

# THE CIRCULAR

Bradford Railway Circle

No.348 – 2nd Quarter, 2009

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## Editorial

The media have been doing a good job recently, promoting various railway features and attractions. First, there was a very good TV programme on the refurbishment of Kings Cross refurbishment. Not quite on a par with St Pancras, but still an excellent job, underlining the difficulties of combining heritage and modern operations. Then the Guardian featured the Wrexham, Shropshire & Marylebone Railway, which operates a couple of relaxing services to London & back (£69 family return can't be bad) – see [www.wrexhamandshropshire.co.uk](http://www.wrexhamandshropshire.co.uk). Lastly, the same paper in last weekend's railway-related travel supplement, showed the Welsh Highland/Ffestiniog plans, with the attractions of Mallets in the Aberglaslyn Pass (opened on 22<sup>nd</sup> May). See [www.welshhighlandrailway.net](http://www.welshhighlandrailway.net)

More copy is needed! I have a steady supply (and some in hand) from Ben – what would I do without Ben's Bits to fill some ugly gaps. But I can't do a special "Ben's Bits" issue (well, perhaps I could). So, you other members – please get busy and send me some more material as soon as possible. Give Ben a holiday.

I'm also short of photos for the next issue, so please forward pictures for consideration in forthcoming issues.

# Land of the Rising Sun

Dave Peel

## A snapshot of Japan, October 2008 (Pt.2)

After one night in Hiroshima itself we transferred next day to the nearby island of Miyajima, again for a single night. Hiroshima is well served by a system of street trams, some single cars, some multi-trams and it was one of these, labelled 'Green Mover' and similar to Sheffield's, that would take us on the one hour ride from the centre to the ferry terminal. This was not until 10.00 however so I squeezed in a quick ride before this on the part overground / part underground Astram line, recently opened. This turned out to be a rubber-tyred 'train' running in a concrete right of way with enclosed stations i.e. with gates opposite train doors. Interesting, but difficult to photograph.

Miyajima has no trains, buses or trams, but is small and scenic. It does have the famous floating Shinto Shrine of Itsukushima (yes, you've guessed it has World Heritage Status) and this was visited immediately after checking into our Ryokan hotel. These are hotels of a traditional Japanese nature where you sleep on the floor, wear a kimono, walk round in slippers and eat local food with chopsticks. It's advertised as an amazing cultural experience. Mmm.

The Shrine is famous mainly because it's built on stilts on the beach and therefore stands high and dry at low tide and in several feet of water at high tide. Quite a sight, as was the Shinto wedding ceremony which, by a stroke of luck was taking place within. After this visit, another optional extra was to take the two consecutive 'cable cars' (they're called ropeways in Japan, whereas cable car (Japan) = funicular (UK), remember this!) to gain the scenic viewpoint on Mount Misen in the middle of the island. Not that these ropeways actually got you to the top, that was another 30 minutes walk away and seriously aerobic, but as we'd nothing else better to do we made it to 530m a.s.l. for the best view back over Hiroshima.

Next day we retraced our steps to central Hiroshima via the ferry crossing and, this time, a local JR e.m.u. rather than the tram. Our second shinkansen ride was on the 11.46 Nozomi bound for Tokyo, as far as Nagoya (beyond Kyoto) where we were to change for the picturesque inland run up to Takayama. As our arrival in Nagoya was not until 14.08 a snack lunch was purchased before boarding our N700 and eaten on the train, a far cheaper alternative than using the trolley service. The ride was quiet and smooth on the dedicated track and even when passing trains going in the opposite direction in a tunnel – of which there were many – there was no significant jolting or ear-popping sensation. It really was impressive. As also was the mileage of track that was elevated, both over the surrounding agricultural land and within urban areas. Obviously this eliminates level crossings, and keeps the standard gauge completely separate from the narrow gauge system. Perhaps also the supports contain an element of earthquake-proofing, and since much of the motorway system is elevated as well,



457 Henschel Garratt, Kanchanaburi, 16 October 2008

Peter Holden



4145 (ALS 466) Kanchanaburi, 14 October 2008

Peter Holden



4203 (AHK 276) Bangkok Hua Lamphong, 13 October 2008

Peter Holden



4211 Kanchanaburi, 15 October 2008

Peter Holden

this may be why. Whatever the reason, it's extremely expensive infrastructure both to erect in the first place and to maintain.

