

THE CIRCULAR

Bradford Railway Circle

No.359 – 1st Quarter, 2012

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Editorial

We are very sorry to report the loss of yet another of our members, Robert Pemberton. Robert's death occurred very shortly after the appearance of the last issue of *The Circular* – his funeral was announced on the Circle's website and took place on 5th January. Page 3 contains an obituarial note by Michael Leahy, with a photo by Philip Lockwood.

Many thanks to members Andy Roberts, Chris Yapp & Brian Whitaker who responded to my plea for more articles, and we are back to 16 pages in this issue. Another of Victor Lee's "Websites Galore" articles will appear in the next issue (in the meantime, see Victor's sales advert on page 16). Nevertheless, it's always handy to have more material in hand – so please . . . pleeeeeease . . .

Apologies for the non-availability of the Circle's website over recent weeks. This was caused by a problem with our provider, but it is up and running again now.

Just one piece of local (Halifax) news. Travellers on the A646 may have seen a factory sign at the double-bend between the edge of Halifax and the top end of Sowerby Bridge – "MTTG GACRail". According to the internet, this company makes wheel-lathes, and has as customers Bombardier, Alstom, DB, Siemens and other illustrious names - continuing the proud Halifax machine-tool tradition.

A Diversionsary Day

Brian Whittaker

On Sun.27th Nov I went on the 0900 Leeds to Plymouth, which was a cross country HST, the scheduled diversions being the attraction.

The first move was to crossover to use the northbound platform at Chesterfield. I suspect this was not planned but as a result of a 16 min late departure from Sheffield due to a signalling problem at Doncaster. At Burton on Trent many locos were stabled, but ,none logged because of the speed we passed.

After we passed Central Rivers the Voyager depot, we turned right at Wichnor Jn. on the first of our scheduled diversions, via Lichfield to Birmingham. The usual services on this route are EMUs to Redditch via New Street.

Leaving Birmingham at 11:48, 25 mins late, we called at Cheltenham and then turned off the main line towards Gloucester where we left at 12:37, 17 mins late, and went on the north side of the River Severn via Chepstow to Severn Tunnel Jn. Just past the platforms we crossed over to the down tunnel line and stayed on that and went through the tunnel on the down line, as the lines through the tunnel are reversible. A stop was made at Patchway to connect with buses from Parkway, then on to Bristol Temple Meads, arriving at 13:41(10 late).

The next move was the 1400 to Paddington, ex-Swansea, diverted via Westbury Hawkridge curve instead of the usual route via Parkway and Swindon; then we went via the Berks and Hants to Reading, arriving 6 late at 15:25.

The next move was the 1540 Reading to Edinburgh via Birmingham and Leeds – this was formed of a single Voyager (4 cars) and was wedged from Oxford to Wakefield. This seems to be the foolish way we run trains these days.

After Leamington Spa we went via Solihull (the former GWR route) to Birmingham. This is not a diversion but I suppose it is because of pathing problems between Coventry and Birmingham. Beyond Birmingham we again went via Lichfield, this time with a stop at Lichfield City for buses to Tamworth. On to Wichnor Jn and then the usual route via Derby and Sheffield to Leeds, Arrival was 3 mins late due to being held outside Leeds.

Letter to the Editor

Philip Lockwood

Dear Members,

As retiring President of the Circle I was delighted to be presented with a model of an Ex L&NW Rly Super D 0-8-0 locomotive. Your new President found out that this class was one of my favourites, having watched them from my Junior School playground at Churwell in the 50's. It now takes pride of place amongst my display of 4mm models awaiting the layout to be constructed to run them on, my present layout being Swiss Metre gauge! I would like to thank Gary, the Committee and members for this splendid gift as a reminder of my time as President.

Best Wishes to you all,

Philip

Dr. Robert Pemberton

Robert died in Dec 2011, a lovely quiet man with a dry sense of humour .

He was a Baildon person and as a child contracted a form of TB in his hip.

