

# THE CIRCULAR

Bradford Railway Circle

No.414 – 4<sup>th</sup> Quarter, 2025

---

## Contents

### Page

1	Editorial	
2	Germany & Belgium 2025 (Part 1)	Peter Holden
11	Michael's Meanderings	Michael Leahy
12	Puzzle Corner	Ian Button/John Holroyd
13	Book Review	Michael Leahy
14	Huddersfield Railway Circle Programme 2026	
15	Special Traffic Notices	
15	New Books from Pen & Sword	
16	Meeting Reports	Philip Lockwood
19	Lost Railways of Bradford	
19	Ben's Bits	Ben Burrows
19	Secretary's Page	Peter Holden
20	Circle Diary	
20	The Last Laugh	The Editor

---

## Editorial

Once again, it's thanks to our "Man in seat sixty-one", Secretary Peter, for another wonderful article describing and illustrating his recent travels. But there is so little other material, that Peter's piece alone, together with his photos, occupies half of this issue! Thanks also to the few other members who have submitted pieces (see Contents list above) - if they can do it, so can you other members. Start typing now!!

The Neighbourhood Project, gathering memories & photos of now-closed stations in & around Bradford, will no doubt result in wealth of new material of interest to Circle members. If you have any memories or photos of Laisterdyke station, see p.19.

Peter has set up an excellent series of meetings for the coming year – see Diary on p.20. We should have some good attendances, so I look forward to seeing you all.

Lastly, may I wish all our readers Merry Christmas and Happy New Year!

I decided a while ago to visit Germany to have a look at both the local trains and trams in various locations.

Interrail held their usual pre-Christmas sale, so I purchased a ten-day first-class Global Pass, this costing £326.00, or £32.60 per day. There was a 25% reduction for the sale and a further 10% for being old. The Global Pass also allows the traveller an out and back journey from your own country of residence, whereas normally you cannot use the Interrail Global pass in your own country for train travel. A date of Thursday 3rd July was chosen for the start. The only complication to the plan was the need to reserve seats both out and back on Eurostar. These reservations are open to book 6 months prior to travel, so fellow-traveller Andy Roberts and I turned up at the Eurostar ticket desk at St. Pancras to book our reservations, this being prior to embarking on a holiday to Belgium on 16th January. We managed to book our outbound reservations at a cost of £33.00 each, but sadly not the return ones. The lady who served us thought the return reservations would be available on our return from the Belgian trip. However, as we thought the issue had been travelling back from Brussels on Monday 21st July, for some reason there were very few travel options on that date, so we decided to return on Tuesday 22nd instead and although on our return the man who served us initially refused to accept that we were allowed on a first class Global Pass to travel in first class on Eurostar, he eventually relented having seen our outbound reservations, and me also pointing to the fare on his monitor screen! All sorted.

**Thursday 3<sup>rd</sup> July** - I leave Bradford Forster Square on the 06:30 to Kings Cross in the hands of Hitachi Azuma (800 109). I must say I do not like the LNER idea of saying “this seat may be reserved later in the journey”. There were no unreserved seats in first class, so I ended up sitting backwards from Leeds to Kings Cross. A very nice full English breakfast was provided in first class along with as much coffee as you liked. Very pleasant indeed. I noted two new GBRf class 99s (Ice cream with a Cadbury’s flake!?) at Peterborough along the way.

Arrival into Kings Cross sees a swift walk around to The Barrel Vaults Wetherspoons for a couple of pints of proper English ale, before checking in for the 11:04 Amsterdam Centraal (4007 & 4008) service as far as Brussels Midi. A meal was served to us along with a few free beers: the beers were truly dreadful! Nomad Brewery, an English so called brewer, being responsible for these dire products. I for one cannot understand why some folks want their beer to taste of grapefruit and lemons, instead of malted barley and proper English hops? Arrival into Brussels was slightly late but we still managed to be on the correct platform for our next train, the 14:25 ICE (8022) Frankfurt service just as the doors were released. We found our usual seats in the restaurant car and patiently waited for our first Bitburger beers to be served, along with a currywurst, of course!