At Nagoya we changed onto the 14.47 diesel multiple unit (3' 6") for the 2½ hour run to Takayama in the Japan Alps. The unit was nine coaches long and of very high specification, advertised by the title 'Wide View Hida'. Hida refers to the river whose valley is largely followed, and the stock had extra clean wide windows and a shining interior, though the unit was by no means new. Takayama is 'small town' Japan, mostly undeveloped with narrow streets and many wooden houses, as the following morning's walking tour proved. This included the Shogun Administrator's house, and a recommendation to visit the Hida Folk Museum ourselves in the afternoon. We duly did this, as there seemed to be little else to do here. (There was a plinthed 2-8-0 to photograph close to the station but that only took 1/125<sup>th</sup> of a second!)

Two nights were spent here and on both evenings we ate at a small family-run restaurant where the father delighted in entertaining us with his magic tricks. We even took another couple with us on the second evening to prove the veracity of our tales.

Friday, and it was back to Nagoya on the 09.18 (a 'wide view' through train from Toyama), to connect with the 12.33 for Mishima. This shinkansen was again an N700 unit and after eating our pre-bought snack on the train arrived at 13.54. Onward transfer was then by coach over the Hakone Pass (850m) and into the Hakone National Park in the foothills of Mount Fuji. Road travel to the hotel was however broken by a sail on the tranquil Lake Ashi on board a replica 17<sup>th</sup> century 'Pirate Ship' which provided distant (and very indistinct) views of Mount Fuji before re-boarding the hotel-bound coach.

Saturday now, and today's the day we really get to see Mount Fuji, up-close in all its glory. Or will we? Yesterday's glimpse was hazy to say the least, and statistically clear views of the mountain are only seen on 23% of days. The morning seemed bright and sunny as we walked to the local bus stop for the short, but steeply downhill journey to the station at Kowakidani. The Tozan Railway train (two-coach standard gauge e.m.u.) then took us the short distance to Gora where we changed onto the cable car to Sounzan followed by two successive ropeways (translated these OK?). These eventually brought us to Owakundani where, finally, we would be able to get a clear view of Japan's iconic mountain, if this was possible. It was! At 3776m high, snow-capped and cloudless, the big question was how it could have entirely hidden itself from our view until we got to this point.

The ropeway terminal was crowded, as road access is available from the opposite direction, and the walkway to the hot sulphur springs was also heaving. (There's a large sulphur quarry here besides.) At the springs you could buy four eggs that had been hard boiled in the sulphurous brew, apparently tasty but with blackened shells. (The top of Mount Fuji actually offers a noodle bar and a post office! Not that we

went of course, it's only 'open' for climbing in July / August). After taking several shots of the dormant volcano, which last erupted in 1707, on both standard and telephoto lenses, we headed back the same way we'd come, the ropeway immediately crossing the enormous and frighteningly deep void over the sulphur quarry to gain the sanctuary of the lower slopes. Lunch was bought at the botanical gardens half-way along the cable car route, before walking further down to Gora station and taking the Tozan train right to the bottom of the valley. This was a steep and interesting ride, and two reversals were necessary on the descent before reaching 3' 6" gauge JR territory again at Yumoto.

From here we were to head directly into Tokyo on the 15.18, but time was available for a quick walk into the town and to take a few shots of trains entering and leaving this small mixed-gauge station in pleasant sunshine. One of these trains was branded LEX 30000 on the side, with 'Limited Express' in explanation beneath. Ours bore the legend 'Super Express 50000' (NOT abbreviated to SEX !) and we were to travel in the 'Romance' car, which turned out to be an observation car at the rear of a fixed formation. Hence, when leaving Tokyo for Yumoto the driver has to climb through the ceiling of the observation section (via folding steps) and drive from a cab situated above the passengers. This on 3' 6" gauge and overhead collection, remember.

Arrival into Tokyo's Shinjuku station, one of the world's busiest and located west of the city centre was at 16.50, and a short walk brought us to our hotel, where we were to stay for three nights. Consistent with all previous transfers, our luggage had been sent ahead and was waiting for us in our rooms, which being on the 28<sup>th</sup> floor gave a rather splendid panorama over night-time Tokyo, at least in directions not obscured by other high-rise buildings!

The coach tour the following day fortunately took place on a Sunday so that traffic was (for Tokyo) relatively quiet and the Buddhist Asakusa Temple was reached within the hour. Again there was the bonus of a 'live' Shinto wedding taking place at the adjacent Shrine whilst we were there, but we soon moved on to the National Museum and then a local street market. This completed a quick 'taster' of the capital, and during the afternoon we were able, with a little help at the ticket machine to ride the entire circular Yamanote line from Shinjuku. We got off only at Tokyo's main station where all the shinkansens arrive and depart, but no access could be gained to these platforms without a ticket. Although this circular trip gave us a sight of many parts of the sprawling city, virtually every sector looked just like another, with few easily distinguishable features. Each area was very densely populated, on an apparently non-planned scale, with little or no sign of parks, open spaces or of greenery in general. What was noticeable was the huge expenditure on elevated electrified railway lines, which seemed to go everywhere. An evening visit to the local MacDonald's (eat-in only), followed by a long (longing?) look in a camera shop that extended to five storeys (!) completed our first day in Japan's current capital.