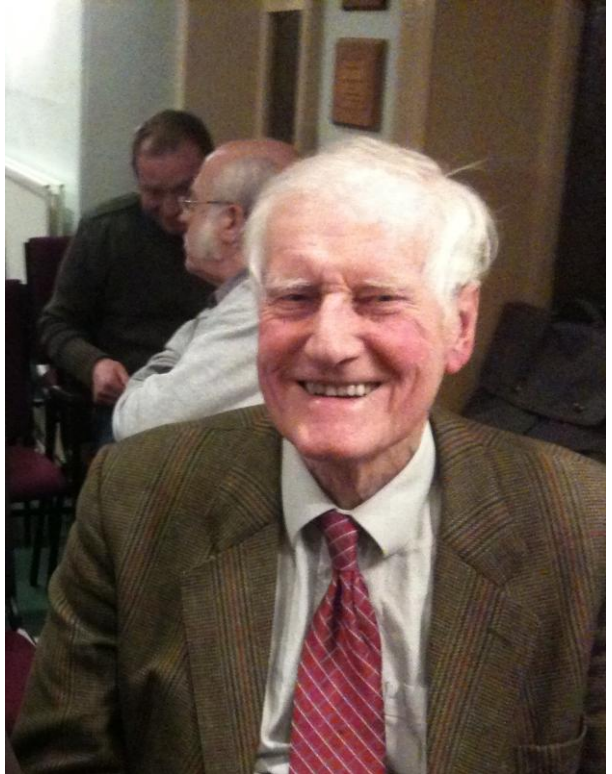
This did not stop him from leading a full life. The world was his oyster - the Falklands twice, Ascension Island, St.Helena, Galapagos Islands & Iceland, to name a few. He admitted to being a penguin spotter, no doubt he was an avid "twitcher".

He joined the Circle in 1995 and served on the Committee for several years, arranging the trip to the North Yorkshire Moors Railway. The Friends of the Settle & Carlisle benefited from his services at the magazine packing sessions.

Baildon Men's Supper Club at the Church also gained by his ability to get speakers for a free supper, no expenses paid we are led to believe! Fruit trees were another of his passions, his garden and the Church garden being packed with them.

His work was in parasitic infections & blood disorders; microbiology, biochemistry & bacteriology.

He had no family, although it is said that he had a distant cousin. The Church & friends were his family.



Michael Leahy
Photo: Philip Lockwood



43 321 Plymouth 31st Aug 2011

Peter Holden



GWR 2-6-2T 5552 Bodmin Parkway 29th Aug 2011

Peter Holden

Freedom of the Southwest Andrew Roberts

Saturday 27th August - The day started early for myself and Peter; we arrived at Waterloo in plenty of time to catch the 08:20 to Exeter St. David's, our unit for this service being 159 019. So, armed with liquid refreshment and nibbles we boarded. Michael met us en route, boarding at Yeovil Junction - he had travelled down to Exeter the previous day. After checking in at the Great Western Hotel, our home for the next three nights, and having a quick pint in their excellent bar, it was back to the station for the 12:29 to Paignton 221 121 forming this train. A short walk around the corner to the Paignton & Dartmouth Railway (I think by the time I get this article written they will have changed their name again!) for the 14:00 to Kingswear, our locomotive being GWR 4200 2-8-0T 4277 Hercules. On arrival there was some sort of festival taking place in the harbour, as the place was packed out with various boats. We made our way the short distance up the hill to the rear of the station to the Ship Inn where we enjoyed a good couple of hours sampling Otter Brewery ales, accompanied by an excellent sandwich. Peter spent most of the visit glued to the big screen in the adjacent bar watching the Rugby League Cup Final. Leeds lost, so extra beer was consumed to celebrate the right result! A further pint of Otter was sampled in The Steam Packet, before returning the short distance back to the station for the 17:00 service hauled by GWR 5205 2-8-0T 5239 Goliath. On return to Paignton we boarded the 17:52 back to St. David's, 142 063 being the unit on the return run. Supper and a couple of pints ended a pleasant but long day.