The harsh realities of Deutsche Bahn's now useless services instantly hit home, and to be honest, lasted the whole holiday. They are now utter rubbish! Our intention was to leave the Frankfurt train at Köln and board an Intercity service which was to run down the bank of the Rhine to our first port of call Mainz. However, it was running around 90 minutes late, so having consulted various apps on my phone it was decided to stay on board, drink further beer and change trains at Frankfurt Flughafen (Airport) instead. We tried in vain to find the suburban platforms for the next train to Mainz, so headed back to our original platform and waited for the 16:57 ICE (this too running 45 late) for the short distance to Mainz.

On arrival at our hotel, we asked about the possibility of acquiring local public transport tickets for the area, hopefully free! There were no such tickets available, so it was decided to make use of the one-month Deutschland Ticket, or D Ticket. This is a winner! You pay €58 and you are entitled to free public transport across the whole of Germany, the only exception being it is not valid on either IC or ICE trains. The tickets must be purchased online and stored on your phone. We had been warned that most sales websites treat your booking as a monthly subscription, so had to use a certain website. All worked well with regards to this; I was not charged for or sent a further D Ticket.

Having checked into Hotel Königshof for two nights we found a bar adjacent to the tram lines outside Mainz Hbf and finished the evening there.

**Friday 4th July** - Following breakfast, a full trip around the Mainz tram network was enjoyed. This metre gauge system comprises of 4 core routes totalling 30km. It was a nice sunny day, the trams ran on time, were clean and not too busy.



Tram 214 at Zollhafen, Mainz - 4 July 2025

Peter Holden

Of note whilst on route 53 running a fair way out of town to Lerchenberg, we were under the flight path to Frankfurt Airport. It appeared to be extremely busy. Interestingly, it must use parallel runways for arrivals, as the planes were flying past side by side. Plenty of Boeing 747's in evidence, too. Following a short break, we managed to do the last remaining section of the tram network to Zollhafen. This route appeared to be served only hourly, unsurprising as it ran to a stop pretty much in the middle of a building site adjacent to the Rhine. Mind you, someone did get on for the return journey. By 13:20, the tram network being covered, it was now decided to have a train journey running along secondary DB lines for a few hours; hence we walk across to Mainz Hbf and board the 13:49 service to Aschaffenburg via Darmstadt (rev) 47.8 miles; emu 1440 164 was our unit.

Staying onboard the same unit, we retrace our steps back to Dieburg on the 15:47. At Dieburg onto a late running connection the short distance of 5.28 miles to Roedermark-Ober Roden in the hands of dmu 633 032. We now board the 16:58 to Wiesbaden Hbf via Frankfurt Hbf, this service using the underground lines through Frankfurt. A distance of 65.42 miles with emu 430 176. It was a most interesting if a bit slow journey. Last train of the day was the 18:36 Wiesbaden to Mainz with 1440 344. In Mainz Hbf we saw a food outlet called "Frittenwek" and went straight in. Fantastic Mexican style chilli meal on a mound of chips! Great to be able to choose the healthy option. Of note, the train and tram journeys we had just made would have cost more than the price of the one-month D Ticket!

**Saturday 5th July** - Day 2 of Global pass. Today we were to move to our next base, the IBIS hotel, Dresden for 6 nights. Having checked out we were in plenty of time so decided to travel out to Wiesbaden and board our ICE from its source station through to Leipzig. Until recently there had been a through ICE service to Dresden, but alas on this day it required a change of trains.