Tokyo also boasts a recently opened (14 October 2007) Railway Museum in one of the suburbs, and as a 'must see' attraction the English guide accompanied ourselves and six others (surprisingly, since no-one else had bothered in Kyoto) on a last-day trip, to Omiya. This suburb is 30km north of central Tokyo and was accessed via a Saikyo line local from Shinjuku and the new shuttle train from Omiya to the Museum. The interior was rather a disappointment, lots of exhibits yes, some steam, some diesel, some electric all grouped neatly around or near to a turntable on which a C57 Pacific was occasionally turned. However the illumination was poor, dark even, with a totally enclosed roof and few side windows. Photos with a film camera were therefore difficult and / or unsatisfactory. On the other hand the cafeteria was fine and friendly, though many visitors brought their own picnic, eaten in an ex-restaurant car placed outside with this intention. The main building is closely confined between two converging sets of electrified lines, narrow gauge on the ground level and several standard gauge shinkansen lines, elevated and running passed at Museum-roof level. The public roof viewpoint oversees these and the Museum's slow-speed children's outdoor railway circuit. This layout (about 2' gauge) is complete with colour light signals, platforms, passing loops and a turntable; operators sit in the cab of a double bogie vehicle with space for two; it is even 'rail connected' to the Museum by a mini shinkansen!

Several photos were taken from this roof vantage point including a variety of 'bullet train' types, amongst which was the latest 'MAX' double-deck version. We then retreated inside to watch a 1953 film in black & white telling the story of how JR got the fish to the table. Amazing, it could have been made by British Transport Films – exactly the same style! Shown within this film were extensive scenes of the renowned Tokyo fish market. We had wanted to go to this as well, but at least we saw it on screen, if not in reality.

Returning to the hotel on our own, we packed for the final time ready for a quick exit tomorrow. Yet another 06.30 breakfast followed by a one-and-a-quarter hour coach journey to Narita airport (a strangely quiet place) brought us our last glimpse of Tokyo before leaving on the 12 noon flight to Heathrow, on time to the minute – appropriately!

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## The Outer Circle

By Geoff Butland, republished by Frank Robertshaw.

### **Centenary of Leeds & Bradford Railway. Commemoration Run. Monday July 1<sup>st</sup>. 1946.**

On July 1<sup>st</sup> 1846, The Leeds & Bradford Railway was opened to the public and as we now look on this line, the Manningham portion of it anyway as 'ours', it was decided that to mark the Centenary we should make the journey to Leeds and back.

Accordingly our Hon. Secretary, Mr F.H.Lea contacted the LMS at Leeds and they welcomed the idea with open arms, stating that they would give us every help they could. It had been intended that Mr. R.C. Flowerdew in his capacity as President of the Bradford Railway Circle, and also representing the LMS, should meet us formally at Leeds. Unfortunately, however he was away on holiday and so that part of the proceedings had to be dropped.

However a party of 21 assembled at Forster Square station for this, the Circle's 12<sup>th</sup> outdoor event, in good time for the 8-43 pm for Leeds City on Monday ,July 1<sup>st</sup> 1946, it being a perfect summer's evening.

The engine was Class 4P 2-6-4T No 2380, one of the Fowler parallel boiler series and was taking water as the party walked up the platform. We were somewhat disappointed to note that it was to work the train bunker-first, as part of the formal proceedings involved the placing of an illuminated board on the engine and later a banner was to travel to Leeds and back. Considering that these would look better on the smokebox than the bunker, we explained the position to the driver and asked him if the engine could not be turned. He replied that he was willing to do so but that the signalman in Forster Square Passenger Box would have to be informed to that effect. Just then a platform inspector arrived and he kindly went to the signal box and made the necessary arrangements. The engine moved off towards the turntable with seven members, including our Vice President (who incidentally showed an amazing agility in scrambling aboard at the last minute), on the footplate.

In due course 2380 returned and was coupled up to the train. The Vice President of the Bradford Railway Circle, Mr Charles Hutton, then formally placed the illuminated board on the lamp iron on the smoke box door. This board, the work of Mr H.Cockshott, bore a suitable inscription in black letters on a white ground together with the initials L&BR.,MR.and LM&SR. and the Coats of Arms of Bradford & Leeds in colour, the whole being enclosed in a border of LMS red.

