

THE CIRCULAR

Bradford Railway Circle

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Editorial

We are very pleased to report that our website has been updated – see www.bradfordrailwaycircle.co.uk. There is still plenty to do, and suggestions for additional contents are welcome. Please contact the Circular Editor.

Many thanks are owed to contributors for supplying some interesting articles in this issue. Some material remains to be carried over to the next one, but don't rest on your laurels - more material will be needed soon.

Also, your Editor has been overwhelmed by the number of pictures submitted, thanks to all. Please don't be disappointed if your contribution is not in this issue - if photos accompany an article, I need to include the photos in the same issue. I will try to develop a "Gallery" page on the website, containing pictures not used in the Circular.

Railway news - Grand Central's plan for a Halifax-London service has been delayed from December until May, as the new trains have not yet been leased and time is required for driver training. And Network rail's plans for a high-speed London-Scotland line appear to go the west coast route, so Yorkshire misses out. But as it costs £34 billion (and times are hard), we'll wait & see...

Finally, please note a new feature in the Circular - Small Ads (page 20).

Trip to Belgium – May 2009

Peter Holden

As reported in Issue 345 of the Circular, your favourite railway magazine, I, along with Andy Roberts and Chris Pietruski went for a day trip to Gent and Antwerpen in the early part of 2008. It was a fantastic day of trains, trams and beer. We decided that we would return for a longer period this year, but Chris decided against going, leaving Andy & me to plan when & where to go.

I thought that it would be a sound idea to have a day out on the train and combine this with planning an itinerary. I have been toying with the idea of buying a very small lap top, onto which I would download my Deutsche Bahn Electronic European timetable and my MG Ball European Atlas. With these tools I could conquer Europe, without the need to cart a load of heavy books around with me. The planning mission was set and I charged up an old Toshiba laptop that was lying redundant from my daughter's time at university. As we headed north from St. Pancras heading for Nottingham, our Belgian plan took shape. Basically Andy had the map and came up with destinations, and I planned the train times. All went very well until the harsh reality of modern equipment struck home "Bloody hell we're at Trent Junction" I had not noticed just how easy it is to miss the whole point of a railway journey by sticking your head in computer! I immediately decreed that all this hi-tech malarkey would only come out in Belgium if absolutely necessary. We planned the basics of a six-night stop in Liege and all was sorted. With all the relevant tickets, a shiny new laptop thingy and a fistful of Euros, I was ready for off.

Thursday 21st May

I made my way south, meeting Andy at St. Pancras for a pre-trip supping day. We made our way to the Garland public house in Redhill, a delightful pub which keeps a very good range of John Harvey's beers. The weather was good, the beer was spot-on, it was indeed a very difficult decision to leave such a good pub. This decision was made slightly easier however, by the fact I had talked Andy into continuing down to Brighton to finish off the day in the Lord Nelson, another fine Harvey's pub. Whilst in the pub I was greatly amused by some graffiti on a Carling Lager advert. The ad proudly stated that "Carling made with 100% British Barley" Under which someone added "Sown by Polish birds on 2 quid an hour, fertilized by German chemicals, harvested by American combines, malted with Dutch equipment, brewed in Belgian vats, delivered by Italian trucks and drunk by sons of bankers - Britain, home of the hopeless". You can't beat British humour – or British real ale!

Friday 22nd May.

We find ourselves boarding the 08:34 St. Pancras to Bruxelles Midi. The normal efficient, non-stop, smooth tunnel fest of a journey unfolds and we find ourselves disembarking on time to begin our week of train travel. As Eurostar tickets are valid to any Belgian station we made our way via Virviers Central to Geronstere, which lies at the end of a small branch from Pepinster. Andy then marched me off down to the small town of Spa. We enjoyed a couple of beers and watched the comings and goings of members of the "Liege Chapter of the Harley Davidson Society" in all their grand

but noisy glory! I am not into motorbikes, but if I were this would be a good place for a day's spotting, I always looked on Harley Davidsons as boring big things that are all alike, how wrong I was, there were all sorts of differing bikes. Is there an Ian Allan book of motorbikes?

We made our way to Spa Station to board a train to Liege, changing at the junction in Pepinster. Liege Guillemins Station has been a building site for quite a few years now. Despite masses of work being carried out the station, as yet is still unfinished. Massive is a good word to describe the station. Liege is a quite busy place, it has to be said; however, the Belgian railway authorities must have a bottomless pot of money for such developments, it must have cost countless millions - the approach road alone would have funded several British stations!

We cross the road to our hotel, to check in. This completed we are back to the station for a 37 mile journey to Namur. The evening was spent visiting a few bars before enjoying an excellent evening meal in Henry's Bar, here sampling Brugs wheat beer amongst others, and catching the 21:33 train back to Liege to end a good day.

Saturday 23rd May.