We stood on the platform at Wiesbaden along with the train crew and a handful of other passengers for quite a while until it was reported that our train had been cancelled and we needed to retrace our steps back to Mainz to board it there!! All good fun with a suitcase. On arrival back into Mainz the Leipzig ICE (401 518), one of the original ICE sets with a loco at each end was waiting across the platform. Following language issues regarding finding unreserved seats we settled in for the almost 4-hour run to Leipzig. The first class on these older ICEs is most comfortable. The 13:31 (146 575) Intercity train from Leipzig to Dresden actually ran on time, arriving at 14:39. IBIS, Dresden is massive, in fact there are two large hotels quite near each other. The check in took quite a while and we ended up in the "other hotel" They told us that there would be breakfast served in our hotel on Sunday morning but following that we would need to walk to the "main hotel" We had not paid for breakfast – fortunately, as the breakfast on Sunday morning was very poor. From then on, we used various outlets in Dresden Hbf for breakfast.

For once I had done a bit of research. Knowing that the Germans' taste in beer is not to my liking, I had found a bar 2 tram rides away near to the Alunplatz tram stop

which could be utilized; it stocked around ten different Belgian beers, and they also had a decent food menu. An excellent end to the day. 353 miles covered by train.

**Sunday 6th July** - A full day on the Dresden public transport network. Andy wished to visit the 2 Dresden cable cars, which are conveniently situated close to each other at the far end of the Loschwitz bridge over the river Elbe. Having suffered our first tram route being curtailed short of its destination due to track replacement, we made our way to the bridge crossing the Elbe. The 2 cable cars don't start too early on a Sunday mornings. Firstly, the Standseilbahn funicular railway which opened in 1895 and climbs 95 metres in 547 metres to reach Weißen was enjoyed, this after having had to buy tickets as although the systems are both run by DVB, the local transport organisation they are not covered by the D Ticket. €7 return for each service. The funicular was very clean and afforded a great view both along its route and at the upper terminus.



Standseilbahn, Dresden – 6/7/2025

Peter Holden

On our return, a very short walk around the corner to the Schwebebahn suspension railway, which was opened in 1901, it climbs 84.2 metres in 273.8 metres. This system was designed by Eugen Langen who I believe also designed the similar Wuppertal Schwebebahn. Cash was needed for this journey as both our credit cards were rejected (What would Capt. Mainwaring have said??!!).



Schwebebahn, Dresden – 6/7/2025

Peter Holden

Following these fantastic journeys, a short break at a coffee shop ensued, after which we spent an hour or so continuing around the tram network. Dresden has a 130km system utilising 1450mm gauge on its 12 routes.



Tram 2702 at Messe Gleisschleife, Dresden – 6/7/2025

In early afternoon a visit was made to The Dresdener Parkeisenbahn (Park Railway).



Battery electric loco EA02 on the Parkeisenbahn, Dresden – 6/7/2025

Peter Holden

This quite intriguing 15" gauge line makes a 3.5-mile circuit of the Grand Garden of Dresden. It is run mainly by children. We had battery locomotive EA02 on our train. They do have a steam loco apparently, but sadly not running on our visit.

Evening meal was to have been taken at the Zapfanstalt bar once more, but sadly due to a lack of research on our part, we found it did not open on Sundays, so we visited a nearby "Domino's Pizza" café instead. Despite being noticeably popular with the local constabulary it was in my opinion very poor. Tram ride back to the hotel to end the day.

**Monday 7th July** - 3rd day of Global pass. First train today is the 07:08 Euro City from Dresden Hbf to Prague Hlavni Nadrazi (193 997-6) a 118-mile journey taking 2 hours and 15 minutes. We took a break of around an hour in the rather posh café/bar in the main station building, at which they served a rather frothy larger and placed it on a pot beer mat, which simply did not work. Your glass sits in a puddle and when you pick it up it drips onto you! We boarded the 10:35 Intercity service (193 571) heading west to Cheb. This service, taking slightly less than 3 hours, conveyed a restaurant car which is always welcome. It would have been possible to stay on this service to its final station of Frantiskovy Lanz, but it was thought that if we board our next train taking us to Hof Hbf at Cheb, there would be better chance of finding decent seats. The 13:40 to Hof (VT650-728) did turn out to be quite a busy train, although fortunately not so busy in the first-class section.