This ceremony being over, the board was removed and in its place the banner, supplied by Mr F.H.Lea and which was of white linen with black letters fixed. This latter job was supervised by a fitter and his mate sent specially from Manningham Shed for the purpose. We now took our seats in the train which was made up as follows :-

Class 4P 2-6-4T No 2380.

Driver.	<i>Thomas.B.Hunt.</i>
Fireman.	<i>Colin Ingham.</i>

LNER Corridor Passenger Brake.

LNER Corridor Passenger Brake.

LNER Corridor Passenger Brake.

LNER Corridor Passenger Brake.

LMS Corridor Passenger Brake.

LMS Corridor Brake 3<sup>rd</sup>.

LMS Corridor 3<sup>rd</sup>.

LMS Corridor 3<sup>rd</sup> Vestibule Saloon.

LMS Corridor Composite.

LMS Corridor Brake 3<sup>rd</sup>.

An interesting point was that the third vehicle (ex GNR) carried destination boards marked Charing Cross.

Of the journey to Leeds an interesting point was that one of our members, Signaller Percy Marles was on duty in Manningham Junction signal box as we passed and arrangements had been made to have the train photographed from the overbridge near the west end of Thackley tunnel as we went by. On the way down a collection was made among the party for the driver and fireman which realised 15/- and this was handed over to them at Leeds City station by Mr G.T.Bradley the youngest member present. Leeds was reached at 9-34pm, 4 minutes late, and the banner was quickly removed and transferred to the engine of our return train due to depart at 9-45 pm This consisted of the following :-

Class 5 4-6-0 No 5043

Driver. *E.B.Thornhay.*

Fireman. *S.Kitching.*

LMS 4 wheeled Fitted Goods Van.

LNER (ex NER) 6 wheeled Passenger Brake.

LMS Corridor Brake 3<sup>rd</sup>.

LMS Corridor Composite.

LMS Corridor 3<sup>rd</sup> Vestibule Saloon.

LMS Corridor Brake 3<sup>rd</sup>.

We left Leeds City 3 minutes late and, as on the outward trip a collection was made for the engine crew. This proved to be a few coppers short of fifteen shillings but the difference was soon made up to that amount. During the journey one or two short speeches were made thanking various members for their efforts in helping to make the event such an outstanding success.

We arrived at Bradford Forster Square on time at 10-34 pm and Mr C.E.Scholey the Circle's Hon Treasurer handed over the proceeds of the collection to the driver and fireman.

Finally on passing through the barrier we were allowed to retain our tickets as souvenirs and went our various ways feeling that the centenary of an event of great importance to both Leeds and Bradford and indeed the whole district had been suitably marked by our efforts.

**GHB.**

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[Footplate staff signatures computerised by Frank Robertshaw.]

## A Short Story

Oliver Bulleid was a Doncaster premium apprentice and then later as Gresley's assistant must have learned most of what he knew from Doncaster and his experience there prior to going to the Southern.

Not that he was above ribbing his old boss. When he suggested welded carriage under frames in the late 20's Gresley would not agree because he thought they would not be robust enough. Bulleid went ahead and built several welded under frames with welded on mock rivet heads. After some five years service they were OK, and he admitted what he had done. Gresley was apparently highly amused, but continued to use riveted under frames.

FR/LBSG.

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## Meeting Reports

## Philip Lockwood

8th April – Thirty & Forty Years Back, by John Holroyd

A full house for this ever popular show, tonight we covered the years 1969 and 1979. John moved straight into the talk without the need for a long introduction, or indeed a map! 1969 started with a special Deltic hauled train over the Waverley route on the 4th January. As a complete contrast the next visit was to Stewarts and Lloyds ironstone workings in Northamptonshire where travel was taken in open wagons behind the 0-6-0 "Ugly" locomotive one of which John became part owner when it moved to the Worth Valley. A visit to John's attic next, to see developments on the EM&W Rly, a newly completed No 50 being one of the more unusual locomotives on the fleet! Next, a visit to the Hunslet Engine Company where Flying Scotsman was receiving attention. Just down the road to the Middleton Railway where it was still possible to see the ex Swansea and Mumbles tram although by now in a very sorry state. Your reviewer remembers travelling in it during students "rag" week a few years earlier. We then moved on to cover the ex GNR with pictures taken at Morley Top before a visit to Dinting which was still home to Jubilee "Bahamas". Our next visit was to Wales where lineside pictures of the Snowdon Mountain railway were taken on the two occasions when John walked up to the summit avoiding the expense of the train fare!