Sunday 28th August - After breakfast, a short walk to the station sees us boarding one of the through trains to Okehampton, the 09:14 formed of 142 030. Beyond Yeoford you are on the old L&SWR to Plymouth. There is a shuttle service from Okehampton to Meldon Quarry, so we boarded the 10:05 to Meldon, hauled by 08 937 (D4167) Blue Bell Mel. We returned on the 10:35. Not one of the most rewarding journeys I have made! At least there was not as much "junk" lying around at Meldon Quarry as on previous visits. We decided to venture to Okehampton town, which is a rather steep descent from the station, so with caution we headed to the Plymouth Inn for lunch. A good few hours were enjoyed in the pub and beer garden (where we sheltered from a short but heavy downfall). A local taxi was called to avoid the steep hill back to the station where we board the 14:00 back to Exeter, 142 030 again being our unit. Peter was keen to visit a brew pub at Newton St.Cyres. As there was no convenient train, we made use of another local taxi to take us to "The Beer Engine". Despite negotiating the fare beforehand we still ended up paying a larger bill [or is that a larger bill? – Ed.] for the taxi. Never mind, the beer was marvellous. After enjoying a couple of pints we make our way the short distance to the station to board the 16:12 to Barnstaple, returning on the same unit (142 029) to Exeter St. David's at 17:20. The evening was taken up by a visit to Topsham on the Exmouth branch. Catching the 18:48 from St. David's, formed of 150 232, arriving at 19:05. After an enjoyable sojourn around the village taking in the various architectural pleasures, we head off

in the right direction to find “The Bridge Inn”. What a truly marvellous establishment - the pub is basically someone’s house, there is no bar as such, the staff serve beer straight form barrels in the cellar. Apparently, Her Majesty had nipped in for a pint previously (pictures were on show)! We made our way back to Topsham Station to catch the 21:36 back to Exeter (142 001), where a nightcap was taken before bed.

Monday 29th August (Bank Holiday) - Not an early start today, so following a hearty breakfast we board the 09:36 to Bodmin Parkway, 150 126 being our unit. It had been transferred from Tyseley and still wore the London Midland Centro livery. Peter had managed to acquire various timetables for the week from the internet, but on this occasion they bore no resemblance to the Bodmin & Wenford Railway’s timetables (which themselves took a lot of finding!) But in fact on this occasion the internet was correct. After purchasing tickets from the Guard, a rather large chap who took residence at a station bench to sell his tickets for the train, we board the 12:00 service hauled by GWR 5500 class 2-6-2T No. 5552. The train was packed out with families enjoying the bank holiday. We made our way to the bar car and sampled various bottles of Skinner’s fine ales. Noted in the shed at Bodmin were the Greyhound and the Well Tank, not in steam to my disappointment. Peter had not traversed the section from Bodmin General to Boscarne Junction previously, so he was happy. Reversal at Bodmin General saw us continue on the 12:40 to Boscarne Junction, returning on the 13:05 and then further reversal at Bodmin we are on the 13:40 to Bodmin Parkway. Back on the main line we catch the 14:30 HST to Truro formed of 43 143 & 43 125, connecting with the 15:20 to Falmouth Dock which was formed of 150 233. A short march into town we find the harbour area which apart from the usual nautical niceties boasts two fine pubs. Firstly we visited the “The Front” which has to be said did not meet expectations, but “The Cain Locker” certainly made up for it. Several excellent pints of Skinners and a good meal were enjoyed before returning to the station where we boarded 150 121 on the 19:29 to Truro. Of note is Penryn Station, which is one long single platform with appropriate track layout to allow two trains to pass and stop. We caught 19:58 HST to Plymouth formed of 43 124 & 43 148, there connecting with the 21:25 to St. David’s formed of 150 120.