193 5717 at Prague – 7/7/2025

Peter Holden

The last train of the day, the 15:28 Hof to Dresden was a regional service formed of two 4-car EMUs, (1440 201), the journey taking 2 hours 36 minutes to cover the 138 miles. I noted along the route that the city of Chemnitz appeared to have a tram network. A bit of research proved interesting as Chemnitz also ran a few tram/train services too. Perhaps a visit was called for later in the week. On arrival back into Dresden we made our way directly to our chosen eating establishment to finish the day with a few Trappist beers and a rather good burger meal. 428 miles covered.

**Tuesday 8th July** - 4th day. Following an early morning spot of tram watching in the bright sunshine outside Dresden Hbf station and breakfast, our only mainline train of the day, the 09:30 loco hauled local service (143 821) the 6.5 miles to Radebeul Ost. Here catching the 10:26 Lößnitzgrund Bahn service to Radeburg a distance of 10.31 miles, hauled by 99 1761-8 a 1933 built 2-10-0. Our Deutschland Ticket could also be used on this train. Instead of the regular return fare, a new, discounted fare of €10 applies. A one-off "SDG History Surcharge" and then you receive a ticket that entitles you to all-day use of all three of their steam railways in the area on the day of purchase. Excellent value even if like us, you were to just make one return journey on one of the lines. I had wanted to return to this line as on my previous visit, half of the



99 1761-8 at Radeburg – 8/7/2025

Peter Holden



99 1761-8 at Radeburg – 8/7/2025

Peter Holden



99 1761-8 at WeiBes RoB, 8/7/2025

Peter Holden

line was closed due to a landslip. Quite a nice run both out and back as there were a few gradients along the route. We disembarked at the penultimate station Weißen Roß on our return, as this stop was quite near to the route of our following tram journey on route 4. Sod's Law applied - we just missed the next tram to the terminal stop at Weinböhļ, a distance of around 13 miles from Dresden centre. At one point, route 4 leaves the road and crosses fields until it reaches the next village. Well worth the 29-minute wait for the next tram!

On return to the centre of Dresden we continued to cover a few more tram routes before making our way to the Alunplatz tram stop for an early food and drink break before an early finish to the day.

**Wednesday 9th July** - 5th day of Global pass. A run out to Rostock in the north of the country. Our first train of the day was the 07:00 ICE (401 567-3) Dresden Hbf to Hamburg service as far as Ludwigslust, here changing onto the 10:32 Intercity train (146 564) to Rostock.

Time allowed a quick bite to eat here in Rostock. Sadly, it was raining and there were no decent looking food outlets, so I had to make do with a pizza slice and a coffee. Our next train was a regional service from Rostock to Stralsund at 13:00 (4746 805) where a quick change was needed to board the 14:16 (147 019) Regional Express to Berlin. It was hardly an express! Quite a lot of heavy rain was witnessed along the way, which is ok when you are inside the train. On arrival into Berlin at 17:28 we had around one and three quarter hours to wait until our last train of the day, the 19:15 ICE

(401 574) to Dresden. Assuming we would be able to find an evening meal on this train, our focus whilst at Berlin Hbf was to have a look around the station to see what trains were around and then find a bar. Finding a bar proved quite difficult, but eventually we found a very modern looking establishment that sold a reasonable beer, you had to order and pay for it on a display screen! I could see the barman filling our glasses the instant the credit card touched the reader! Not sure what's wrong with handing a bank note over and getting your change, but I am old! Our last ICE (401 574) on the 19:15 to Dresden ran late, very late! The buffet lady told me I would have to wait as my meal would take 20 minutes to cook. I had eaten my DB Chicken Tikka Masala before the train pulled out! It was excellent! The late running train was not a big issue as we managed to make up a bit of time and the return into Dresden Hbf was around 22:15. 627 miles covered today.

*[To be continued]*

---

## Michael's Meanderings

## Michael Leahy

I recently (27<sup>th</sup> July) read an article in the Sunday Times Travel section – “Rome to Marseille for £62” by Julia Buckley. This article prompted me to find the details of my journey on that route. It was the return half of my first free continental train journey to Rome using BR continental travel concessions. The bit in the article that really hit home was the incident at the border.