Nearer home visits were made to Jack Buckler's railway at Howden Clough as well as a visit to Esholt sewage works where the intrepid travelled the system in open wagons. The year concluded with visits to Immingham Docks and the trolley bus system at Cargo Fleet.

1979 dawned with a visit to the Western Region covering Swindon, Cardiff before moving on to the Somerset and Dorset line. About this time Land Rover DUD 743 partly owned with Jonathan Stockwell was seen on the Trans Pennine Run. A visit was also made to the Open Air museum at Beamish where stock from the Glasgow Underground was in store.

This was the year when the Bradford Railway Circle moved from the chapel at Girlington to the forerunner of our present meeting room, John photographed members attending the last meeting at Girlington and it was nice to see that some of the members were at tonight's show. On the model railway front visits were made to Tony Emerson's garden railway as well as the late Bill Stocks "Heatherfield Light Railway "at Marsh in Huddersfield, a truly unique railway that I had the pleasure of visiting on a number of occasions.

Although longer than my normal meeting review I have only been able to cover what to me were the highlights of the show which as always finished promptly at 21-00 hours.

I think all present will be looking forward to the next instalment. Thanks, John, for another excellent presentation. The vote of thanks was given by Eddie Lumb.

#### 22nd April 2009 - The Station, Part 1, by Robert Clarke

Robert has previously given talks based on lines in the Huddersfield district, so your reviewer rather expected that the title referred to Huddersfield station. This was far from the case - in fact stations all over the United Kingdom and abroad were shown. Robert brought along a book by the railway photographer Henry Priestley, who apart from showing photographs of trains also liked to include station architecture and people in his photographs.

Robert has attempted to follow his example with pictures of the general railway scene, and where possible people nicely placed in the composition. Needless to say this managed to attract the attention of the railway personnel and Robert seems to have had more than his fair share of problems whilst going about his hobby!

Be it his home station of Huddersfield or further afield in Germany and Italy Robert showed an excellent range of photographs. As this talk was titled Part 1, hopefully it won't be to long before his return with Part 2. The vote of thanks was given by Victor Lee.

#### 20th May 2009 Chinese Railways 2008, by Keith Preston

I think it only fair to say that your reviewer was having difficulties not only remembering the places visited but also how to spell them! Although we have seen many shows of Chinese Steam, it is always interesting to see an individual's approach to the subject. It is always difficult to keep the interest going when a country has so few remaining classes of locomotives. What Keith managed to show was the more unusual aspects of the remaining system, granted that most if not all surviving steam operations are now in the hands of private operators and not part of the China Rail system. The multi level opencast mining system reminiscent of the Welsh slate quarries but on a grander scale were of interest. Also the steel works with the shots of slag tipping, it was almost singing the knees of members on the front row!

As an aside from railways the entomologists were catered for with a number of close up shots of 'crickets" whilst waiting for the elusive steam train. For Victor we also had a "Young man on a Tricycle". [But I think Victor was absent this evening – Ed.]

Thank you, Keith, for the show - I only wish the audience could have been larger. The vote of thanks was given by Paul Hatton.

### 3rd June 2009 "Land of the Rising Sun" By Dave Peel

Any member who has read the latest issue of *The Circular* will have had a preview of tonight's show by Dave and will no doubt be looking forward to part 2 in the next issue. For this reason I will not go into details of all the locations visited. The show covers a tour of Japan made by Dave and his wife in 2008 through the travel company 'Great Railway Journeys' and although not an out and out railway enthusiast's tour it did use the national railway system to cover large areas of the country. We looked at all aspects of Japanese life, visiting many of the temples and also the site of the A-bomb dropped on Hiroshima in 1945. Surprise visits were made to the Umekoji Steam Locomotive museum which included examples of Japanese steam locomotives in working order. Much of the travel was in the new Shinkansen high speed trains which whilst very impressive in performance, to your reviewer, left something to be desired in the looks department!

Thanks, Dave, for an excellent show, leaving me wondering which exotic location you will be visiting next? The vote of thanks was given by David Wilkinson.

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## **Ben's Bits**

Railway Stations (Daily Mail, May 2009)

Lord Adonis, the Minister of Transport, visited 50 stations in 9 days. He found toilets were closed or filthy and that facilities were either closed or non-existent. Shocked, he has appointed two toilet "tsars", Sir Peter Hall, town planner, and Chris Green, former Chief Executive of Virgin Trains. Neither has a mop & bucket as a badge of office, so the writer (Martin Samuel) thinks that little will be done – he thinks that more attendants would be more useful.

