

THE CIRCULAR

Bradford Railway Circle

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Editorial

We are very sorry to report the death of yet another long-standing Circle member – Dick Carter. Frank Robertshaw writes a brief obituary inside.

Thanks to members who have contributed articles and photos for this issue, allowing us to reach 24 pages this time. Victor Lee gives us a further long list of websites to explore, with many obscure & interesting details waiting to be discovered and enjoyed. Needing to make the pages up to a multiple of 4, I have taken the opportunity to put Michael Leahy’s B&W photos in with the text, thus giving us 8 colour photos this issue. Merry Christmas!

Congratulations to the winners of our Photographic Competition – see the list on page 18. And also to all those who submitted entries but didn’t win (...this time).

It was reported recently that the Government is to invest £8 billion in the railway. This of course good news, albeit tempered by their statement that it will be spread over a number of years. Still, in these straitened times it’s better than nothing, and hopefully a step in the green direction. The extra stock, and the line improvements, will be much appreciated. How much of it will be spent on Yorkshire’s railways, I wonder?

Dick Carter 1933-2010

It is with regret that I have to tell you that we lost yet another of our long serving members in October. Richard Carter, who we knew as "Dick", died in hospital after a minor operation, at the age of 77. Dick joined the Circle in 1950, so although he was not a founder member he went back a long way. It is difficult to know what to write about Dick, as he was a very quiet and private man, who in later years kept himself to himself. I would sometimes have a chat with him, and he was always interested in what I had to say. At one time I used to see him in the supermarket at Shipley, and he liked to stop and chat there - I suppose it was a break from shopping for both of us. Although Dick was a quiet man, he had a vast wealth of railway knowledge. Our late founder member, Geoff Butland, who himself had an immense store of railway knowledge, would often ask Dick for information during our meetings, and he always got a prompt and accurate reply.

We learned at Dick's funeral, that as well as his railway knowledge, he was interested in classical music and could speak good German. He could also talk with Peter about Bradford Bulls. Dick was proud that he had attended every Circle Annual General Meeting for many consecutive years, and made a note of it on the meeting night in the attendance book.

A lot of us who knew Dick will miss him, for various reasons, but we have to admit that he was a character. The Circle was represented by six members at his funeral at Baildon Parish Church.

Dick was married, and our thoughts are with his widow and family at this sad time.

Frank Robertshaw



60071 *Ribblehead Viaduct* near New Barnetby with 6E82 1216 Rectory Jnc - Lindsey empty oil tanks on Wednesday 27th October. Robin Patrick



67017 *Arrow* at Copmanthorpe with 1Z18 0542 Edinburgh - Southampton via Leeds & Birmingham Boat Train Special conveying cruise passengers for 'Queen Mary 2' on Tuesday 19th October Robin Patrick



SNCB 916 at Antwerpen Central 18 August 2010 (see p.3)

Peter Holden



Ian Dewhirst at naming ceremony of 158860, 21 September 2009 (see p.9)

Keith Preston

Benelux Beer and Bus Replacement Trip 2010 (Pt.2)

Peter Holden

Monday 16th

Our first train of the day was the 08:10 stopping service to Puurs. As we progressed the relatively short distance, the rain falling in showers from time to time, we were advised by the guard that the train was to terminate at Boom from where we would be taken by bus onward to Puurs. Great!

As we approached Boom I noted one of the Belgian class 77 locomotives in the yard. We were ushered onto a bus which then drove around various side streets and industrial units for ten minutes before reaching a railway yard, in which was what looked to be the same class 77! We carried on further crossing a level crossing and negotiating yet more industrial sites before paralleling a railway line. There it is again the same class 77. We had driven now for at least 15 minutes and we pulled up on the outside of the same station car park we had left, the driver talked through the window to one of his colleagues on another bus and then carried on. To make this farcical situation clearer, what had happened was, we had driven round the area as one of the station approach roads was closed. The bus replacement left from outside the station building, if passengers had walked across the car park, possible 100 metres away to board the bus on the road outside it would have saved 15 to 20 minutes and possible kept the connection. Not impressed as it was only an hourly service. What a farce! Filled with total disbelief we carry on heading south towards Mons, by catching the 10:00 Puurs to Mechelen and here boarding the 10:21 continental train to Bruxelles Midi, hauled by 2835. On arrival we manage to catch the 11:04 Intercity service through Mons and down the branch to Quevy. Well, I suppose it is a way of getting the stock out of the way, and providing the train crew with a break, but to run an intercity service to such a small non-event of a place for 2 passengers and two spotters is a bit of a waste of money if you ask me. But it did mean we could do the line. Having contented ourselves that there was no bar in the town we retraced our steps back to the very large old station building to re-board the train back as far as Mons. We then traversed the branch to Quievrain, once more an intercity train, this time double deck stock loco hauled. Well the rain was pouring down at this point, so a quick run across to "The Track Bar", here purchasing a couple of bottle of St.Feullien Brun. The beer was good but the bar was a bit of a dump. Back on to the same set returning to Mons. The rain continued but unfortunately our next train did not! We had planned to do the branch from Jemeppe-sur-Sambre through Mazy to Gembloux. Only a very limited service operates on this line. Unfortunately Belgian railways had other ideas: our connecting train was running ten minutes late. Having missed this connection, we decided to catch the train anyway and stay on through to Namur. Andy was getting a bit fed up at this stage, he disappeared for a while possibly to the waffle machine, I just sat dejected in the wet and cold. Eventually the train turned up, we all got on, then, after five minutes they cancelled it. The next train to Namur was an Intercity train so we caught that. On arrival the rain was falling heavily, so we crossed the road outside the station, to a bar where we had eaten in previous years.