[to be continued]

Membership Matters

Let us welcome the following new member :-

Howard Clayton (Bradford)

Puzzle Corner

John Holroyd

First, the answers to our “Scholey and Loudforms” quiz :-

Airmyn & Rawcliff	NE	Cressington & Grassendale	CLC
Altrincham & Bowdon	MSJA	Drighlington & Adwalton	GN
Arrochar & Taret	NB	Elmton & Cresswell	M
Aspall & Thorndon	MSL	Grassington & Threshfield	M
Barton & Walton	LNW	Hanwell & Elthorne	GW
Bearstead & Thurnham	SEC	Ironbridge & Broseley	GW
Blairhill & Gartsherrie	NB	Longford & Exhall	LNW
Bleadon & Uphill	GW	Newick & Chailey	LBSC
Braintree & Bocking	GE	Palterton & Sutton	M
Branston & Heighington	GN/GE	Pinxton & Selston	M
Broughton & Bretton	LNW	Riccanton & Craigie	GSW
Bucknall & Northwood	NS	Whitstone & Bridgerule	LSW
Claygate & Claremont	LSW		

Those of you who persevered will have noted the leading names are in alphabetical order. Continuing the theme, a further twenty-five pairs follow :-

SELL AND	&	FEAR VAIN H.	
MELRAY.....	&	LOWE TRY	
COATS.....	&	GULL SHIN INN.....	
TAB.....	&	LABL	
BINGO BENT.....	&	FERNE WRY	
KEY BLANN.....	&	THE MRH ENIGMA.....	
REAMBLY	&	SHOWER N	
WORN DOBET	&	WRY ALE	
BEET FLY	&	DOOMHAW	
A LEVEL CRY	&	DRY LEO	
RACK	&	TL CREAM	
SPORTY CU.....	&	HAS EXPORT	
SON COULD	&	ELL CHAIN.....	
BENDY LEAD.....	&	MUCH BR TOWER	
DOUGH BORES.....	&	LH TROWEL	
COVEN KYD.....	&	BENDING SYRE	
ATHELM	&	MAM ON TIGHT.....	
WARN FROTH.....	&	WOOL HAS HARM.....	
NONGELD.....	&	THUSRON	
MOISTEN GR.....	&	PN FORMAT.....	
LEEh.....	&	RANCH BIND	
SLING KEY.....	&	FARL LOGH	
NOT LIKING RK.....	&	GLEEN DIY.....	
POMCOW.....	&	CHLOES RANGER.....	
GENTO.....	&	BONDER	

Bon Voyage!

Meeting Reports

Philip Lockwood

28th December 2011 – Members' Evening

As usual members evening proves to be a popular event with eight members bringing a wide selection of pictures. First up our secretary Peter Holden with Portugal chasing English Electric products, this was followed by me with a number of shot's of circle members, plus a few "golden oldies" no not necessary BRC members! Next up John Holroyd with a mini "Looking back on 2011" which included a number of walking holidays, plus the latest pictures of the model railway in the attic, the EM&W Rly. Keith Preston brought along a number of slides by our late member Dennis Whitfield, this became a case of guess the location in many instances. Bill Jagger followed up with pictures taken on a number of Scottish holidays walking abandoned Caledonian Railway branches. Dave Peel brought pictures taken on his home ground at Wareham, these featured special trains including Tangmere, the Battle of Britain class pacific. Finally Ben Burrows brought along a selection of Dorothy's pictures one of which taken on John's birthday boat trip being a reciprocal shot of me taking a picture of Dorothy! Finally with time to spare both John and Victor gave further presentations. Yet another popular evening just a pity that more members don't turn up for these evenings.

11th January, 2012 - Mainline steam in the landscape by Ben & Dave Collier

A return by this Father and son team, this time with a selection of digital images by Dave and slides by Ben. A full house speaks well of the reputation of this duo who travel widely in the pursuit of the elusive shot. First off with Dave with digital pictures firstly in the British Isles before moving on to Slovenia, this was followed by Austria and Germany before finishing in Australia. Most of the pictures had been taken quite recently including snow scenes in Slovenia last week! The difficult terrain would appear to be no problem to Dave who with the aid of an off road vehicle and a good pair of legs manages to reach the most inaccessible spot's. Of particular note to your reviewer were the impressive pictures taken of steam special's high in the Semmering Pass in Austria. Despite running quite late it was next the turn of Ben who brought along a selection of slides, these were more of historical interest as Ben moved over to digital about five years ago. Once again Ben showed that he is prepared to go to a great deal of trouble to reach a suitable location, often this involved early starts and long drives and plenty of forward planning. The results spoke for themselves with wonderful images of trains in the landscape and once again showed that a good transparency takes some beating. We ran out of time before Ben ran out of slides so lets hope we can get Ben back at some future date. Vote of thanks by Eddy Lumb.