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## **A Driver's Tale**

**Derek Cooper**

I was about 11 years old when I heard this; I have no idea if it true or was it a joke I didn't really understand. The scene was around Manningham - a driver who was not particularly liked by most of the cleaners and firemen was in his usual grumpy mood... The fireman was breaking a large piece of coal with his coal hammer, and some of the bits flew around the footplate. The driver became annoyed and remonstrated to the fireman, telling him to clean it all up. This done, he then produced a large piece of chalk and drew a line on the floor of the cab, from under the firebox door towards the tender, and gave forth the ultimatum that the driver's side of the cab was his and the fireman was not to go beyond the line. This caused the fireman some problems, as he was right-handed, and he told the driver that firing was difficult. He was firmly told that he must learn to fire left-handed, this he did with difficulty. A little later the driver exploded that the steam pressure was dropping and the fireman had better do

something about it. The fireman opened the firehole door and stated that his half of the fire was OK and it was the driver's side that was low, and he had obeyed the driver's dictum to the letter and had kept his side of the line and he wasn't going to change unless instructed otherwise. I gather an argument took place and the driver rubbed out the line with his foot, and they worked in silence until the end of the shift.

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## **The West Lancashire Railway      Frank Robertshaw**

On November 16th 2008 The West Lancashire Railway held a special steam day to raise funds for the BBC's "Children in Need" charity.

There are 2 steam engines running and visitors can travel on the train for as long as they wish for free. They do however have volunteers standing close with buckets to collect any offerings. It ran from 11-00hrs till about 16-00 hrs. Mary and I took ourselves there and enjoyed a nice day in the autumn sunshine. They allowed us to go along the line after donning HVV's and we were able to take photographs and film. We got on very well with them and we had a cab ride before we went home. One of the volunteers asked us if we knew Stuart Lindsey and of course we said that we had never heard of him.

At the end of the event they collected nearly £300 for Children in Need, which was a record for them. Next year they will want to collect even more.

The railway was started in 1967 by 3 schoolboy enthusiasts, all of whom are still involved in the railway today. The railway was to be of 2ft gauge. The railway was conceived as a working museum for preserving and operating 2ft gauge locomotives and rolling stock and this is still its purpose today.

The West Lancashire Railway is a very small railway with an amazing collection of locomotives of several kinds, and it hopes to be the Narrow Gauge Railway Museum of the North West of England.

The West Lancashire Light Railway is not the first narrow gauge railway on the site, railway systems of several gauges were at various times used by Alty's brickworks. The present WLLR runs along two sides of the former clay pit which has been partially infilled, several buildings of the brickworks, including the chimney remain.

The Locomotives running on Children in Need day were *Irish Mail & Stanhope*. *Irish Mail* was no 823 of Hunslet, built in 1903. When it was bought at auction by the group in 1969 it was all in pieces and needed a lot of TLC and more important it had no boiler. They managed to get a spare boiler which was for sale at Dinorwic Quarries, but they had to get it away themselves. The loco was rebuilt and the work was completed in 1980, when the railway saw steam working on its tracks for the first time.

In 1999 the Moseley Railway trust, who had no line of their own, brought *Stanhope* to Hesketh Bank for an indefinite loan period. *Stanhope* is a Kerr Stewart 0-4-2 saddle tank which worked from 1924 to 1947 at the Penrhyn Slate quarry.

I have always had a soft spot for the Pier tramway at Southport. Although today's tram is rather like a Shearings coach it has not always been so. My Mother took me to Southport when I was very young and one of my first railway memories was the Pier tram of those days known as *The Silver Belle*, and it was a real treat for me to ride on it each day of the holidays. I am pleased to note that part of the *Silver Belle* still lives on at Hesketh Bank in the form of the wheels and axles of 2 of the coaches - the toast rack style bogie coach and the semi open bogie coach.

If you are in the area please have a look at the West Lancashire Railway. They will make you most welcome. It may be as well to look on the internet to be sure they are running as they don't run every weekend. They will definitely be running on Children in Need weekend this year. They can be found at Hesketh Bank and the railway is signposted at Hesketh Bank on the main Preston to Southport road.

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## Ben's Bits

In May 1948 the double-headed express train from St Pancras to Bradford was derailed near Wath-upon-Dearne due to a kink in the track caused by the hot weather. Five coaches followed the locos down a 30' embankment, and eight passengers were killed, together with an engine driver who died the next day. A few years ago a memorial was erected near to where the track used to run. It lists the eight passengers, but curiously omits the name of the driver. The locos involved were 5605 *Cyprus* and 5609 *Gilbert & Ellis Islands*.