After a hearty breakfast we board the 08:06 departure to Leuven, here changing onto a regional service to Ottignies to connect onto a service to Louvain-la-neuve-Universite, neither of us having done this short branch before. On return to Ottignies we had a short wait so a quick visit to the station buffet produced a couple of Kreek beers, most pleasant on a warm day. Continuing on, boarding the 11:22 Ottignies to Charleroi-sud via Tilly (so I have been on a Tilly trip this year!). A reasonable connection at Charleroi and we catch an intercity service up to Antwerpen Berchem Station. It's not all trains, trains and more trains! At this stage a cultural interlude was enjoyed, walking through what I imagine to be the Turkish part of Antwerpen, Oh look! - a bar - what a surprise! Having sampled a couple of delightful beers we make our way back to the station, catching the 15:48 Antwerpen Berchem to Hasselt via Lier and Aarchot. The guard came around to check our tickets. He turned out to be quite a character, telling us that he collected railway caps and had over 1400 different ones; he has a website called "Railcap Hunter". He went on to mention that he would be going to the NYMR in a few weeks to do a spot of driving, he then suggested that we visit the preserved line at Eeklo near Gent. At Hasselt we change onto a Leuven service, and to complete the circle, so to speak, we then catch a train to Aarchot and on to Liege, thus enabling me to cover quite a bit of new track.

Sunday 24th May.

Our first train today is the 08:00 to Brugge. As with quite a few of the Belgian intercity services this train was formed of several intercity emu's. The carriages are similar to the loco-hauled stock, so they are quite acceptable. As our train called at Leuven about 100 plus boy scouts got on for a day trip to the seaside!! Such joy; they were well behaved but very noisy. Hang on what's all this about? Some of these boy scouts are girls!! Blimey, there was none of that when I was a lad, (mind you, I had doubts about some of my fellow scouts). I may have remained a bit longer had things

been like that in my day. Anyway we left the scouts at Brugge, here changing onto a Zeebrugge service. On arrival, at shall we say a much more modest station, we had to find the stop for the coast tram in rather a hurry. This bit was like England, no directions or sign posts, I had a rough idea as to where the tram line had to be, but no idea as to where the stop was. There was nothing else for it we would have to run, oh dear! After a ½ mile jog/run, we just managed to catch the tram for the short journey along the coast to Blankenberge. I really did need a drink at this stage, a couple of Kreeks being drunk, (as well as heard from my joints) before boarding the 11:11 train down to Gent St. Pieters. We decided to travel up to Eeklo on the off chance of finding and connecting with a train on the preserved line. Andy did not hold out much faith in this actually happening - he was right. On arrival at Eeklo there was absolutely no information to be found regarding the preserved site, not even directions - what a slack set up! We had a quick look around and re-boarded the same dmu which brought us out, changing on return at Gent Dampoort and boarding an intercity service to Lille Flanders. My DB timetable had a disagreement with the Belgian railway timetable at this stage. The ruthless German efficiency stated that our train to Lille would in fact terminate at the border station of Mouscron and onward travel was to be by bus. Oh dear, what could possibly be worse than going to France on a bus - don't even think about that one, it is a rhetorical question, the answer is nothing can possibly be a worse option. Anyway the Germans won the day, the train did indeed terminate at Mouscron, as single line working was in place due to engineering work and only alternate trains went forward. So an early tea was taken in a bar over the road from the station. I can only describe my stay in Mouscron as incredibly hot and very boring. The following service was indeed running through to Lille, so we caught that I remember when Ted sold us out to the French in the seventies, at school we all had to have a French pen friend eeerr! And our city was twinned with some mythical place called Roubaix, and we just happened to be going through a place of that name, on the short journey into Lille. They certainly got that bit right, if this is indeed our twin town, it looks right. It is a run-down dump, plenty of evidence of closed textile mills, all it needs is its town centre demolishing to be a dead ringer! After this cultural nonentity we arrive in Lille, the police have guns and are harassing passengers in the station, but they left me alone, surprisingly, especially as I decided to commit the ultimate crime and take a photograph of an ex-Regional Eurostar unit in the station. Andrew knew a decent bar adjacent to the station, so we crossed the road and made ourselves comfortable for a couple of hours, sampling the local ale. The "Les 3 Brasseurs" brews its own beer - well what can I say, having spent virtually a lifetime disliking these people, who are after all our natural enemy. I find that perhaps I have misjudged the French, if they can produce beer as good as this, they have gone up in my estimation! What's more they drink beer in proper sized glasses, unlike their neighbours in Belgium. After enjoying four different almost pints, we return to the station and leave. A good thing too, I was beginning to enjoying it! The 18:06 Lille Flanders to Liege through service is again formed of an intercity emu, despite being a regional service, the three hour journey, being our last of the day.

