specialise in local delicacies. *Tetsu-ko* are female trainspotters – a minority, although a growing one. The final journeys of train services that are being discontinued attract *soshiki-tetsu*, or "funeral dorks". Most numerous of all are the *toritetsu* or "rail snappers".

One of the best known rail enthusiasts is Shigeru Ishiba, the prime minister – although he has shown no signs of taking his hobby to dangerous extremes.

Source – Sunday Times 31/8/25

Michael Leahy

Puzzle Corner

Ian Button

It was while walking from the bus at Bradford Interchange (Hooray for the reopening!) to a Circle meeting a few months ago, that I spotted a small metal marker on the pavement along Bridge Street, near City Hall). I took photos, but wondered what the BR logo was doing in the centre of town, and what the letters represented. Could it be a marker for a future cross-city link line, I wondered? I couldn't see any other markers nearby. What thoughts do you have? Suggestions to the Editor, please.



Photos: Ian Button

A Great Find in a Charity Shop or A Short Guide to Baldwin Locos

Michael Leahy

Recently I have been having to take some drastic action regarding my collection of railway books, there being more than I could fit into the available space. This resulted in the difficult choice of which to keep & which to dispose of. The end result was a trip to the VCT shop at Ingrow with what I hoped was a large selection of books they would be able to sell. I didn't consider them "coffee table" books, which I believe they struggle to sell.

One downside was that I came away with a large pile of magazines from their wonderful magazine room, which is far cheaper than taking out an annual subscription. I had cancelled one of my subscriptions as the print quality of the published photos in the magazine was sadly lacking in quality, in my opinion. The publishers did send replacement copies when I complained.

Now getting round to my title, it was whilst I was on a trip to Ilkley that I paid my usual visit to the Oxfam bookshop. Browsing round & making my way to the rear of the shop I found the railway section. What caught my eye was a rather interesting quality book "Baldwin Locomotives" by Brian Solomon. My first thought was "WOW"! A brief glance at the contents, then onto the price - £25! Closer

examination revealed that the book was published in 2010 price \$40 or £25. Finding an assistant, I queried the price, so she went & looked on the computer & said "How much would you like to pay?" I replied "How does £10 sound?" - "OK, it's yours" - "Thank you very much" I said, and I brought the book home.

Now, I have never been to the USA - OK, once at Niagara Falls but that doesn't really count, crossing the border & coming straight back into Canada. About 6 months later my wife & I received a letter from the American Embassy in London asking if we were still in the US & if we were what were we doing? Sorry I digress, back to the book and Baldwins.

The book has 159 glossy pages, only 4 chapters plus an introduction

- 1) Baldwins in the 19th Century
- 2) Compound Locomotives (1850 - 1926)
- 3) 20th Century Steam Locomotives
- 4) Diesel Locomotives

The author had access to more than 15,000 surviving photos of Baldwins, plus other related material. He goes on to say that this book is not a comprehensive company history but it does look at the technological innovations, changes in the railroad industry and the locomotive market place. He continues by saying that rather than focusing on the Baldwin "hit parade" he shows some rather more obscure images.

Chapter 1 shows photographs of locomotives in the style of what I would suggest we saw, or even still see in cowboy films. However, before that Mathias W. Baldwin was asked in 1831 to build a small-scale working steam engine for display. He had previously been making jewellery, then tools for printing and bookbinding. Baldwin built the loco based on drawings he had seen portraying the entrants to the Rainhill trials. He then went on to examine *John Bull*, an 0-4-0 imported locomotive. Next, he supervised the assembly of another imported locomotive *Delaware*. Word about this must have got round because he was then asked to actually build a locomotive ~ this was a 2-2-0 *Old Ironside*, which was not a great success, but this was just the start of things because he then had built 5 locos in 1834, 14 in 1835 & 40 in 1836 rising to 50 in 1851. The works/plant was set up in Philadelphia, and at its peak in 1906 it employed 17,400 workers and could turn out 2,600 locomotives a year. Locomotives evolved from 4-2-0 to 4-4-0 to 4-6-0 onto 2-8-0 & so it went on.

There are many wonderful photos in the book, engines of all shapes & sizes, such as one of five locos 2-6-6-2 coupled, L class of 1906 waiting to be shipped West.

When I got to page 89, I was surprised at what I read: "in 1906 the works completed its 28,000 locomotive and although no one knew it then, Baldwins was at the height of its business". They needed to move to a new works and were now facing competition from Alco. Then there was also new legislation called "The Hepburn Act". This gave the Interstate Commerce Commission greater powers to regulate the railroads. It changed the ability of the American railroads to compete effectively for traffic & the ability to invest. It is alleged that it slowly stopped the growth in new lines, profits stalled & business stagnated.