The Airedale line (Bradford T & A, May 2009)

When the line was electrified to Skipton in the early 1990's the cabling was only sufficient for light local services. This low capacity is now an obstacle to running through trains to King's Cross. Ann Cryer has suggested that dual-fuel trains should be run, or alternatively to use diesel locomotives for the Leeds-Skipton section. Geoff Hoon, the Transport Secretary, has indicated that his department would address capacity issues on all lines already electrified. It has been stated that new stations on the Airedale Line will be built during the next two years, at Apperley Bridge and Kirkstall, at a cost of £16.7 million.

On TV a programme about the Central Wales line claimed the only parcel delivery station-to-station on British railways, with a ticket issued by the guard: smoked salmon from a smokery at Llangammarch (I think) to Llanwrtyd Wells, where it was collected for a hotel.

The C W line also runs a “Jazz Train” where a group entertains the passengers with trad jazz.

Last Christmas one film shown was “Heroes of the Telemark”, which brought back memories of our visit to Rjukan, where we explored the buildings of the Heavy Water Plant, which was one of the Heroes’ targets. Then into the town, where an electric-arc furnace had been preserved – it produced ammonia directly from hydrogen and nitrogen, by the Birkeland-Eyde process. We had hoped to see the loading of the train ferry, which crossed Lake Tinnsjø, but although the ferry was moored at the quay no work took place on Monday (our day). However, we saw the master of the ferry on the dock and he gave us a large bunch of keys and said “go where you like”, which led to a great visit to the boat, which was operated by Norsk Hydro. In the film the ferry was sunk, together with the locomotive and wagons on board, and I assume the deaths of crew and civilians as well, but it did set back the German atomic programme.

The first all-Pullman train was from London to Brighton in 1881. Pullmans were the first trains to be electrically lit.

The Government has announced the proposed construction of Super Express Trains to replace existing ECML stock. They will be serviced at Doncaster, Leeds and Sheffield. Sheffield is also one of the three sites to be considered for building them, in a new factory.

When London suffered from “the miasma”, due to sewage in the Thames, W H Smith proposed to take the sewage out of London by train - but I don’t know how, or where to. The civil engineer Bazalgette eventually solved the problem with 110 miles of sewers, and beam engine pumping stations at Abbey Mills and Crossness.

An area of the platform at Warrington station has been declared a “No Kissing Zone” and signs to this effect have been erected. The management say that this is to reduce congestion at busy times, and have erected “Permitted Kissing” signs elsewhere. However, according to the pictograms men must wear a hat when osculating and the ladies should have curlers in their hair! - as seen on TV recently

Queensbury Truck Line. For hauling coal from Joseph Briggs & Sons’ Hole Bottom Pit up to Sharket Head. Corves of coal were carried on flat wagons kept horizontal by having small wheels at the front and large ones at the back. As the line predated the GNR it came under the triangular junction at Queensbury. After Hole Bottom Pit closed it continued to serve another pit half-way up the hill.

In March 2008 about a mile of the old Yeadon branch was opened as a walking and cycling route from Parklands View in Yeadon to Coach Road in Guiseley – this another Sustrans scheme.

On the TV programme “Railway Walks” it was stated that Barmouth Junction station had five platforms – and there are only two Welsh stations with more – Cardiff and Swansea.

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## Special Traffic Notices

Will members please take note of the following points :-

**Fire Precautions.** Will members please familiarise themselves with the positions of fire exits and extinguishers at Heaton Baptist Church.

**Members’ Discounts.** In return for free advertising in *The Circular* members receive 10% discount on cash purchases at Frizinghall Model Railways and at Buffers – in both cases on production of a valid Circle membership card.

**Contributions to *The Circular*.** Original material, preferably in electronic format (almost any PC word-processor, preferably Microsoft Word or MS-DOS format, but not Microsoft Works, please), or by email to [ianbutton1@btinternet.com](mailto:ianbutton1@btinternet.com)) or typescript – the Editor can scan & OCR (optical character recognition) typed pages.

**Radiators.** Please do not adjust the radiator settings in the meeting room. The valves easily become jammed, necessitating drainage of the system, dismantling and repairs – very expensive.

***Railway Magazine* bound volumes.** The volumes of RM have been removed from the library due to lack of space. Any member wishing to read any volumes (we have c.1929-present day) should contact the Hon. Librarian, Gary Hayhurst, and he will bring them to the next meeting.

**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.

**Disclaimer 1.** The opinions expressed in *The Circular* are not necessarily those of the Editor or the Committee.

**Disclaimer 2.** The Bradford Railway Circle cannot accept any responsibility if video tapes borrowed from the library cause damage to a member’s video recorder.

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## Secretary's Page

**Peter Holden**

Not a great deal to report in this issue. My idea of a day out on the Scarborough Spa express has been met by total indifference by the membership. Yes, it is one of those steam things at the front, but if that’s the problem you could sit near the back and imagine it is a proper engine. Oh well, I will enjoy the day out.