[to be continued]



696 Virviers Central, 22 May 09

Peter Holden



1360 Virviers Central, 22 May 09

Peter Holden



66729 GBRF 16:18 Immingham-Eggborough P S (loaded coal), Doncaster 12/6/09

K Preston



66841 (ex 66406 DRS) Advenza Freight. Train of empty KFA but later withdrawn 47145 is shunted to front for scrapping at T J Thompson, Stockton. 08871 in Cotswold Livery behind. Doncaster West Sidings 13/6/09

K Preston

Museums of Carlisle

Robert Pemberton

I first visited Tullie House Museum in 1998, but did not make a return visit until this year. This award-winning museum was founded in 1893, based on a Jacobean mansion near the cathedral, and was extensively redeveloped in 1990. Naturally the exhibits cover life in the city and borders, but also house some items of railway interest. These are shown in three locations.

The ground floor atrium houses a fine model of the largest rail-mounted crane ever built by the local firm of Cowan Sheldon. The company was founded in 1846 and continued manufacturing until 1987. The crane, *Ursa Major*, is a 250-ton diesel wrecking crane supplied in 1960 to the Quebec Cartier Mining Company of Canada. It was used to lift Canadian Pacific locomotives and iron ore wagons derailed on the treacherous 400km Fermont Port Cartier RR on the lower St Lawrence River. *Ursa Major* can lift 250 short tons (1 sh.t.=2000 lb.) and is powered by a Rolls Royce C6SFL turbo-charged oil-cooled diesel engine of 255 BHP. The unit is 36 ft. 7½ in. long, weighs 187 tons, and can travel on level track under its own power at 3.4 mph. *Ursa Minor*, a similar crane of 150 tons capacity, was also built in 1960. The cranes had to be delivered before the St Lawrence froze over in the winter, and both are still in operation today.

The model was built by Bassett Lowke in 1960 to 1/15 scale, and was used as a worldwide marketing aid for the firm for several years, finally in India in 1992. Clarke Chapman of Gateshead, successors to Cowan Sheldon, presented it to Tullie House in 2008.

The Railway Gallery on the first floor features a mock signal gantry with various signs and headboards (“Border City, The Citadel” – original?) as well as the nameplate of 46238 *City of Carlisle*. A nearby case has a b/w works print of 6238 in streamlined condition in 1939. An 0-gauge model of 46238 in black livery, built by Dave Wilson in 1966, is displayed with the sloping smokebox characteristic of the former streamlined locomotives. There is also the smokebox number-plate of 46238, but no tender, shed or works plates.

Replica First and Second-class compartments, complete with period photographs of the city and environs, were mainly occupied by children. Naturally the photographs included the frontage of Citadel Station, but also the inevitable Port Carlisle horse-drawn Dandy Cart of c.1910. All this to the continual accompaniment of the soundtrack of “Night Mail” made by the GPO Film Unit in 1936 and featuring W. H. Auden’s poem. Alongside is a window into a mock mail van, and a GR wall letter box, presumably genuine, set into a brick façade. Suspended from the ceiling is the last leather pouch to be used on the travelling post office lineside collection apparatus. This was collected at Penrith at 9:30 pm on 1st October 1971 on a train to London, thus ending a century-old tradition.

There is also a traditional enclosed newspaper stand, with mock copies of the “Carlisle Patriot”, founded in 1815, on sale, and published by its successor the “Cumberland News”. The papers were different after ten years, but the 1998 version had more railway interest. Nearby are various time-honoured enamel signs – one new to me was “You can now order your Farmer & Stockbreeder Established 1843”.

Not many large artefacts were on show. A two-wheeled trolley labelled “Aspatria” bore a milk-churn with an inset brass plaque “Empty Teesdale Culgaith Stn Mid Rly”. Also a signal box sign in “as-recovered” condition “Denton Holme North Goods”, and all the better for it! Denton Holme was the former G&SWR goods yard by the river Caldew below the city walls, and saw active use until the 1960’s, when it was replaced by Kingmoor. The site was then redeveloped as an industrial trading estate.

Nearby is an attractive painting by Robert Forrester (1913-1988) entitled “Heavy goods leaving a Carlisle yard”, and based on an original sketch made in 1962, featuring 8F 48751, probably at Denton Holme. Prominently displayed is a poster, promoting LMS through services across the border, by Maurice Greiffenhagen R.A., entitled Carlisle – The Gateway To Scotland”. It depicts an armed knight on a white charger, bearing the Cross of St. George before Carlisle Castle, and leading to a bridge over the River Eden in the background. This was the most popular poster in the Royal Academy series in 1924, and the public bought it in large numbers.

A cabinet housed some small items of interest. Notably a timetable from Citadel station dated April 1864, well before the MR reached Carlisle by the S&C. At that time six companies used the station (LNW, Cal, M&C, NE, G&SW and NB), and the number of train movements was comparable to 2009, except that then more places were accessible by train! There was also a reading lamp of 1888 used by John Nanson, Town Clerk of Carlisle, on his train journeys to London. The flame was magnified by the reflective metal back. Another item was a large ornate Victorian hand bell used by the stationmaster or superintendent at Citadel to summon passengers from the waiting rooms. Also in the collection is a set of uniform buttons and cap badges from the Maryport & Carlisle Railway, one of the oldest and smallest English railways. The latter insignia are particularly ornate, carrying a seahorse surmounting a capital M.