Unfortunately they were not doing food for another hour. With this in mind, after finishing our drink the rain had stopped so we pressed on into Namur. Firstly to the “Bouffon du Roi” (honest it is called that). We had one drink in this smart but very modern trendy bar, before moving on again. A restaurant we had used on last year’s visit had been taken over, things did not look good, so we carried on to a bar around the back of the very impressive cathedral. The “Chapitre” is supposed to be one of the best bars for beer in Belgium, It was indeed a splendid place to spend a couple of hours, sampling various beers culminating in a bottle of Rochfort 10, and consuming a large plateful of very nice cheese as well.

After this break we travelled back to Antwerpen, catching the 20:32 Intercity to Bruxelles and then the 21:55 on to our destination.

On arrival we decided to get a bite to eat. Fortunately there was an Italian Restaurant adjacent to our hotel, which was still serving food at 23:00!

Tuesday 17th

This was to prove a more relaxing day, just covering a few new lines. Our first train of the day was the 08:05 to Gent St.Pieters. A quick change in Gent sees us boarding a class 41 dmu bound for Ronse. The weather was quite reasonable, as we made our way south through the pleasant countryside. The Station in Ronse must be on the outskirts of the town, there was little evidence of anything adjacent to the station worth a visit, so we re-boarded the dmu for the return trip up the branch as far as Oudnaarde. Making our way across to the platform from where we were to continue our journey on the 10:33 to Bruxelles. The train arrived in good time, we boarded and it set off immediately at 10:29. Oh dear, wrong train! It made no difference, as fortunately this train was only going as far as Zottegem and we could change here on to our intended train. Back on track we board the 11:26 Bruxelles Midi to Geraardsbergen, but only as far as the first stop, Halle, a small station on the southern outskirts of the city. This enabled us to continue back north via a line which avoids the city centre. There was only one other passenger as we departed on the Halle to Mechelen via Merode. The train did actually fill up well as we progressed. On arrival at Mechelen we had plenty of time to make our connection on to the 13:05 to Herentals, and then the 13:45 dmu service as far as Geel. The Belgium beer guide enthused about a new bar, “The Kelderke” which had opened recently adjacent to the station. We found it with ease, but unfortunately it was closed. No matter, back to the station to board the 14:05 train back just one stop to Olen. Here we knew we could rely on the “Stationneke” bar in the station building being open. A pleasant break here was enjoyed before continuing our itinerary by retracing our steps as far as Bruxelles Nord Station. As our train approached Bruxelles we noticed masses of police crawling (literally) all over Schaebeek station. On arrival at Nord it was clear nothing much was leaving the station, particularly the thousands of rush hour commuters! Our intention had been to travel on a service via Bruxelles-Nat-Aéroport, to Leuven. This now went out of the window, so we caught the next available train back to Antwerpen. The 17:32 was a loco hauled double deck set hauled by electric 2742. We managed to find a couple of seats which was fortunate.

This early return meant another trip into the old part of town to find yet another Good-Beer-Guide-recommended bar. This one was to the rear of the cathedral, and it proved to be a most interesting place to visit indeed.

The “Elfde Gebod” is packed out with plaster statues, mainly the type to be found in Churches, there must be hundreds of them in all different sizes and styles. I chose a pork fillet option from the menu, the barman suggested a beer to complement my virtually raw pig in mustard sauce! The meal was actually excellent, as was the beer. After several further beers we left to find a newly opened bar suggested to us by a fellow beer enthusiast a few nights before. The “Antwaerps Bierhuyske” was a very pleasant bar with a vast choice of beers to be sampled by the discerning drinker. A further tram line was traversed, this being the No.3 which travels to its western terminus at Krijgsbaarn. We then called it a day after a last drink in the hotel lobby.

Wednesday 18th

Another journey north into the Netherlands. We begin by catching the 08:00 international train once more, on this occasion as far as Rotterdam Centraal, continuing our journey on 09:35 Intercity train through to Zwolle via Utrecht and Amersfoort. At Zwolle we boarded 11:26, a local emu as far as Marianburg, this being a very small station in what looked to be a pleasant village. Of note here were the barriers on the road and foot crossings. The road crossing barriers came down around 30 seconds before the train crossed and the foot crossing about 20 seconds before. I thought of Cononley on seeing this!

Continuing our travels we proceed on the 12:14 to Almeo and there we board a further dmu - the 12:43 to Nijverdal. At this point the line has been severed, not sure why, but there was plenty of construction work going on in the “gap”. This bus replacement we did know about prior to our arrival. Our bus turned up on time for the advertised four minute journey to Nijverdal West. The bus service formed part of a larger route. The bus then stopped to pick up a fellow looking a bit worse for wear! Having poured the remains of his glass of beer into the gutter, he wobbled on board with various bags and what was clearly an oil painting that he had managed to separate from its frame. Having watched this palaver unfold for several minutes, as the man fumbled through his pockets and paid his fare using upwards of twenty coins, we continued on, The driver was incredibly patient, First Bradford would have thrown him off and backed over him! It was very funny, but only as we knew we were not going to miss our train because of it.

From Nijverdal West we catch the 13:32 dmu to return to Zwolle. On arrival at Zwolle we purchased a snack from a kiosk on the platform before continuing to Hilversum on the 14:16, this being a through Intercity train to the airport. The 15:11 from Hilversum arrived into Amsterdam Centraal at around 15:30

The Wildman bar was open on this occasion, fortunately. Several beers were enjoyed along with a splendid cheese and bread snack. On return to the station we boarded a train, earlier than intended to Rotterdam Centraal via Gouda. I checked the connection on my lap top and we were going to have to wait nearly an hour in Rotterdam, so we

piled off at the next station, Amsterdam Amstel and headed back to Centraal station, visiting the first class bar on the station instead!