25th January 2012 - Enjoyable Overseas Pictures by Robin Patrick

When writing the report on Patrick's show last November I commented that it would be nice to have seen some "Overseas Pictures" well tonight we had these in plenty, in fact the number of country's visited must stand as something of a record for a Circle show. Robin thought it might be 48, I lost count long before this! It is difficult to select particular country's or pictures to mention so will stick to some of my favourites, these would include two early shots on the De Erzbahnen iron ore rack

railway in Austria, sadly no longer steam or rack. Switzerland with the BVZ in Zermatt Bahnhof with a clear view of the Matterhorn in the background, a rainy day at Filisur with Rhatische Bahn steam locomotive No 107, a view from the train of a Canadian Pacific "Royal Hudson" making easy work of it's long train. Robin managed to include wildlife in a number of his pictures including what appears to be a wild boar emerging from a train, I believe in Slovenia, goats in Serbia and a swan nesting, we even had the obligatory man and bicycle. So many excellent pictures (all Slides) but to quote the poem by Gilbert Thomas. "But I will not flog My muse to furnish the whole catalogue" Yet another excellent slide show, and bound to ask. Where will we go next? Thank you Robin. Vote of thanks by Eddy Lumb.

8th February 2012 - Narrow Gauge Niceties by John Holroyd

A packed meeting room for this presentation by John. We made a start in a pub alley way where John spotted some narrow gauge track, man powered in this case as a means of delivering beer to the pub. Although not billed as an alphabetical tour of the narrow gauge we followed by the letter A for Austria where a number of railways had been covered in the past. A was also for Armley Industrial Museum and also the Abbey Lt Railway. Shipley Glen Tramway came next with a party of rather serious looking passengers from the RCTS! Back onto John's home ground with a visit to the ex C&HPRly Killin Branch now the Steeple Grange Railway. Far to many Narrow gauge locations were visited for each to be listed here so I will mention the ones that were of particular interest to your reviewer. These would include the Waterworks line at Torside, a visit been made on a Geoff Lumb bus tour, Statfold Barn Railway, always of interest, the Wupperthal overhead railway and the Harz system, visited by many BRC members three years ago. Travelling even further afield we visited India with tales of train delays whilst coal was purchased for the days run. I must mention Switzerland with railcars on the Chur to Arosa electric railway, preserved steam 2-8-0 crossing the Landwasser viaduct. Back in the UK we saw Ruston diesels "rusting" away at Llanberis, the Fairbourne Railway in two era's with a change of gauge. We finished with a look at a number of narrow gauge model railways, these included the Birchencliffe Lt Rly of Tony Emerson, live steam on Derek Naylor's garden railway, the late Henry Holdsworth large indoor model featuring WW1 German trench warfare and also narrow gauge in two scales by John. A most interesting show, as 'always enlivened by John's witty comments and observations. Vote of thanks by Eddy Lumb.

22 February 2012 - Reedy's Rambles Part 1, by Gordon Reed

A first visit to the Circle by Gordon, the last boiler inspector for BR! Gordon entertained us with reminiscences of his career on the railways of the North East, and particularly the old Border Counties line into Scotland. The show was illustrated with colour slides and B&W pictures. The colour pictures, mostly taken in the 50's and early 60's showed remarkably clean locomotives and coaches in early BR livery. When did standards slip? He entertained us with tales of his early life at Bellingham whereas a wartime precaution the locomotives *Columbine* and *Gladstone* from the old railway museum at York were stored. This area suffered greatly in the winter of 1947 and Gordon showed a number of pictures of trains in snowdrifts. We had an insight

into the workings of the boiler smith, no H&S evident in those days, and more recently in the preservation field working on *Flying Scotsman*. For his National Service, Gordon once again found himself in the railway environment with a posting to the military railway at Marchwood near Southampton. As the title explains this was Part 1, and I for one will be looking forward to the next instalment. Vote of thanks by Eddy Lumb.