Finally, on display was the A4 nameplate in two halves for 60004 *William Whitelaw*. This was probably due to the family connection with the border region, rather than any association with the unlikely use of members of this class on service trains to Carlisle. The separate Carlisle Life (Social History) Gallery featured a poster of an excursion train arriving at Silloth (Carlisle-on-Sea), with a curved destination board “Silloth” over the buffers of NE 9633. Other items of railway interest were in a cabinet, and mainly consisted of memorabilia from the BR era, although there was a G&SW armband “Pilotman” in red. Also displayed was a ceremonial BR yardmaster’s cap, worn by Frederick Catermole, yardmaster at Kingmoor when it first opened in 1963. He was known as the “man in black”, as his normal attire was a trilby, black coat and trousers. Other items worth mentioning were an LMS pocket watch used by Lawrence Poland, a local driver in the 1960’s, and a naphtha storm lantern used at Citadel Station at the same time.

For me the most interesting by far, were a large elegant silver-plated coffee pot from Citadel Station refreshment rooms (undated), and a crampon worn on the boots of p-waymen to break the ice on Floriston water troughs on the main line north of Kingmoor. The latter was unexpected and made a fitting climax to an enjoyable visit.

Four Days A-Roving

Keith Preston

Having retired three years early from my job as PTS saloon car driver for Yorkshire Ambulance Service at the end of May 2009, I decided to use one of the many Railrover tickets that are available. I chose a 4 in 8 North East Flexi-Rover. The prices for all Railrovers were increased by 10-15% (!) earlier this year, following Lord Adonis' well-publicised 7-day All-Line Rover. Even with Senior Railcard discount, I still paid £49.50.

The area covered is the S & C to Dumfries in the northwest, eastwards on the Carlisle-Newcastle (and to Morpeth), then south as far as Retford; the WYPTE area and eastward to Humberside & Cleethorpes, but not south of Gainsborough, and excluding lines to Lincoln. There is a 2008 leaflet available which has a map. One word of warning – travel is restricted to Mon-Fri after 09:15, except 08:49 Leeds-Carlisle is allowed. No restrictions Sat-Sun or Bank Holidays, nor on Hull Trains or Grand Central.

Day 1 – Tues 9th June 2009

Saltaire	dep	09:40	333 002
Keighley	arr	09:51	
	dep	10:12	158 901 (09:47 Leeds-Carlisle)
Carlisle	arr	12:15	2 min early
Carlisle	dep	18:07	158 845
Skipton	arr	20:02	
	dep	20:17	333 012
Saltaire	arr	20:42	2 min late Mileage 204

I had originally intended to go across to Newcastle and return via Hartlepool to Middlesbrough, & the T-P service back to Leeds. However, freight through Carlisle was more than anticipated and the weather was quite warm, so I stayed on the station (apart from a short walk into the city centre for refreshments). I noted ten class 66 – four 66 DBS, five 66/5 FL & one 66/4 DRS. 86628 + 86609 at 16:50 on a southbound Freightliner, 57308 (VT livery) on a southbound timber for Chirk, 37229 DRS with four tankers from Workington (these go to Kingmoor Yard and join another freight to form a later service going to Tees Yard). The missing freights were the limestone from Shap area, as Corus Redcar steelworks is on very limited production and there is a danger that the works may close altogether before the end of 2009. Only one class 92, 92017 on 16:40 Carlisle-Bescot-Eastleigh, which includes MoD traffic

Day 2 – Friday 12th June

Saltaire	dep	09:40	333 004
Leeds	arr	10:00	
	Dep	10:05	cl.91 (number not noted)
Doncaster	arr	10:42	
	Dep	13:42	185 106
Barnetby	arr	14:22	
	Dep	17:55	185 107
Doncaster	arr	18:35	
	Dep	20:27	HST KX-Skipton, 35 mins late
Leeds	arr	20:55	
	Dep	21:26	333 xxx
Saltaire	arr	21:40	Mileage 168½

I had observations at Doncaster (twice) and Barnetby. The morning session at Doncaster, in good light for photography, produced 14x cl.66, comprising 6x DBS, 5x 66/5 FL including low-emission 66951, 1x 66/3 66304 FastLine and 2x 66/7 GBRF; 37218 + NR coach 999508 + 37607 both DRS – this inspection train left northbound at about 10:55. 67024 was the Doncaster “Thunderbird”. At Wabtec 08762 was moving former Virgin DVT 82109 (totally gutted) + 82107 + 82106. In their sidings were 08754, 08871 & 08648. The four shunters are all in different liveries and made a colourful sight despite being behind a wire fence restricting photography. Stored in the sidings at the south end of the former works was long-withdrawn 47145 in blue with Railfreight logo and both Fragonset & Victa Rail website details on the side. 24 hours later, on Sat 13th I saw 66841 (ex-66406) in Advenza Freight livery shunt this withdrawn diesel & take it north, possibly for T J Thompson’s scrapyard at Stockton.