Our last train of the day was the 18:54 to Antwerpen Centraal hauled by 2836. These international trains are a bit of a farce, they are very busy and usually quite slow. I don't know whether it is a cunning ploy to entice people into paying a higher fare and catching the Thalys express service which runs through to Paris?

On return to Antwerpen I decided to get my tripod and camera out and do a spot of photography, as the weather was fine. We ended our last full day by visiting a local Italian restaurant for a pizza and a few beers.

Thursday 19th

Having checked out of the Leonardo Hotel we wandered over to the station for the last time. Andrew's Benelux five day pass had now expired, so he needed to buy a ticket to our chosen destination of Virviers. Belgium Railways have a summertime offer on at the moment, which permits you to buy a single ticket to any station for €7.50 We boarded the 08:31 inter regional service to Liège Guilemins via Aarschot and Hasselt, We had around 15 minutes to wait at Liège for our connection through to Virviers Central so we had a quick look at the booking hall and shops below the new station buildings, before boarding the 11:05 service, this being a through service from Oostende to Eupen, hauled by 1352.

We made our way down into the town and found "La Rouge Ball" an excellent lunch was enjoyed along with of course a few more beers. Our last Belgian train of the week was the 13:34 intercity service direct to Bruxelles Midi hauled by 1355.

Having a good hour before we needed to check in for our Eurostar service we found a pleasant spot outside the station to pass the time, here enjoying a Westmalle Double and then a Westmalle Tripple.

Having checked in we sat back and let the small crowd of passengers all rush forward as the departure was announced. No need to rush round like an idiot when you have reserved seats.

The 16:59 departure left on time, for another uneventful journey back to St.Pancras. Andrew had brought along some further refreshments for the train, what a good move this was, as it made the journey through France much better!

Back to British Rail reality with a sickening thud! On arrival I made my way to Kings Cross. There were no services running north of Peterborough, apparently due to a line side fire involving acetylene bottles - no sense of adventure, some people. I made my way back across to the East Midlands platforms at St. Pancras and boarded the 18:25 to Sheffield, fortunately it was an HST. I made myself comfortable in the rear first class carriage, which it has to said was much fuller than usual. Apparently it was crammed to the roof in standard class.

How I enjoyed the conversations between the suit-clad businessmen and other yuppie types, who it has to be said were like fish out of water, clamouring for what little information could be gained from their multitude of little electronic devices.

Comments like “Where is Sheffield?” “Why does it not go to Leeds?” “Can I catch a train from Sheffield to Doncaster?”

It’s no wonder these clown wrecked the banking industry! I think the best one came from the man sat adjacent to me “I caught one of these trains once, I had to get off at Derby and share a taxi from there as the wires were down”. There was no choice I had to ask him “What wires might these be” He did not let me down “The electric wires to run the train” Someone else pointed out his utter stupidity to him, as I chuckled to myself. Such joy! It continued - as we pulled into Chesterfield, some decided to abandon ship on to a Cross Country train which the departure board clearly stated was cancelled. On arrival at Sheffield I made my way over to the north end of platform 1 and enjoyed a pint in the Sheffield Tap. The most unfortunately named “Lord Marples” is actually a decent beer, just the tippie whilst looking across to platform 3, watching my fellow travellers jostling onto a two car 142 on the 21:06 to Leeds, which would eventually arrive at its destination at 22:29, a good seventeen minutes after the trusty East Midlands HST to Leeds departing Sheffield at 21:25. Still, who knows? Castleford may well have good business opportunities at 22:04 on a wet Thursday night.

What an amusing end to a good week of train travel.

Thank you to Andy for his company and Good Beer Guide.

Naming 158 860 *Ian Dewhirst*

Keith Preston

I received a late verbal invitation on Sunday 20th September (2009) to attend – on behalf of Aire Valley Rail Users Group – a naming ceremony at Keighley WVR station on Monday 21st September. Class 158 860 was due at Keighley about 11:15 to shunt onto the Worth Valley side for the naming. All the guests began to arrive – schoolchildren, a small band, dignitaries from Keighley Town Association, Airedale Shopping Centre, Bronte Partnership, the Mayor of Keighley and consort, Keighley & Worth Valley Railway, Northern Rail, Keighley Cougars plus mascot. There was also a giant hedgehog representing Keighley charities and local MP Anne Cryer who is President of the KWVR. L&YR 0-6-0 957 arrived from haworth for photos alongside 158860.

Guest of honour was Ian Dewhirst MBE, the retired librarian and eminent Keighley historian, to unveil the name. Short speeches were made by Susan Mendoza (Chair of Keighley Town Association and manager of Airedale Shopping Centre) – followed by Stuart Rand of Northern Rail. Ian Dewhirst was invited to speak and as usual his speech was informative and amusing. He admired the coloured vinyls of the Keighley area on the side of 158860, and the free shopping bag ILOVEKEIGHLEY.COM. To a fanfare from the band he unveiled the name *Ian Dewhirst* with a big smile. He posed for the press photographs for several minutes, before we retired to a waiting room for a lovely buffet provided by KWVR volunteers.

Notable absentees were officials from WYPTE Rail Services (I understand that invitations had not been sent – neither had official invitations been sent to AVRUG!)

Nostalgia by the Shedload – More Railway Picture Websites

Victor Lee

www.steamlocomotives.photos.gb.net – British, 1920’s onwards. Thousands of pictures in regional/class sets. Also, sets based on events (e.g. Rainhill 150) and places (e.g. Huddersfield in L&Y/LNWR days).

www.electric-loco.photos.gb.net – hundreds of pictures of classes 71-92.

www.15-37diesellocotives.photos.gb.net – Numerous pictures of classes 15-37. Analogous website addresses will give you classes 40-47, 50-55 and 56-70.

www.dmuemu.photos.gb.net – Thousands of pictures of British diesel and electric multiple-units from all periods. If you want more, sections on first-generation dmu’s are included in rpm-railpics.fotopic.net (see below: 107 pictures) and in railwayherald.org/imaging_centre (see below: 250). Also railcar.co.uk specialising in dmu’s and railcars.