I quote from Julia's account in the Sunday Times :

*"Ah yes, the border. Ventimiglia stand just east of it, but is a world away in rail terms. France and Italy use different voltages for their railways, which meant that our carriages would have to be detached from the Italian locomotive and hitched to a French one.*

*"This was a project of cross border co-operation. For an hour I watched as the locomotives waltzed around each other. [What?] Off came the intercity head, revving off towards France before it switched tracks and slid into a siding; from that siding emerged an SNCF locomotive, which shimmied over the tracks and reversed into us, hitting the second-class carriage with a satisfying clunk.*

*"And then, stress in two languages. Nobody was sure what happened. Did that clunk break a brake? Did the French have an outdated manual? Official recollections vary, but one thing was certain; we left Italy two hours late. How the passengers felt about that depended on their plans."*

Now, my journey was slightly different, being in 1966 when Europe still had closed borders. I left Rome at 17.00 on the 12th April to Genoa PP, arriving at 00.00. Sorry, no engine numbers or coach details. I caught the 01.42 train to Ventimiglia, due to arrive there at 07.10. The train seemed to stop at all the local stations, eventually picking up the morning rush passengers who were mainly ladies. Yes, the views were lovely when daylight appeared, but not when we stopped outside Ventimiglia station

for about 20 minutes. I had a 30-minute connection. We crawled into the station, so now I had 10 minutes to cross the border! I could see my train across the other side and there was a subway. So I dashed down there, up the other side to be met by two gendarmes. They of course weren't having a dishevelled young English man avoiding going through their passport control. So retracing my steps & entering the border control office I watched the Paris train depart without me.

The next train out was to Nice, so I caught that. Not seeing a Paris train on the information boards there for many hours, I spent the day taking in the delights of the French Riviera. I tried to book a couchette on an overnight train, but without success, so I caught a Paris train at 17.37: it was packed. I eventually found a seat that was marked as priority for war veterans. I got very little sleep.

On the 14th April my homeward train from Leeds to Bradford was pulled by 42116, 4 on, sleet. My outward journey on the 7th April had been 01.27 from Bradford, pulled by 42152, 1 coach, 1 van.

---

## Puzzle Corner

## Ian Button

The mystery (at least, to me, a non-Bradfordian) of these markers on the streets of the city is solved.



My thanks to everyone who contributed with the answer to my query, many in conversations, but also to Michael Leahy, Bob Watson, Peter Holden & John Holroyd, who all took the trouble to email or write to me :-

**Bob Watson** explained “These markers were installed by the Council some years ago and feature at intervals along the route between the two stations to show the way. Hence F for the direction of Forster Square and I for the Interchange.”

**Peter Holden** found an unusual bendy example (see second photo): “The corner one is at the sloping entrance to Forster Square. There are still a few on Market Street, but many have vanished with the new paving, it appears.”

**John Holroyd** also added “An oddity of the typeface employed is that only the capital letters I and J have serifs.”

I bet the set of markers cost Bradford ratepayers a bomb, especially as they weren’t all identical types – costs for design, materials, production (casting, printing, finishing) & installation. With many markers having been dug up, the trail is hard to follow now, so unless you know where to look (and lost travellers won’t know) they are rather pointless, but they would make lovely railwayana souvenirs!

John goes on to challenge us with a **Christmas Puzzle** :-

“Some depots to SHED light upon:

We all know Neville Hill at Osmondthorpe, but can you name eight more of the HILL family? What about four LANEs and five ROADS?”.

Answers in the next *Circular*.