Besides a procession of class 91’s to & from Kings Cross, there were several National Express HSTs and the Grand Central HST. Hull trains are now cl.180 “Adalanta” sets, though not all in new First livery. The former green livery (more attractive) of Hull Trains seems to have disappeared, as have their cl.222 Meridians. However, dmus still appear in five or six different liveries until repaints in the newer Northern or East Midlands are completed.

Wabtec are undertaking refurbishment to National Express East Anglian cl.321 and Merseyrail electrics, and occasionally these are shunted into the sidings adjacent to the Plant, ready for homeward despatch.

Barnetby are still has its semaphore signals in abundance, with Barnetby East and Wrawby Junction signalboxes in operation, despite a large Network Rail presence of white portacabins near the station. Since I was last at Barnetby about three years ago the footbridge has been rebuilt with long ramps which provide good vantage points for photography. This is the station for Humberside Airport, but I don’t think there is any connecting bus – the airport is about three miles away and can be seen from trains between Barnetby and the closed Brocklesby station. Brocklesby is a Grade 1 listed building, which had got into a poor state whilst unoccupied. When passing on the train I was pleased to see a full restoration had been done and the former station buildings were occupied as a private dwelling. For anyone interested in railway architecture there are several original station buildings surviving in this area – Grimsby Town, Cleethorpes, Goxhill and several mechanical signalboxes with semaphores. Wrawby Junction about ½ mile south of Barnetby station is the 2nd largest signalbox left, but access to the box is only by permission from Network rail – Barnetby station has CCTV. Sadly I didn’t see any class 60’s in operation during my Flexi-Rover – most duties even on the heavy oil trains to & from the Humber/Lindsey refineries are in the hands of 66 DB’s or 66/5 FL. Nine 66 DBs, three 66/5 and one 66/7 GBRF were noted in 3 ½ hrs, but not one iron-ore train, either full or empty, on Immingham-Scunthorpe Corus workings. One enthusiast who had arrived at Barnetby 3 hours earlier, said he had seen one empty iron-ore train 66-hauled, but no full train.

The evening session at Doncaster produced five cl.66 DBS, three 66/5 and two 66/7. Of interest was a Scunthorpe Corus-Dollands Moor train of steel, loaded to

about 1600 tons, but hauled to Doncaster Belmont by 66057, whence a class 92 was scheduled for haulage through the Channel Tunnel to Calais Frethun. A Doncaster-based gricer told me that as only a handful of trains were using Belmont Yard (opposite side of the main line to the closed Doncaster loco depot) it may be closed soon and loco changes may take place in the Plant West Yard, opening up photographic opportunities for class 92-hauled freights from Doncaster station.

[to be continued]

The Outer Circle

By Geoff Butland, republished by Frank Robertshaw.

In this edition of Geoff's Journal we re-visit Low Moor shed. The first visit was on 30th December 1945 and therefore less than a year before the latest one. Those who can remember reading about the last visit will find a small difference with this one. The travel arrangements were the same but the emphasis this time seems to be more on the rolling stock than the locomotives. This is good, as I am sure sometimes we concentrate on the locomotives and miss out on other aspects of railways. The stock is described in great detail which I suspect is due entirely to Geoff. I recall him once saying to me that he was interested in everything about railways and as I read these reports I imagine that I can hear him saying the words. But locomotives are not ignored in this report, as there is the usual list of engines seen at the end and if a comparison is made from the last visit I note that out of the 35 engines seen, 12 were seen on the occasion of the last visit. I hope you enjoy this latest epistle.

FR.

Circle Visit to Low Moor Shed. Sunday, September 15th 1946.

The Circle's fourteenth outdoor event took place on the morning of Sunday, September 15th, 1946 the venue being Low Moor (25F) this being the first occasion the Society had revisited a shed.

A dozen members assembled at Bradford Exchange Station for the 9-20 a.m. Manchester train: the engine was Class 5 4-6-0 No 5220. Oddly enough No 5221 was waiting at Low Moor with the Leeds portion and this engine took the combined train on from there. Two further members joined the party at the shed and arrival formalities being dispensed with, we commenced our tour of the shed and yard as No 5220, the Mixed Traffic which had brought us from Bradford arrived there.

As will be seen from the tabulated list the locomotive stock was made up of standard and ex L&YR. with a few L&NWR types and there was a lifeless feeling about the place.

As on our previous visit in December last the opportunity was taken to inspect the carriage sidings adjoining, but here again most of the stock was standard or former L&Y with a few ex L&NWR vehicles and there was nothing of outstanding note.