Little-locos.photos.gb.net - Diesel and steam: 475 pictures of BR shunters, industrials and narrow-gauge (Wales and IoM). All the above gb.net sites allow picture expansion to full screen. Click anywhere on it to give the next (also at full screen).

Internationalsteam.co.uk – Rob Dickinson has “done a Colin Garratt”, finding *proper* steam, working or defunct, in remote corners of the world. None of those organised holidays-with-runpasts for *him!* A huge collection, rich in smaller locos.

Geoff-plumb.fotopic.net – Over 100 industrial steam. About 1000 BR steam, grouped by region. Steam in France and Spain (37 pictures), Poland (57), Northern Ireland (18), Germany/Austria (180), IoW/IoM (61), Welsh narrow-gauge (1963-2008). BR diesels 1970-2010 (480 pictures).

Mark-walker.fotopic.net – Over 10,000 pictures. Includes 1960’s BR steam, BR diesels and much else.

Johnlawontherails.fotopic.net – Also over 10,000! 1960’s onwards; includes Calder Valley (38), Durham/Northumberland (104), Cumbrian Coast (76), Exeter-Plymouth (100), Ayr-Stranraer (50), South Yorkshire (200), Manvers (Wath) Colliery (37), Wales (74), Glos/Warks (54), Ireland (200), *Switzerland (800) – for our Swiss-addicted members*, Belgium (150), also *closed lines*: Hull & Barnsley (40), LSWR in the West (26), Lincolnshire (10). Plus pre-grouping photos/postcards, trolleybuses, buses, canals and pub frontages.

www.rail-online.co.uk – Vast collection covering steam (1920’s-1960’s) and diesel (classes 01-60). Unfortunately all screen images have “Copyright” in large transparent letters across them.

Steveroffey.fotopic.net – Everything for the Southern fan: over 800 steam (BR and previous), Southern diesel and electric traction (32), stations (38) and Colonel Stephens lines (49).

Semgonline.com – Similarly: all things Southern!

Nick301photos.us.com – Yet more Southern: BR steam (about 250 pictures) and IoW steam in the 1960’s (29). If you want still more, Geoff Plumb (see above) includes a section on BR Southern steam 1957-65 (95 pictures). [*This site seems lost: Ed.*]

Kentrail.co.uk/kent_infrastructure_index.htm – Stations, crossings, boxes and junctions galore. In, er, Kent!

Enuii.org/vulcan_foundry – Includes pictorial lists of all the loco types that Vulcan made. The “diesel pictorial list” also includes the electric locos.

Flickr.com/photos/barkingbill/collections – Bill Wright’s large collections: railways, ships, canals. Includes: Britain’s railways 1954-96 (1,335 pics), 145 of signalboxes etc, 732 of steam, 291 diesel. Also Europe 1966-74.

Andyknowles.co.uk – Plenty of signalboxes (East Midlands, Yorks). For 145 more, see the preceding “barkingbill” site.

Philpics.fotopic.net – Western Region in the 1950’s, mainly in Wales (40 pics). For more Welsh WR, see above Geoff Plumb (Cambrian coast) and John Law (Along Cambrian lines; 74 pictures)

Abrail.co.uk/D&Edepots.htm – Easily-browsed scroll-through A-Z of British Railways works and depots, each illustrated with photos and maps. I didn’t notice any locosheds (of the Copley Hill variety), but examples include Earlestown Wagon Works, Etherley Tip Engineers’ Yard, Ditton Creosote Works/Sleeper Depot, Lancing Carriage Works, Holyhead Breakwater, Mickleover Test Track Depot, Durnsford Road Power Station, Reading Signal Works and Didcot Horse Provender Stores, to mention but a few. What I liked were the pictures of obscure and quirky shunters, which worked or lurked!) at such places. If you, too, are “into” such things, try departmentals.com. A rolling-stock Valhalla, where ancient tenders survive as water carriers, snowploughs or tank wagons. Weathered green Co-Bo’s and BTH type 1’s moulder on as carriage heaters. Veteran wooden coaches serve as staff and tool vans in faded and murky colours. Plus unusual shunters, locos, dmu’s, tankers, inspection saloons, brake vans and much else. For about 160 recent (2000-10) pictures of departmental vehicles, see railwayscene.co.uk/images.php (below). This also has sections on non-departmental wagons (127 pictures), shunters (57, including industrials), and carriages. Claimed to be the largest collection of BR wagon pictures (thousands taken 1975-2005) is gallery6801.fotopic.net. It also has LNER, ER and GWR departmental caches and cranes (230 pictures total) and plenty of European wagons. To see industrial locos, extend the website address with /c91441. For more industrials, extend with /c141446.

Britishdieselandelectriclocomotives.fotopic.net – narrower in scope than it sounds: about 90 pictures of early BR prototypes (e.g. 10000/1, 10203, 10100 etc) and other locos of the late 40’s/early 50’s. Extremist shunter geeks might appreciate the many LMS/SR/LNER classes similar to 08’s. Myself, I much prefer the far greater variety of the smaller shunters. Some good websites for these now follow.

Dave-higson.fotopic.net – Over 2100 diesel photos including 89 BR shunters (classes 01-13).

Railwayscene.co.uk/images.php – BR and industrial shunters (57 pictures)

Rpm-railpics.fotopic.net – Numerous sections include over 120 shunters (BR and industrial), over 700 diesels, 129 electrics, 107 early dmu’s, 76 of BR in the 1960’s, and railway posters.