7th March - Favourite Lines Pt 12 York to Hull the long way round, by Victor Lee

As is becoming the norm with a show by Victor, we had an extra bonus before the "Main Event": a selection of tractor pictures, both old and new, the more knowledgeable of the audience giving a running commentary of the makes and ages of each example. The main show started at York Station, Victor explaining that the present one is actually the third site, the first being just outside the city wall, with the second built just under the archway breaching the wall. This formally housed the Small Exhibits section of the Railway Museum. In his usual style Victor explained the architectural details of the station and the adjoining Royal Station Hotel. An interesting aspect was the "Tea Rooms" on the platform now used for other purposes. Boarding our Hull train we alighted at Church Fenton, all wooden trestle ramps, lupins and disused gas works. We even had the "Old Git on bicycle" which the bicycle enthusiasts amongst us were able to identify as a Raleigh Rudge! Well tended allotments were passed as we made our way past Sherburn. An interesting fact not known to your reviewer being the Bishop's Dyke, so named because this early canal was used to transport local limestone used to build York Minster. We next curved east to join the former L&Y route passing Pontefract Monkhill station with the liquorice factory alongside. We were soon approaching Goole with its rather nice swing bridge where the signalman was supplied with a NER telescope, all nautical style! An interesting fact being the white paint used to help deflect the sun's rays to avoid expansion. We next passed Crabley Creek crossing, surely a Rowland Emmet inspiration where the crossing keeper was paid a bonus of 17p per week to keep the crossing free of horse droppings. Passing Hessle and the Humber Bridge we were soon into Hull Paragon station, the long sidings formerly used for emigrants from eastern Europe transferring onto Liverpool trains to continue to the New World. A most interesting show with Victor's usual moody twilight shots and informed commentary. *[And the very occasional reciprocal shot! – Ed]* Vote of thanks by Eddy Lumb

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 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, or the picture might be used for our *Circular* cover picture.
- **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.

North Borneo Railway (Dec. 2011)

Chris Yapp

Just before Christmas 2011 I spent a few days in Sabah, Malaysia with the objective of photographing the twice-weekly 'North Borneo Railway' tourist steam train. The North Borneo railway service operates on part of the metre gauge Sabah State Railway which runs in a generally southwards direction from the terminus at Tanjun Aru next to Kota Kinabalu International Airport on the southern outskirts of Kota Kinabalu to Papar, Beaufort and Tenom.

The line was closed for a period of reconstruction of about five years and re-opened for business early in 2011 – the State Railway diesel services resumed in February and the steam tourist service resumed in July.

The reconstruction project was comprehensive – many of the stations have been completely rebuilt, the track has been relaid using continuous welded rail, new level crossings with full width barriers have been installed at all significant road crossings and all the old minor level crossings have been blocked off with Armco-style barriers. Work is continuing to replace wooden sleepers with concrete ones.

The minor wayside stations all now have a short platform with a simple shelter. The larger stations visited at Tanjun Aru, Kinarut and Papar all have substantial station buildings and high platforms capable of accommodating 4-6 coaches. The station,

yard and workshops at Tanjun Aru and the stations at Kinarut and Papar are surrounded by fencing topped with barbed wire. From photographs found on the internet, it seems that the same approach has been adopted at Beaufort.

A 4-car diesel multiple unit operates 2 round trips a day between Tanjun Aru and Beaufort on Mondays to Saturdays and a single round trip on Sundays. Although I did not travel to Beaufort, I understand that there is still a service between Beaufort and Tenom, although a through journey in one direction is not possible in one day. The multiple unit observed in service consisted of a power car at the Beaufort end, 2 open salon coaches and an unpowered driving vehicle trailer. The sound of the power unit was not dissimilar to that made by the 'Thumper' multiple units on BR's Southern Region.