We ascended the coaling tower from the top of which an excellent view of the surrounding district was to be had, the morning being fine and clear. Once more on the ground a demonstration of the ash loading plant followed and a visit was paid to the Locomotive Running Department Stores where everything was commendably clean and orderly.

There was still some time before our return train was due we decided to have a look at the carriage sidings which are situated in the triangle to the SW of Low Moor station.

Here we found plenty of interest to occupy our attention. There was a ten coach articulated train (5 twin units), vestibuled saloon stock which looked impressively neat and uniform. Not very far away was a 'Directors' saloon on. This was mounted on L&YR bogies but the body bore no resemblance to 'Lanchie' [*Geoff's spelling, I think 'Lanky' would have been better – FR*] architecture. The interior furnishings were very sumptuous with carpeted floor and movable, well upholstered easy chairs. Like the saloon we saw at Copley Hill it had cooking equipment and gas lighting. Next to it was an ex MR 6 wheeled goods brake fitted with loading gauge feelers on the roof and sides at one end having been adapted for tunnel inspection purposes.

Nearby stood an LMS Mobile Charging Plant. This was a long-wheelbase 4 wheeled vehicle of all steel construction, vacuum fitted and in appearance not unlike a gunpowder van. The building plate stated LT&S 1912 and it had a well floor on which stood a 2 cylinder Ruston diesel motor direct-coupled to a Maudsley 30/40 Volt 7½ Kw dynamo. At one end of the van was a switch board and resistances and two drums of heavy flexible cable arranged to feed out through the eyelets in the end of the vehicle and at the other end a single drum was fitted in the same way.

Next we inspected some new corridor stock both saloon and side corridor and were very impressed by the beautifully finished Empire wood-work and most inviting upholstery. There was also a composite saloon built 1934 which had been completely refurnished to the same high standard. These coaches provided welcome evidence that the LMS at any rate is fully alive to the necessity for bright and comfortable vehicles in its post-war development programme.

Wandering off down the siding we next discovered a corridor 3rd built at Derby in 1925 but fitted with LNER bogies made at Saltley works of Messrs Metropolitan Cammell Carriage, Wagon & Finance Co Ltd in 1929. Evidently a relic of the mutual aid repair scheme developed by the railways during the war.

Lastly there was an ex-LNWR composite semi-corridor lavatory coach, with what appeared to be a drivers compartment for push-pull services at both ends. Inside, on the coach end was painted, No 2 Llandudno Jct & Blaenau Festiniog 56T.

We retraced our steps to the station and caught the 1-7 pm back to Bradford Exchange which came in two or three minutes late. The engine was Class 4F 0-6-0 No 4217 and the coach we travelled was an ex CR corridor vehicle.

The visit had been well worth while and it was agreed that the carriage sidings had provided the most interest.

GHB

Low Moor (25F) – 15th September 1946

Class	Type	No	Class	Type	No
2P	2-4-2T	10715	3F	0-6-0	12089
2P	2-4-2T	10840	3F	0-6-0	12104
2P	2-4-2T	10855	3F	0-6-0	12237
2P	2-4-2T	10886	3F	0-6-0	12354
3P	2-4-2T	10951	3F	0-6-0	12410
4P	4-4-0	1104	3F	0-6-0	12422
4P	4-4-0	1190	3F	0-6-0	14247
4P	4-4-0	1199	4F	0-6-0	4225
5	4-6-0	5062	4F	0-6-0	4240
5	4-6-0	5201	4F	0-6-0	4471
5	4-6-0	5208	5F	2-6-0	2700
5	4-6-0	5209	5F	2-6-0	2732
5	4-6-0	5211	5F	2-6-0	2796
5	4-6-0	5212	7F	0-8-0	9543
5	4-6-0	5214	7F	0-8-0	9550
5	4-6-0	5220	7F	0-8-0	9632
5	4-6-0	5226			
5	4-6-0	5337			
5	4-6-0	5338			

Meeting Reports

Philip Lockwood

17th June - Slide Presentation and Quiz, by Peter Holden

Due to our billed speaker being unable to give his show on Turkey due to illness, our ever resourceful secretary stepped in with a slide show of his travels, which, at several points included quiz questions. Needless to say most members experienced some difficulties with the answers, but the overall winner was Robin Lush. As the winner of the last circle quiz Bill Jagger was asked to give the vote of thanks, so watch out Robin as we will be expecting you to give the VOT at the next Quiz evening!

1st July 2009 - Grand Central, by Tom Clift

We were pleased to welcome Tom Clift, Managing Director of Grand Central, to talk to us tonight, on a day of turmoil in the rail industry with the breaking news regarding National Express and the East Coast main line.

Tom explained that his railway career started at Llandrindod Wells and that much of his early days were spent in Cardiff and the South Wales area.