Little-locos.photos.gb.net - was mentioned earlier.

Railwayherald.org/imaging_centre – Huge picture website. Good for BR shunters and for early dmu's (250 pics), BR diesels (types 1-5) and electrics. Large BR steam archive pre-August 1968. Huge "Worldwide View" gallery searchable by country.

Preservedshunters.co.uk – 4,033 photos of 973 shunters; also heritageshunters.co.uk

And finally, some websites assembled by trackbed walkers.....

Forgottenrelics.co.uk – Engineering features on disused lines in the UK and Ireland. Bridges, viaducts, tunnels, embankments, inclines. Also quite a few stations; for loads more, see disused-stations.org.uk

www.railwayramblers.org.uk – Large picture collection with similar emphasis to the just-mentioned "forgottenrelics" website. For a 2006 picture of yours truly on Shepton Mallet Viaduct (S&DJR), see gallery 14, picture 5. Railway Ramblers is a nationwide club; the Yorkshire branch is run by flame-haired giantess (and witty speaker) Jane Ellis. Don't miss her slideshow "Tk of Old Rly" in 2011 (March 23rd at BRC)!

[Editor's note: Some of the URLs do seem to need the www - I have added where necessary – all addresses checked OK, bar one. If you can't locate any site, add www and/or use Google. That reminds me – a colleague recently said "The only training course anyone ever needs these days is "How To Use Google"!]

The Folkston Funnel - A Train Watcher's Paradise

David B Tillotson

We often read in magazines about the problems that rail enthusiasts have with officialdom in the United Kingdom. I read about facilities given to railfans in a railway magazine in September 2010, literally a week before I went to Florida, so I just had to look it up. The place is Folkston, Georgia, just over the border from Florida and is 45 miles north of Jacksonville and is easily reached on highway 1 and railway enthusiasts are welcomed.

On arriving in Folkston, a small town with 2,500 inhabitants, I soon found the rail tracks and the site on Folkston Funnel Street on the east side of the line. The site on the east side of the line is ideal for photography from as soon as the sun rises until early afternoon. Later in the afternoon the sun is better positioned from across the lines where there is a grassy area between a small and not much used road which runs alongside the two rail lines. It is located at milepost 602.2 on the Nahunta Subdivision of the CSXT, Jacksonville services lane.

The viewing platform, called Folkston Funnel, was placed in situ alongside the main line by the local town of Folkston in 2001 and dedicated on 29th March 2007 to Marvin 'Cookie' Williams and Cricket Hatch, Folkston's resident train expert, who spends time on the platform most days. It consists of a shed about 36 feet long by 12 feet wide and the observation platform is about 3 feet above the sandy roadway. Between the platform and the lines there is a grassy area about 500 yards long which is tended by the local townsfolk. There are steps and a disabled ramp access. Although open sided the "shed" has ceiling lights and two fans which you operate

yourself, a scanner which is tuned to CSXT and Amtrak, so you are advised what trains are approaching and where they are. There is also a detailed list of train movements, diagrams of the surrounding area railway markers, a notice board, 10 chairs, two benches, 6 electric sockets and parking facilities. Outside there are two benches and two bench seats along with toilets, a barbeque stand, a cupboard with coffee and sugar, a tap and microwave. The scanners are tuned to CSXT frequency 160.590 and 160.320. At night there are flood lights on the tracks from each end to enable night viewing so it is a 24 hour spotting location. There is a donation box and visitors book to sign.

There are over 80 CSXT and 8 Amtrak trains (4 each way) scheduled per 24 hour period. Trains consist of CSXT Intermodal, coal, automobile double stacked, moulten sulphur and the Tropicana Juice trains. The eight Amtrak trains include the Auto Train between Sanford, Fl. and Lorton, Va. All CSXT trains moving to and from Florida, except the few trains going west, must pass through the Funnel.

In nearby Waycross, the home of CSXT's Rice yard, the largest rail yard in the southeast can be found. Freight trains originating in the Rice yard move south to CSXT's Moncrief or Baldwin yards and vice versa.

The railways came to Folkston in 1881 when the Savannah, Florida and Western (SF&W) railroad was a driving force. The population then was a few settlers - in 1900 it was 167 and in 1910 it was 355. The town was originally a circle of one mile in diameter with the rail depot at the centre. The line is double tracked, south heading towards Jacksonville and north there is a junction about 500 yards away from Folkston Funnel, where the line splits, one heading to Atlanta and the Midwest and the other to Savannah.

In just under four hours there were 11 freight trains and one convoy of eight locos. Opposite the site is a small railway museum again run by the local townsfolk. This is a true railfan's mecca. The Inn at Folkston offers bed and breakfast and has four, yes four rooms! Alternative accommodation is also available and there are numerous food outlets.

Outdoor Visit Report

Keith Preston

Tyseley Railway Museum, Tuesday 13th April 2010

Status	Number/name (Date built)	Livery	Notes
UR	7029 <i>Clun Castle</i> (1950)	BR green	£50,000 funding required
	670 replica LNWR "Bloomer"		2/3rds-built
S	2004 0-4-0ST <i>Percy</i> (1941)		red livery (ex-industrial use)
S	9600 0-6-0PT (1945)	black	
S	5043 <i>Earl of Mount Edgcumbe</i> (1936)		BR lined green
S?	4965 <i>Road Ashton Hall</i> (1929)	GWR green	
UR	4121 2-6-2T (1937)	stripped down	

S 30777 *Sir Lamiel* BR green
 S? 4953 *Pitchford Hall* (1927) Full GWR green Rag over chimney
 S 47773/D1755 BR two-tone green
 UR 4110 2-6-2T (1936) Partially restored
 UR 3083 Cockerill 0-4-0VBWT
 S 96011 *Pandora* cl.121 diesel railcar (ex-55034) also numbered 977859
 OOU 40118/D318 BR faded blue
 S 08021 as 13029 0-6-0DE (1953) Black
 S 47580 *County of Essex* BR blue, large logos Ex-D1762/47169/47732
 UR RSH ex-WD 0-6-0ST *Fred*

In a separate shed we were allowed into (not normally accessible by visitors) :-

OOU 45593 *Kolhapur* (1934) BR green
 S? 7752 0-6-0PT (1930)) One is black,
 S? 7760 0-6-0PT (1930)) other is full GWR green
 UR 33021 Fragonset livery Poor condition
 GWR “A” class boiler on a Weltrol wagon – loco not identified,
 is it from a 2857 class loco?