It was good to see Victor’s letter in the last issue; whether you agree or not, he does have a point. And it is good that he has made the effort to share his views.



4533 (GEA596), Sarat Thani, 16 October 2008.

Peter Holden



Dent Head, Settle-Carlisle railway - 2/4/83, Ian Button.



*Irish Mail*, West Lancashire Light Railway, 2009.

Frank Robertshaw



*Stanhope*, West Lancashire Light Railway, 2009

Frank Robertshaw

### Circle Dinner.

We have had a very favourable response from members who attended last year's Annual Dinner at The Midland Hotel. In view of this we are having this year's dinner at The Midland, on Wednesday 14<sup>th</sup> October. Our Guest Speaker for the evening will be Colin Boocock. It would be nice if a few more members made the effort to turn up to social events. Please make the effort.

### Forthcoming meetings.

On Wednesday 1<sup>st</sup> July our guest speaker will be a representative from Grand Central Railways, possible managing director Mr. Ian Yeowart. As I am sure you will be aware they are stating a service from Bradford Interchange to London Kings Cross, via Halifax, Wakefield Kirkgate and Pontefract Monkhill. How about a Circle outing on the first day - oh no! Sorry I forgot that our members don't like train travel. Mike Swift will be presenting "On the Narrow Gauge in Germany & Spain on Wednesday **July 15<sup>th</sup>**". Mike always produces a very informative and interesting talk. Narrow gauge does seem to remove the "foreign talk blinkers from some of our members!

Tony Newnham is presenting "The Other West Coast Line" on Wednesday **29<sup>th</sup> July**. Tony has given no clues as to which line this is, my guess is the west coast of Ireland, so we will have to wait until the night to find out!

On **August 12<sup>th</sup>** we will be having a talk by Stuart Lindsey regarding "Darjeeling in the 21<sup>st</sup> Century" Stuart always brings along a first rate collection of his excellent railway slides. So I am sure we can look forward to a very interesting evening's entertainment.

"Things That Go Bump in the Night" is Richard Winfield's title for his presentation on Wednesday **26<sup>th</sup> August**. Once more I am not too sure of the content of the evening, in this instance Richard has told me but I've forgotten!! Old age!! What is for sure it will be a very good evening, whatever goes bump?

Blimey it's kettle time! I am sure we will have a full house on **9<sup>th</sup> September** when our guest speaker will be Eddie Bobrowski. Eddie is presenting "40 Years of Steam 1966 / 2006! Get here early as Eddie's slide shows are very popular, and with a title like that, who could dear miss it. I will be on holiday.

Our Archivist, Dave Scriven will be presenting "Some More Snapshots" on Wednesday **23<sup>rd</sup> September**. Dave's views of the railways of Europe are usually very good; his light hearted approach is always a pleasant contrast to the more serious presentations! And I for one am looking forward to his slide show.

## Circle Diary 2009

P	Jun 17 <sup>th</sup> .	Far Away Lines, Part 2 Travels in Turkey.	Nigel Lawrence
	Jul 1 <sup>st</sup> ..	Grand Central to Grand Union	Ian Yeowart
	Jul 15 <sup>th</sup> .	On The Narrow Gauge in Germany & Spain	Mike Swift
	Jul. 29 <sup>th</sup> .	The Other West Coast Line	Tony Newnham
C	Aug. 12 <sup>th</sup> .	Darjeeling In The 21 <sup>st</sup> Century	Stuart Lindsey
	Aug. 26 <sup>th</sup> .	Things That Go Bump In The Night	Richard Winfield
	Sep. 9 <sup>th</sup> .	40 Years of Steam 1966/2006	Eddie Bobrowski
P	Sep. 23 <sup>rd</sup> .	Some More Snapshots	Dave Scriven
	Oct. 7 <sup>th</sup> .	Narrow Gauge	Jim Livesey
	Oct 21 <sup>st</sup> .	STPTD And Back Again - Another Ten Years	Tom Ickringill
C	Nov. 4 <sup>th</sup> .	Favourite Lines Part1 (Mk.2)	Victor Lee
	Nov. 18 <sup>th</sup> .	A Bit Of This & A Bit Of That	Paul Corrie
	Dec 2 <sup>nd</sup> .	64 <sup>th</sup> AGM	
P	Dec 16 <sup>th</sup> .	Members Night.	Members

**Please note revised schedule (1 month later than previously, so that subscription renewal forms can be issued with the September *Circular*).**

C - Copy date for *The Circular* – three meetings prior to ...

P – Publication date, ditto – last meetings of **March, June, September & December**.