Tonight Tom gave a very open and enlightening account of the trials and tribulations of running a rail service, with particular emphasis on forthcoming developments with

the Bradford to London Kings Cross link. I think all present tonight went away with a much greater awareness of the many problems to be surmounted.

I suspect that as well as being a MD of a rail company that Tom may well be something of an enthusiast and it was enlightening to here that he spent one Sunday photographing stations on his proposed route as well as measuring the lengths of the platforms!

Due to the local interest we had a large attendance with a number of our members who work in the railway industry showing interest.

The vote of thanks was given by Dave Scriven

15th July - On the Narrow Gauge in Germany & Spain, by Mike Swift

No detailed report, unfortunately, but the Editor recalls it was an excellent show, with shots covering several decades of trips to these fascinating areas. Thank you, Mike.

29th July 2009 - The Other West Coast Line, by Tony Newnham

A number of suggestions were made as to which the other West Coast Line would be, and I think no one realised that it was the ex LB&SC railway. The talk was illustrated with photographs from many sources, and was made all the more interesting by Tony's recollections not only railway but buses and aircraft along the route. The Southdown Bus Company with their convertible double deckers in an attractive green livery, The DH Dragon and Rapide biplane's of the Railway Air Services, and even an "Old Git with a bicycle" at Portslade Station. The line from London to the South Coast is quite short at about 60 miles but the informative talk and pictures allowed for only part of the route to be covered tonight, so I for one will be looking forward to a second or even a third instalment. Thank you Tony for a most interesting evening.

The vote of thanks given by Robert Pemberton

Ben's Bits

The steel town of Corby in Lincolnshire is the largest town in Europe not to have a railways station - it closed in 1963. It is, however, to be replaced by 2010 (assuming that the current recession allows).

In days gone by, when rhubarb was in season, special trains would leave Wakefield for London every day, laden with rhubarb harvested from the "Rhubarb Triangle".

14 + 50 = Déjà Vu

Dave Peel

Whilst attempting recently to thin out some of my railway effects [*a dangerous exercise, in my experience – Ed*], I came across a most interesting piece of paper. It was nearly 50 years old and listed the train movements at Shipley, as recorded by my 14-year-old self during part of the afternoon of 8th November 1958. This was a total



44694 & 61291 Bfd Exchange-Bridlington, 6/2/63

M Leahy



42152 leaving Thackley Tunnel, heading for Forster Square, no date

M Leahy



SIR TOM at Threlkeld 21.05.09

D B Tillotson



WGs and WPs at Lucknow broad gauge depot, 13/2/89

John Tickner

one-off, I'd never done this sort of thing before, and haven't since – it's just not something I do.

However, it might be of interest, I thought, not to throw this out [*see what I mean? - Ed*], but to repeat the exercise 50 years on and present the two for comparison. And so, on 30th October 2008, while making one of my regular forays up north I spend an equivalent period on Shipley station with pencil and paper again. Unfortunately, the two records are not exactly 50 years apart to the day, but close enough, I think.

I will refrain from any analysis of the following, except to say that I cannot possibly vouch for 100% accuracy of all aspects of the 1958 listing! I just hope that members feel the exercise to have been worthwhile and the results to be of general interest.

Shipley 8th November 1958

Time	Number & Name	Shed code	Destination	Head code	Train Description
13:57	42138	55F	Bradford	A	Express Pass.
13:58	40491/44852	55A/55A	Edinburgh	A	Dn. "Waverley"
14:01	40074		Bradford	B	Local Pass.
14:04	45281/45573 <i>Newfoundland</i>	12A/55A	London	A	Up "Thames-Clyde Express"
14:05	40117		Leeds	B	Local Pass.
14:08	45230	11A	Carnforth	A	Express Pass.
14:08	64886	56F		K	Branch Frt.
14:19	42072	55F	Bradford	B	Local Pass.
14:24	43944	55F	Manningham	J	Empty wagons
14:25	44220	24C		G	Loco + 2 brake vans
14:32	42141	55F	Ilkley	B	Local Pass.
14:48	41113	24J	Leeds	B	Local Pass.
14:56	61069	53B	Hull	A	Express Pass.
14:58	45564 <i>New South Wales</i>	55A	Glasgow	A	Dn "Thames-Clyde Express"
15:00	42052	55F	Bradford	B	Local Pass.
15:05	44222	24G		C	Parcels vans.
15:06	45739 <i>Ulster</i>	55A	London	A	Up "Waverley"
15:18	41327		Skipton	B	Local Pass.
15:21	42093	55F	Bradford	B	Local Pass.
15:24	73140	15C		D	Express Frt.
15:33	44659	21A	(northbound)	B	Local Pass.
15:36	44754	55A	"	E	Express Frt.
15:46	45466		Carlisle	B	Local Pass.
15:47	84015	24G	Bradford	B	Local Pass.