---

## Book Review

## Michael Leahy

**British Railways in the 1960's - Eastern Region, by Geoff Plumb, published by Pen & Sword, 2025; 176 pages; ISBN: 9781473825550. Price £22.49 (£18.99 for e-book)**

Let me say at the start that my version of the Eastern Region starts in London and ends somewhere just north of Doncaster, where the North Eastern Region takes over. It certainly doesn't extend to Newcastle, Hexham, Edinburgh or Glasgow. I have in my bookcase two Eastern Region passenger timetables, 1955 & 1965, both dark blue covers but unfortunately no maps. Alongside them are my 22 North Eastern Region timetables with bright orange covers & nearly all with maps. Anyway, it's the author's book & he can go where he likes.

The book starts with a dedication to Geoff's father Derek, using a photograph of him in the cab of 62005. Now I have a slight, distant connection here, having worked with the late Derek's brother Les during my ten years in Leeds Control office. We are still in touch & meet up to put the world & the railways back on track, so to speak.

The Introduction runs to six pages - Geoff goes back to his childhood days in Sheffield, saying that his father was founder member of the Sheffield branch of the RCTS. His father then got a job north of London & as a result moved his family there.

The interest in railways flourished, to the extent that for his 13th birthday Geoff asked for a camera as his present. This resulted in a Voigtlander Perkeo, taking twelve 2½" square b&w photos on 120 size film. For his 14th birthday he requested an even more expensive camera, half the cost of which he had to pay back in instalments. (As Geoff had two brothers and a sister, money was tight.) He tried various makes of film, both colour and b&w, settling on Agfa CT18. A provisional licence plus a motorbike were used as transport, plus his father had use of a company car at weekends to get around chasing the last of steam.

Having got the required grades to get into to university, Geoff was back at Sheffield working in a family friend's factory. He tried applying for various jobs and eventually started work for London Weekend Television in October 1968.

Regarding the copious captions under all the photographs, Geoff mentions that the information should not be taken as gospel, because of the misinformation that was provided & accepted as genuine when people were trying to make accurate detailed historical records of the disposal etc of steam locomotives.

The photographs - 164 of them, starting with 60022 Mallard at Kings Cross, 2nd June 1962. I mention this because Geoff says that it is a colourised black & white photo, followed by 19 lines of description. This is followed by various diesels round Kings Cross. Across to Liverpool Street to see 70003 on an RCTS excursion, then D8236 on 6th October 1962, another RCTS trip - I remember this one. Then a simple b&w simmering dirty 45267 at Marylebone, 1st July 1966.

A nice selection of ECML at Hadley Wood including 9F's + D0280 Falcon, before moving onto Hadley North tunnel. We jump then to Doncaster & Goole & New Holland, including the Humber paddle steamers. Then Leeds showing various trains arriving & departing, several to & from Bradford but not telling us whether to Exchange or Forster Square station. On to Darlington, an ex-works 8F 48678 - spotless.

Going North & North East, nice industrial locations & various RCTS excursions which appear and disappear, only to reappear several pages on in a different location. A prime example is D8236 from page 20, popping up again on page 136 at North Woolwich! We touch Hawick, Edinburgh & Glasgow, now they are Scottish Region, I can let him off, not because they are RCTS trips but because they feature A4's.

Finally, back to the Eastern Region, vintage electrics on the line westward through the Pennines.

A nice book to look at, but would I have bought it - no. I have just bought a book in a charity shop: "Portrait of Steam", by Eric Treacy, published in 1967, for £1.50. Now that is a book to buy & look at again & again – sorry, Geoff.

---

## Huddersfield Railway Circle – Programme 2026

All meetings (except marked \*) at Huddersfield Town Hall, 19:30–21:15.