Stored Baguley 800 0-4-0 Petrol engine
 50021/D421 (EE 1968)) Both stored outside
 50033/D433 (EE 1968)) under tarpaulins

OOU 10255 0-6-0DH (RR 1966)
 S 86259 *Les Ross* BR electric blue Les is a Tyseley volunteer
 UR 4936 *Kinlet Hall* stripped down
 S 3783 *Tyseley 100* – This 08 shunter belongs to London & Midland TOC and shunts stock around the two Bordesley DMU & EMU carriage sidings and the Tyseley LM depot, and can be used at Tyseley museum. It is rare for this shunter to do more than one or two trips each day. We saw it move two wagons of stores from Bordesley to Tyseley.

Pullman carriages 335, 349, 353 (Metro-Cammell 1960)* - see below

Key: UR=under restoration, S=serviceable, FR=fully restored, OOU=stored out of use

Thanks go to David Tillotson for arranging this private visit. A donation was made to the railway museum. We thanked the guide, who did a great job for us whilst trying not to interrupt the staff who work at the museum.

PS. Steam Railway 375 has a full account of 5043 on the “Bristolian” charters of 17th April 2010. Some of the carriages used* were being prepared and cleaned at Tyseley during our visit. Other coaches were there but not seen.

Special Traffic Notices

Will members please take note of the following points :-

- **Fire Precautions.** Please familiarise yourselves 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 Railway 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 DVDs or video tapes borrowed from the library cause damage to a member's possessions.

Letters to the Editor

From Chris Taylor

I would like to reply to the letters written by Victor Lee. concerning preamble and "postamble".

Everyone is entitled to their own views and they can be different but here are mine. I was Secretary at Huddersfield Railway Circle for 25 years, arranging something like 500 meetings/speakers.

A speaker puts in a lot of time putting a presentation together (I include Victor in this) and should be shown some respect. If they choose to present maps and a preamble then it their right to do so even if you don't like it. The speaker can fill the time slot in the way they feel fit within the subject/title agreed with the secretary. Victor it would be nice to see your matinee slides that you show before the start of the meeting (as part of the show) whilst everyone is talking. We should not be dictatorial about how a speaker puts the show together. Sometimes it is relevant for the speaker to tell the audience about their railway careers (etc) or show a map so that members can orientate themselves and know where the speaker is talking about. Can anyone include Victor say without using a map which line Hayburn Wyke (Yorkshire), Theddlethorpe (Lincolnshire) are on or where Tesco, Texas is. *Tesco (not the supermarket) is around 200 miles east of Dallas on a BNSF railroad and nowadays other than the railroad, an interstate, an electrical substation and a radio tower there is nothing else – source: Google Earth.*

As far as a vote of thanks or as Victor calls them “postamble” Victor digs himself in a hole (and admits it) by giving a vote of thanks which is too long and full of his own stories. In my opinion a vote of thanks should be short. The best one I have ever heard went as follows – “ Well I can't think of anything to say but it was a b****y good show so thank you *Fred* please show your appreciation in the usual way” Maybe a little short but even the speaker remembers this vote of thanks even after a good number of years. Perhaps a little longer but still short. A vote of thanks is one way of thanking the speaker for their time in coming to Bradford and sometimes just the travelling time can be considerable as well as the time taken to put the show together. Let's face it if the show is not good then if the speaker comes again the size of the audience will reflect what members think or they are not invited back. Another reason for keeping the vote of thanks short as members are getting restless wanting their cup of tea or getting home.

I will not rabbit on but differ from the views of Victor. I come to meetings to learn and be entertained and as I have said these are my views and we should show some respect to speakers and not tell them how to put on a show and thank them for their time & effort.

Chris Taylor

From Gary Hayhurst

Regarding the letter by Victor Lee about a vote of thanks.

All of us come to watch a show about railways, some shows are better than others but all have different aspects to them so that overall I do not go away disappointed.

Yes let us do away with the vote of thanks.

I am sure by the amount of applause signifies what the audience thought of the show and if you wish to complement the presenter there is usually adequate time after show finishes and this can be done on a one to one basis.

In regard to the preamble by the presenter I do not think we have any say in this. If the country or subject he is talking about is not well known to most of the audience it is well to give a short preamble aided by good maps or other information.

I for one like to hear the presenter talking about each slide as it appears on the screen plus any funny anecdotes to liven up the presentation.

Also we need to know if the presenter is willing to deal with questions that arise during the screening or would they wish for questions to be asked at the conclusion of the show.

From experience I know that a good part of the audience will say NO to giving a vote of thanks even though they have presented shows themselves.

I have also been dropped on at short notice to give a vote of thanks and I agree it spoils the enjoyment of the show having to think what to say in the vote of thanks.

Somehow I have done these VOTS, but one is never sure if it was adequate enough.

Perhaps as one member as said to me we should say to the presenter at the end of the show either Thank you or Thank you very much, and then ask the audience to show their appreciation in the usual way.