I had to Google this Act to try & get a clearer picture. My thoughts were that in 1906 the railroads must have been sadly lacking, bearing in mind the distances involved in that vast country. Gradually over the next 6 decades increased railroad regulations, improved motor transportation, Government subsidised road building & rising labour costs forced a shift in intercity transport. (Greyhound buses spring to mind). Free passes to non-railroad personnel were outlawed (due to the risk of bribes) & financial records could be & were scrutinised.

Demand for locomotives dropped & the builders had to produce more efficient engines. The great depression saw demand drop to zero for a few years. World War 2 saw an increase in demand but never again were sales to reach the peak of early 20th century.

Briefly, some oil burners were tried & high-speed locos were built, but Baldwins were slow to go over fully to diesel locos. They built their final US steam locomotive in 1948 & the last for export in 1950. There is more in the book about diesels - 34 pages! Baldwins had failed to adapt & at one time (in 1936) had been declared bankrupt. The cost of electrification was deemed to be too expensive so diesels were developed but it was 1939 before Baldwin's first commercial switchers were ready for production. The information about the diesels is too technical for me to write about here.

I had to consult Google again to find the closure date for Baldwins which was said to be 1956.

I was hoping to provide the Editor with some scanned photos of the more unusual locomotive types but I have been unable to contact the publishers for permission. The item on line looked very comprehensive but the photographs appeared to be limited to preserved steam & diesel locomotives.

The book now has a prominent place on my bookshelves, together with several by O. Winston Link.

RCTS (West Riding branch) programme 2025

September 18th 7.30pm – “Nowt but Steam”, by Chris Webster

October 16th 2.00pm – “We Apologize for the Delay”, by Geoff Queen, retired railway civil engineer

November 20th 7.30pm – SELRAP: the campaign to reinstate the missing link from Skipton to Colne

December 18th 7.30pm - Christmas Quiz, by John Holroyd

Meetings are held at Saltaire Methodist Church meeting room Saltaire Road Shipley BD18 3HJ. Admission £2.

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

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 California Zephyr - Julian Halstead

Dec 17th - Chairman's Evening - Peter Holden

2026

Jan 14th - The Harz Railway - Philip Lockwood

Jan 28th - Gricer's Year 2025 - Robert Clarke

Feb 11th - AGM, plus slide/digital presentations *

Feb 25th - The Highland Railway, Part 1 - Bill Jagger

Mar 11th - The Peter Fox collection - Andy Barclay

Mar 25th - An evening with Gavin Morrison

Apr 8th - The Bradley Wood accident - Richard Heath

Apr 22nd - Trains at home and away - John Whiteley

May 6th - Austria or Hungary (tbc) - Peter Holden

May 20th - China & Inner Mongolia 2025 - Dave Birtle *

Jun 3rd - Both sides of the pond - Chris Taylor

Jun 17th - The Colossus that was Crewe - Steve Armitage *

* The meetings on Nov 19th, Dec 17th, Feb 11th, May 20th & Jun 17th will be held at the Huddersfield Mission, 3-13 Lord Street, Huddersfield

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, obtainable from the Hon Treasurer). See inside rear cover of The Circular for FMR's 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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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.

- The Battle for the Railways, 1940-41, by Matthew Richardson
- Diesel and Electric Motive Power on the Southern 1980s to Present, by David Goodyear
- The English Electric Class 37, by David Mather
- British Railways in the 1960s: Eastern Region, by Geoff Plumb
- Murder On The Train - A Miscarriage of Justice in Edwardian Northumberland, by John J Eddleston.

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

25th June – A Quizzical Tour, by John Holroyd

This was a presentation in two halves. Firstly, a selection of slides with locations all starting with the letter W. This was the quizzical part, with the audience being involved with guessing the locations.

The second part was a tour of the United Kingdom by railway, cycle and on one or two occasions by bus. We started in Bradford Forster Square station, firstly showing the station in its original state before the much-truncated station it is now. We travelled northwards in the direction of Carlisle before moving over the border. We

followed mainly the east side of Scotland, travelling as far north as was possible by railway. It should be pointed out that John's slides cover a period back to the early 1960's. We next crossed to the west side to continue our journey south. We made a slight diversion over the water to the Isle of Man before arriving in Wales, continuing south into Devon and Cornwall, with a brief look at the Isle of Wight, before returning northwards via London. Finally, back to Bradford - this time arriving at Bradford Exchange station prior to its demolition.

I should point out that John mentioned that today's presentation was his number 148 given to the BRC - quite an achievement!

VOT by Ian Button.

23rd July - The Highland Railway (Part 1), by Bill Jagger.

This was the first part of a presentation by our Hon. Treasurer Bill, and covered the southern part of the system. Part 2 will cover the far north section. A tremendous amount of research has gone into this presentation, with clear maps and diagrams. As Bill explained, photographs are drawn from many sources, as well as his own collection. This most interesting system is in most parts single line with some fearsome gradients. Many of the, in some cases, exceptionally long trains comprised a mixture of stock from other systems.