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

**Date      Subject/Speaker**

**2026**

Jan 14<sup>th</sup> - The Harz Railway - Philip Lockwood

Jan 28<sup>th</sup> - Gricer's Year 2025 - Robert Clarke

Feb 11<sup>th</sup> - AGM, plus slide/digital presentations \*

Feb 25<sup>th</sup> - The Highland Railway, Part 1 - Bill Jagger

Mar 11<sup>th</sup> - The Peter Fox collection - Andy Barclay

Mar 25<sup>th</sup> - An evening with Gavin Morrison

Apr 8<sup>th</sup> - The Bradley Wood accident - Richard Heath

Apr 22<sup>nd</sup> - Trains at home and away - John Whiteley

May 6<sup>th</sup> - Austria or Hungary (tbc) - Peter Holden

May 20<sup>th</sup> - China & Inner Mongolia 2025 - Dave Birtle \*

Jun 3<sup>rd</sup> - Both sides of the pond - Chris Taylor

Jun 17<sup>th</sup> - The Colossus that was Crewe - Steve Armitage \*

\* The meetings on 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](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.

## 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.

- Developing a Model Railway in TT:120 Scale by David Ashwood
- The Welsh Marches Railway by Chris Davies
- The Swanage Railway by Richard Marks
- North West Railways Gallery by David Maidment.

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

#### 17th September - Austrian Railway Journeys 2010 and 2022-23, by Peter Holden

This afternoon, in a change of the planned speaker, our worthy Secretary stepped into the breach with a show of his travels in Austria. My own knowledge of Austria is from a rail holiday in Jenbach, and as a member of the Austrian Railway Group. So much of today's show was new to me or known only from magazine articles. As Peter's travels have been well documented in the recent issues of *The Circular* I won't go into details of particular journeys. But what journeys!! I don't think anyone could better Peter's mileage covered.

Peter does have the advantage of having a daughter living in Austria enabling frequent visits.

As in Switzerland although the scenery stays unchanged the motive power has become much more standardised. This has been compensated by greater variety of liveries of the locomotives and units. So no dull green of old.

Peter as a regular traveller was able to give a greater insight into the workings of the system, and of the characters and staff chatted to on his travels. So to conclude have a good look at the latest magazines for more about his travels.

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

#### 13<sup>th</sup> October – Visit to Sheffield Supertram (report by Peter Holden)

Our latest day out that was open to the members of both Bradford and Huddersfield Railway Circles was to the Sheffield Supertram network on Monday 13th October 2025.

Six people came along on what turned out to be a great day out, this following two late arrivals caused by one person's bus ending up in a ditch between Wetherby and Leeds and a second's train being delayed from St. Pancras.

We decided to meet at the Sheffield Midland Station tram stop at 10:15, this so as to catch the hourly service out to Herdings Park. Following Herdings Park we retraced our steps back to the junction with the route to Halfway, in order to cover the second route to the south. This is where we met up with the "late arrivals".

Back to the city centre, now to Cathedral to catch the tram/train service out to Rotherham Parkgate shopping centre. This was the only service of the day which did not run to time, nevertheless it is worth doing for the novelty value I suppose. Another change at Meadowhall South for the Meadowhall tram, staying on this tram back through the centre and out to Middlewood to the north.

Returning a few stops from Middlewood to Hillsborough, a lunch break in the Rawson Spring Wetherspoons was enjoyed with all taking advantage of meal deals which reduced the already cheap prices further!!

The final part of the network to cover was the short branch from Hillsborough to Malin Bridge. An old tram depot wall was noted along the route. Having now completed all routes, two of the group decided to make their way back to the railway station whilst the others left the tram at Shalesmoor for a cultural visit to the Kelham Island area which included a pint in the Fat Cat, and further drinks in the Kelham Island tavern. Following this, two of the party managed to catch the wrong tram for some reason, necessitating a very quick walk from the Hyde Park tram stop back to Midland Station!

All in all, a great day out, possibly our best so far.

Why not come along on and join us on these social outings? Next on the agenda will be either Mersey Rail, West Midlands Metro or the Tyne & Wear Metro. Not sure in which order, but I will endeavour to keep you up to date.



Photo: Peter Holden



Photo: Peter Holden

### 15th October - From Ossett to Penzance via Thurso, by Roger Hepworth

In another change to the planned programme, Roger stepped in at short notice to give today's presentation. As the title suggests, and like most of Roger's shows, we started at Ossett, on this occasion in steam days. We travelled westwards in the general direction of Cornwall with much photographic activity on the way. Next, Roger took us north using a combination of trains in order to reach Inverness where we proceeded to the Kyle of Lochalsh, returning to Inverness to continue northwards *en route* to the far north, finally arriving at Thurso.