24 trains

Shipley 30th October 2008

Time/ Punctuality	Pfm	Service	Notes
13:59 1L	5	Skipton-Bfd	
14:03 RT	2	Leeds-Morecambe	2-car 142
14:08 RT	2	Leeds-Skipton	
14:09 RT	3	Bradford-Leeds	
14:14 RT	1	Skipton-Leeds	
14:19 RT	5	Bradford-Skipton	
14:22 RT	4	Leeds-Bradford	
14:23 4L	1	Carlisle-Leeds	153 railcar + 2-car 158
14:25 2L	3	Bradford-Ilkley	
14:26 12L	4	Ilkley-Bradford	Due to vandalism at Ben Rhydding
14:28 RT	5	Skipton-Bradford	
14:30*	(Pfm 2) 66094 EWS coal empties Milford Sidings-Falkland Yd (Ayr)		
14:38 RT	2	Leeds-Skipton	
14:43 4L	3	Bradford-Leeds	Delayed inbound, see 14:26
14:47 2L	1	Skipton-Leeds	
14:49 4L	4	Ilkley-Bradford	Aftermath of 14:26?
14:49 RT	5	Bradford-Skipton	
14:52 1L	1	Morecambe-Leeds	2-car 142
14:52 RT	4	Leeds-Bradford	
14:54 1L	3	Bradford-Ilkley	
15:03 5L	5	Skipton-Bradford	
15:05-15:12	(Pf.1) 66058 EWS gypsum empties Kirkby Thore-Drax; 7min at sigs		
15:05 3L	2	Leeds-Carlisle	2-car 158
15:08 RT	2	Leeds-Skipton	
15:09 RT	3	Bradford-Leeds	
15:14 RT	4	Ilkley-Bradford	
15:17 3L	1	Skipton-Leeds	
15:19 RT	5	Bradford-Skipton	
15:22 RT	4	Leeds-Bradford	
15:23 RT	3	Bradford-Ilkley	
15:31 3L	5	Skipton-Bradford	
15:38 RT	2	Leeds-Skipton	
15:39 RT	3	Bradford-Leeds	
15:44 RT	4	Ilkley-Bradford	
15:44 RT	1	Skipton-Leeds	
15:49 RT	5	Bradford-Skipton	

*- the only non-stop train

36 trains

All 2008 local services were undertaken by 4-car class 333 emu

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 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.

Secretary's Page

Peter Holden

Gary Hayhurst has suggested that we could email to advise members if we have a change of speaker at short notice. I think this is a good idea, this would mean that you would not have to travel to the meeting if you do not fancy the alternative, after all the pubs are open! If you would like to be included in this modern list malarkey thing please email me (peterdholden@hotmail.com) and I will have a go at setting it up. BE WARNED! It will mean that other members will see your email address

Circle Dinner.

This year's Annual Dinner will be at The Midland Hotel. On Wednesday 14th 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 **9th September** we will hopefully be having a visit from Nigel Lawrence. Nigel was to have been our guest speaker earlier in the year on June 17th, but unfortunately was unable to attend due to illness. Nigel will be presenting “Far away Lines Part 2 Travels in Turkey”

Dave Scriven will be showing us “Some more Snapshots” on **23rd September**. Dave usually gives a very informal, easy going show with plenty of variety.

“Narrow Gauge”, is Jim Livesey’s title on **7th October**. Narrow gauge seems ever popular at the Circle, always attracting a big turnout. Indeed we seem to have covered many lines all over the world during the last few years. Jim’s photography and railway knowledge is always spot on, so we should be up for a good evening.

Tom Ickringill will be presenting “STPTD and Back Again” on **21st October**. He has told me what that means, but I’ve forgot, so I for one will be in for a surprise on the night. All I am sure of is that we will be seeing a fine collection of Tom’s very good photography.

Victor Lee is to present “Favourite Lines, Part 1 - Mk.2” on **4th November**.

Paul Corrie is our speaker on **18th November**. He will be showing “A Bit of This and A Bit of That! I will have to make sure I attend having managed to miss Paul’s previous two presentations. I am sure however it will be a popular night as many members asked me to invite Paul back to do another show.

Circle Diary 2009

P	Sep. 23 rd .	Some More Snapshots	Dave Scriven
	Oct. 7 th .	Narrow Gauge	Jim Livesey
	Oct 21 st .	STPTD And Back Again - Another Ten Years	Tom Ickringill
C	Nov. 4 th .	Favourite Lines Part1 (Mk.2)	Victor Lee
	Nov. 18 th .	A Bit Of This & A Bit Of That	Paul Corrie
	Dec 2 nd .	64 th AGM	
P	Dec 16 th .	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**.

Small Ads

BRC member John Tickner is now offering a digital imaging service. For scanning from print, negative or slide (including medium format), photoshop retouching, photo restoration, and printing up to size A2, contact John on 01535 601050, mobile 07967 604074, or email john@johntickner.co.uk.