Meeting Reports

Philip Lockwood

8th September - A Railway Alphabet by Geoff Kerr. This was the first show given to the Circle by member Geoff Kerr, his subject being A Railway Alphabet. Not wishing in this review to cover all the letters of the alphabet I have decided to pick out some of the more unusual. B not only allowed pictures taken at Bristol Temple Meads, but also a Bristol single deck bus in the Yorkshire Dales. O was for overhead wire so we saw a selection of electric locomotives. Q always a problem for an alphabetic show was covered by examples of the Q class on the Southern as well as the NER Q6 0-8-0. Many countries of the world were visited and the quality of the slides was excellent. Thanks Geoff for a most entertaining show. The vote of thanks was given by Bill Jagger.

22nd September 2010 - Moscow Underground and Overground by Ian Button.

Tonight's talk by our Editor Ian Button covered the many forms of transport serving Moscow. Ian brought along many leaflets and maps, and also - by means of digital presentation - diagrams on screen. This would have a certain member reduced to a state of apoplexy, had he been present! The elaborate architecture and sheer scale of the stations both overground and underground were very impressive. We saw a few preserved steam locomotives, usually because they had some significant connection with past events such as the locomotive and carriage which had been part of the funeral train of Lenin. Although we focused on the railways mainly, it came as something of a surprise to see very English looking double deck Trolley buses, the reason being that they were supplied by English Electric! Ian explained that he has travelled to Russia on many occasions and indeed, is married to Lena who originates

from Moscow. Lena came along tonight, so I hope that Ian got his facts right! It was obvious to me that a lot of effort and research had gone into tonight's presentation both using Ian's own photographs and research on the internet. An excellent and unusual show. Perhaps Ian could give another talk on travelling across Russia on the Trans Siberian Express. The vote of thanks was given by Robert Pemberton.

6th October 2010 - Some Further Snapshots by Dave Scriven. David started his show tonight with a then and now section with the then usually being a "Steam Age" picture and the now a recent picture as close as possible to the original. David stated at the beginning that he is only a snapper and doesn't claim to be an expert photographer, in this respect I don't think he gives himself the praise deserved as many of the older shots were taken with a Halina camera bought from his Mothers club! This basic camera turned out some very interesting pictures - these ranged from Leeds to Carlisle and Liverpool Lime Street, The one thing that did stand out was that there was much more of interest around the main subject then, than we can now see in the present day. Part two of his show was devoted to London Transport surface lines where we ranged far and wide on this fascinating system including Baker Street which gave a clue to a little competition with a further clue later. The next section covered the British Railways Blue period, a time where this rather drab livery was not to Dave's taste. The next section covered Switzerland and Germany, where we started in Geneva with pictures of old and new trams. Dave had some nice pictures of the now diminishing class AE 6/6 locomotives which your reviewer always found eluded him. The final clue was to be found in Meiringen, the connection being Sherlock Holmes! A move to the German city of Wuppertal found us riding the monorail system. We finished back in this country with visits to the Blackpool Tramway system and the Ravenglass and Eskdale railway. The show was a digital presentation, enlivened by Dave's sense of humour - I for one will be looking forward to his next show. The vote of thanks was given by Frank Robertshaw.

20th October 2010 - BRC Photographic Competition. Our biannual competition, once again organised by Tom Ickringill, was broken down into five sections with an extra prize for the best picture in the opinion of the judge. The entries were quite few, and I wonder if this has anything to do with the change from film to digital by many members, maybe we will see more prints in future? Our judge this time was member John Tickner who despite admitting that this was his first attempt at the task made a good job of the judging.

The results were as follows.

Steam Slide 1st John Whiteley. 2nd Robin Patrick 3rd Robin Patrick
Diesel/Electric Slide 1st Philip Lockwood 2nd Robin Patrick 3rd Keith Preston
Humorous 1st John Holroyd 2nd Keith Preston 3rd Robin Patrick
Print Black/white 1st John Whiteley 2nd Tom Ickringill 3rd Philip Lockwood
Print Colour 1st Tom Ickringill 2nd Stuart Lindsey 3rd Robin Patrick
The overall winner chosen by the judge was a print of an A4 Pacific by Tom Ickringill

I would like to thank Tom for organising the event, our judge John Tickner and our secretary Peter for projecting the slides.

3rd November 2010 - Grand Railway Tour of South America by Les Nixon. As the name suggests, this was indeed a Grand Tour, Les along with Circle member Jim Livesey and two others managed to get what was to prove a bargain air-rover ticket for the whole of South America. The tour took place in 1976 and started in Brazil with some highly polished Baldwin metre gauge locomotives, moving on to Argentina where Les was to experience large American locomotives in spectacular scenery. An internal air flight took us on to Chile with some spectacular shots in the steam sheds there - Les remarked that it was "Just like Mexborough shed on a Sunday afternoon". Our final port of call was to Peru with travel on the legendary Central Railway of Peru from sea level at Lima into the high Andes. This was probably the high spot for this reviewer having read about this line in the Wonder Book of Railways as a boy. Les experienced footplate trips, illicit box car rides just like the American hobo's of the 20's plus riding on the roof of the trains! A car was hired for part of the holiday which looked in reasonable condition when hired, but, after coping with snow on the High Andes and unmade roads was returned like something that had just endured a car rally! Needless to say the photography was superb, shot with a Leica M3 and Kodachrome 25, a film according to Les never to be bettered. A long show, indeed, probably the longest ever shown to the Circle, not finishing until 10 pm, but the time passed quickly - always the sign of an enjoyable evening. Thanks, Les, for sharing this journey with us. Vote of thanks by Eddie Lumb.