The Highland, as Bill explained, could boast the first 4-6-0 locomotive to be built in the British Isles. To sum up, this Part 1 presentation shows a line of great individuality which had to deal at times with exceptional weather conditions, steep gradients and the associated problems of mainly single line workings, all well explained by Bill. I for one will be looking forward to Part 2 on March 4th next year.

Vote of thanks by Ian Button.

20th August – The Halifax High Level and North & South Junction Railway, by Philip Halliwell

Philip gave an extremely well researched presentation of the railways in the North Halifax area. At one time the town had four stations. The talk was well illustrated with pictures taken by Philip, often with historical images in order to compare the changes over time. It was clear that Philip, being local, has a deep interest not only in railway photography but also in the industrial archaeology of the area. The High Level railway of the Great Northern company shared the main station with the Lancashire and Yorkshire Railway. One interesting feature was a branch diverging into a tunnel, on a very steep gradient and a very sharp curve, dropping down under the main line to connect with the vast mills of the Crossleys at Dean Clough. The enormous amount of engineering work in tunnels and viaducts of the GN line to Keighley made the line very costly to build and run, which helped to explain its early demise.

To sum up - for your reviewer this was one of the best and most informative presentations we have had for some time. Vote of thanks by Ian Button.

Despite the setback involving the Embsay Steam Railway, in my opinion we had a smashing day trip to the Whistlestop Valley Railway (Clayton West) on Tuesday 10th June instead. It could not have been better - the weather was good, the train was great, and the buffet was marvellous. A fantastic way to celebrate our 80th Anniversary. The staff could not do enough to help, the train driver asked how many run pasts we want and where, I responded with "Same as everyone else". We had a great turn out too; I was surprised that some members chose not to join us, but that's up to them.

Regarding the Keighley & Worth Valley Railway for the Haworth Haddock on Saturday 7th June. I thought the fish & chips were a bit better than the previous year, but to be honest I have become bored with the event, so I won't be going again for the foreseeable future.

The Circle may hold an outside event next year. Watch this space.

Attendances at our meetings continue to be at an acceptable level, long may it continue.

We held a Committee Meeting following our meeting on Wednesday 20th August. It was decided that we would maintain the membership fee level of £5. Please do remember to renew promptly, as failure to do so will mean that your membership is terminated if more than 2 months in arrears.

I have now completed the bookings for next year's Meetings Diary. This actually took very little time this year as I already had many volunteers and contacts to chase up. However as always, 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 2025-26

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	Sep. 17	Austrian Railway Journeys 2010 & 2022-2024	Peter Holden
	Oct.15	My Railway Life History 1964-2024	Paul Howson
C	Nov.12	Talgo	Colin Smith
P	Dec.10	AGM plus Members' Sessions	

2026

	Jan. 7	Another Mixed Bag of Trains	John Whiteley
	Feb. 4	British Rail 1984. Robert Clarke	
C	Mar. 4	The Highland Railway, Part 2	Bill Jagger
P	Apr. 1	Narrow Gauge Miscellany	Bob Schofield
	Apr. 29	West Yorkshire in Steam Days	Steve Armitage
C	May 27	Away Day to the Wash	Brian Holmes
P	Jun. 24	A JWH Presentation	John Holroyd
	Jul. 22	Transport in Valencia	Geoff Butler
C	Aug. 19	Harz, an Autumn Visit	Philip Lockwood
P	Sep. 16	Spenn Valley Railways	Philip Hellowell
	Oct. 14	Australian Railway Preservation	Dave Birtle
C	Nov 11	From the Back of the Cupboard in Colour	Steve Batty
P	Dec. 9	AGM plus members' photos	

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

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

The Last Laugh

Who else remembers the 1960's-70's BBC radio comedy series "I'm Sorry, I'll Read That Again" – apart from the Editor, & Peter in Ruislip? There was often a session of "Late arrivals at the Ball". One example I remember was "Please welcome Mr & Mrs Wallcarpeting and their son . . . Walter . . . Wallcarpeting" . . . (*audience groan*). I don't think there was ever a Railwaymen's Ball (sorry, they were sexist in those days!), but if there were, the doorman could perhaps announce "The Goods – Tom and Barbara from 'The Good Life'". Other "Welcome" announcements might have been :-

Mr & Mrs Mometercarr and their daughter . . . Dinah . . . Mometercarr

Mr & Mrs Burviaducked and their son . . . Tim . . . Burviaducked

Jon Knee and his twin brother James, his . . . double . . . Jim . . . Knee

Mr & Mrs Eeyarr and their daughter . . . Ellen . . . Eeyarr

All the way from Ghana – Mr & Mrs Vgeeah and their daughter . . . Val . . . Vgeeah

And of course Mr & Mrs Fordinterchange and their son . . . Brad . . . Fordinterchange

"STOP! ENOUGH! We surrender!", I hear the audience calling.

Do you have any suggestions for late arrivals at the Railwaymen's Ball? More in the next Circular . . .

That's all, folks!