Roger is not only a prolific photographer, capturing the locomotive and train, but he also discovers interesting details of the railway which have disappeared over the years. He always seems to be able to recollect places visited, details of locomotives and also the times and details of journeys of the past.

A most interesting presentation for which we must thank him for stepping in to give this show at such short notice.

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

### 12th November - TALGO, by Colin Smith

I must confess the name Talgo is not something I knew much about, so today's speaker Colin Smith was able to explain the history and development of this almost unique train. It was interesting to learn that Talgo trains have been exported to the USA, and are also being developed for use by DB in Germany. The unique features of Talgo trains include the unusual connections between coaches, the low centre of &

low roofline, and light weight. Also, to cope with the differences between the Spanish 5ft 3inch gauge and the standard gauge of most of other railways, a very high-tech system has been developed to allow rolling gauge-changes.

Unfortunately, computer gremlins affected Colin's presentation in a couple of places, but they didn't put us off from enjoying a most interesting talk.

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

---

## **Lost Railways of Bradford**

A project to record citizens' memories of now-closed stations around Bradford has involved a number of open meetings. The last meeting, on Friday Dec 15<sup>th</sup>, is to gather recollections & photos of Laisterdyke station. The meeting is to be held at Laisterdyke Youth & Community Centre, Manse Street, Bradford BD3 8RP, from 13:00-15:00. For more info, phone or text Jonathan Crewdson on 07422 715910, or email [mail@neighbourhoodproject.org.uk](mailto:mail@neighbourhoodproject.org.uk)

---

## **Ben's Bits**

Barmouth Bridge crosses the Mawddach estuary. It is 2292 ft long, with 113 timber spans and 8 iron spans. The columns for the iron spans go down to rock at 120 ft below sea-level. Originally for shipping, there was a sliding span which took 37 minutes to open, but this was replaced by a swing span, which hasn't opened for many years. The bridge was built in 1867, and it incorporates a footbridge, for which you pay a toll.

---

## **Secretary's Page**

## **Peter Holden**

As the dark nights have now drawn in and we are approaching the Christmas festive period, I think back to my youth when I had a lot more enthusiasm for train spotting. Back then (early eighties) I would regularly get up early on Christmas Day morning, not to open my presents but to get in the car and go around on my usual shed tour! Knottingley, Tinsley, Shirebrook, Toton, Barrow Hill and Healey Mills. Although clearly bonkers, my rationale was that no one would be at work, thus I could help myself to a spot of photography and number taking. It worked well on 95% of sheds visited, in fact I only bumped into someone once, this at Toton! He was more shocked than me. I explained to him what I was up to and he was fine with that.

I feel we have had a good year, with a program of most interesting meetings. Our visit to the Whistlestop Railway was fantastic, with most of our members attending on what turned out to be a good day weatherwise, which helped.

As ever, please do let me have the contact details for any prospective guest speakers and should you wish to give a talk in 2027, please get in touch.

Best Wishes for Christmas and the New Year from your Committee.  
Peter Holden

---

## Circle Diary 2026

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

	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	Spen Valley Railways	Philip Hellawell
	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 – More “Late Arrivals”

Some more announcements - late arrivals to the Railwaymen's Christmas Ball :-

Please welcome Mr & Mrs Pertram from Sheffield, and their daughter Sue . . . Pertram (that one's for Peter).

Also Mr & Mrs Dwye, and their daughter Ellen . . . Dwye

Now, visiting from BR (WR) - Mr & Mrs Tern-Hydraulic, and their son Wes . . . Tern-Hydraulic

And Mr & Mrs Dard-Gauge, and their son Stan . . . Dard-Gauge

“Enough! Enough! . . .” you all call - “. . . No more!”

That's all, folks! Happy Christmas!