Ben's Bits

In "The World of Wonder" – a children's encyclopaedia of 52 weekly parts – for August 1933, there is an article about a new double-decker coach of the Long Island Line in the USA – the Pennsylvania Railway suburban service between New York State and Long Island. The article comments that with two tiers of seats this coach can carry 120 passengers, compared to 76 in an ordinary coach. It has windows for each tier of seats, the upper tier being reached by stairs between the groups of four lower-tier seats. There is no upper gangway, the coach is open from floor to ceiling. Was this the first double-decker coach?



48055 at Low Moor, coming off Cleckheaton branch (no date)

Michael Leahy



Racing at Mill Lane – 44693 on 10:59 Bellevue, 42073 on 11:00 King's Cross, 27/3/67

Michael Leahy



Trainwatching platform, Folkston, USA 22 September 2010 (see p.12)

David Tillotson



Passing Folkston 22 September 2010 – 7845, 7340 & unknown (see p.12)

David Tillotson



1985 replica of first (1838) German-built steam locomotive 0-4-2 *Saxonian* at Koblenz Lutzel depot (DB175 event), 11 April 2010
Gary Hayhurst



DB 130 101-9 - Voroshilovgrad (now Lugansk, Ukraine)-built Co-Co (Soviet export class TE109) at Koblenz Lutzel depot, (DB175 event) ,11 April 2010
Gary Hayhurst

Secretary's Page

Peter Holden

As we reach the end of another year, we must thank Robert Pemberton and Malcolm Riley for their work whilst on the Circle Committee. They are both standing down from the Committee at this year's Annual General Meeting.

We had a social evening to the Jubilee Refreshment Rooms at Sowerby Bridge Station on Sunday 7th November. A understand that just one member and his wife bothered to turn up in the afternoon, and three members in the evening - what a sociable bunch we are!

Forthcoming meetings

We start our 2010 meetings with a visit from Mike Swift on **Wednesday 12th**

January. Mike will be presenting "Narrow Gauge and Industrials In The Early 1960s" Mike always gives a very interesting and well informed talk, and the narrow gauge always brings in a big audience.

Nigel Lawrence will be making a welcome return on **January 26th**, when we will be seeing "Far Away Places Part 3, Zimbabwe, Big Steam & Big Game" I did not know they played any rugby league in Zimbabwe at all, let alone any big games?

John Holroyd presents the ever popular "Thirty & Forty Years Back" on **February 9th**. Blimey, that's 1971 & 1981 - even I can remember those years! We can all look forward to some excellent photography as John runs through the two years.

Paul Corrie will be presenting "Another 200" at our meeting on **23rd February**. Well, that title at least lets us all know how many slides Paul will be bringing along with him! Paul is a very capable photographer especially when you take into account he spends most of his life on night shifts at Neville Hill.

Paul Salvesson of Grand Central Railways will be our guest speaker on **Wednesday 9th March**. Paul will be giving us an update on the progress of the company, especially regarding the running of the Bradford - Kings Cross service.

It's a very long time since we had a lady speaker (answers on a postcard!) So it should be a very special evening when Jane Ellis visits on **Wednesday 23rd March** to present "Tk of Old Rly. The Wanderings of a Railway Rambler in Yorkshire & Beyond".

There have been some most interesting programs on television in the last few years regarding the use of disused railway lines for walking or cycling. So who knows Jane may spur some of us to get out and walk some of the disused lines in our area.

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.

Wanted – Rollei circular slide magazine for P37 projector. As always, good home still offered to broken/surplus cameras & photo equipment. Please don't throw dead cameras away, they can sometimes be mended (or used for spares) - donations invited

for “camera sanctuary” – please contact Ian Button. Very many thanks to donors thus far, for their great kindness and generosity.

Circle Diary 2011

P Dec 29 th 2010	Members Night	Members
Jan 12 th 2011	Narrow Gauge & Industrials In The Early 1960s	Mike Swift
Jan.26 th .	Far Away Places 3 Zimbabwe Big Steam and Big Game,	Nigel Lawrence
C Feb.9 th .	Thirty & Forty Years Back	John Holroyd
Feb. 23 th .	Another 200	Paul Corrie
Mar. 9 th .	Grand Central Railways (an update)	Paul Salveson
P Mar. 23 th .	Tk of Old Rly. The Wanderings of a Railway Rambler, Through Yorkshire and Beyond	Jane Ellis
Apr. 6 th .	Bulleid’s Pacifics	Colin Boocock
Apr. 20 th .	American Oddities	Jamie Guest
May.4 th .	Views From Across The Pond	Chris Davis
C May.18 th .	Favourite Lines Part 2 Yorkshire Coast Line (plus “Roadgoing Steam Galore”)	Victor Lee
Jun 1 st	Railway Pictorial	Paul Kenny
Jun 15 th .	Steaming Through Four Continents	Chris Yapp
P Jun 29 th .	Fitter, Steam & Diesel	Ivan Stephenson
Jul 13 th .	Nineteen Nineties Part 1	Peter Holden
Jul. 27 th .	L&Y Locomotives	Noel Coates
C Aug.10 th .	Hills & Valleys	Richard Winfield
Aug.24 th .	Narrow Gauge Railways East Of Geneva	Ray Wilkinson
Sep.7 th .	Enjoyable Pictures	Robin Patrick
P Sep. 21 st .	35 Years of Photographing Trains, Fun or Frustration?	Dave Stacey
Oct.5 th .	Vintage USA Mainline Steam	Dave Peel
Oct 19 th .	Broad & Narrow Tracks	Jim Livesey
Nov. 2 nd .	BR Steam in the 1960s. Modern Traction in the 1970s & 1980s	John Whiteley
C Nov.16 th .	A Taste of the Old School	Arnold Ridley
Nov.30 th .	Oh No! Not More Snapshots	Dave Scriven
Dec 14 th .	66 th AGM	
P Dec 28 th .	Members Night	Members

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

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