On Wednesdays and Saturdays, the 'North Borneo Railway' steam service operates between Tanjun Aru and Papar with a stop at Kinarut on the outbound journey to enable passengers to visit the nearby Chinese Tien Shi Temple. The service is run by the Magellan Sutera Harbour Resort and not by the state railway. On the 2 days in December that I visited the line, the working locomotive was 6.015 Vulcan VF6275 2-6-2 built in 1955 – and not 1895 as the 'North Borneo Railway' internet publicity suggests. The train consists of 5 short bogie carriages in green and white livery plus a slightly longer and lower car in the same livery where the food and drink are prepared. The capacity of the train is 80 passengers – loadings were around 60/70% on the two days I saw the train – despite the adult return fare and lunch costing 250 Ringgit (equating to about £GBP52!).

At Papar, 6.015 used a new turntable and hence the return trip was also smokebox first. Locomotives turn using a triangle in an area north of the workshop at Tanjun Aru. I was able to gain access to the workshop and yard for a quick visit in the morning on 24th December. I did not find the second working locomotive (6.016), there was no-one around to ask, and there was not enough time to explore the building at the far north end of the yard. I did find the third Vulcan 2-6-2 that is being used as a source of spares – it was in a shed with 7 of the 1970s Kawasaki Bo-Bo diesels and several small track inspection vehicles. Two older railcars were present – 3013 in red and white livery and an un-numbered railcar in red.

In the depot yard there were two new Chinese Co-Co diesels – 15101 and 15102 (also bearing Chinese numbers SDD₁₂0001 and SDD₁₂0002 – together with 4 wheel diesel 4201 and another dumped Kawasaki Bo-Bo. The yard also contained the second diesel multiple unit – the power car and first coach were damaged by a collision with a petrol tanker at a level crossing and the subsequent fire. The level crossing has since been closed and the petrol station is also expected to close.

The new state railway rolling stock is passed for speeds of up to 100km/hour and the line is definitely engineered for such speeds – as I found out when I tried to photograph 6.015 on a super-elevated curve. The steam schedule is leisurely with 6.015 able to return non-stop from Papar to Tanjun Aru in 45 minutes compared with the scheduled 75 minutes. I was able to pace 6.015 at one location where we 'clocked' it at 60 km/hour.



6.015 near Tanjun Aru

C Yapp



15102 at Tanjun Aru

C Yapp



DMU near Kawang

C Yapp



6.015 near Kawang

C Yapp

Secretary's Page

Peter Holden

For those of you who missed the Annual General Meeting in December (unfortunately I had to attend - as I have no hair I could not stay at home to wash it!), we have had quite few changes to the Committee. Philip Lockwood has stood down from the position of President after a very successful term. Philip is now a General Committee Member. Gary Hayhurst is our new President, and will continue to be our Librarian (at no extra cost). Eddie Lumb has stood down from his position of Hon Treasurer and becomes our Vice- President. Bill Jagger has taken on the role of Hon. Treasurer. Michael Wade has stood down from the General Committee and has been replaced by Malcolm Riley. Our Hon. Auditor for this year is David Wilkinson. Unfortunately we are stuck with the same Secretary.

We have already had to alter a few dates in this year's Diary. Please see below.

Forthcoming meetings.

Wednesday 4th April sees the welcome return of Noel Coates who will be presenting part two of his talk about "L & Y Locomotives". I am sure we will enjoy a very informative talk.

Stuart Baker will be our guest speaker on Wednesday 18th April when he will bringing us up to date with "The Rebirth of the Great Western Mainline" I wonder what gauge they will go for this time?

On Wednesday 2nd May we will be treated to "BR Steam in the 1950s & 1960s", by Keith Preston. Keith has received the collection of slides from a member of the Friends of the S & C. The Slides are all Colour Rail and cover the Scottish, Western, Southern and Eastern Regions. Apparently the Midland Slides had been given to someone else. That still leaves plenty of scope for a most enjoyable evening.

Les Nixon will hopefully be visiting us again on Wednesday 16th May to present "Trains in the Snow". As ever we can expect a marvellous collection of railway photography from one of the leading photographers. Photography in the snow is always a bit of a challenge, it has to be said I once went up to Ribbleshead to do just that, I think the two hour wait in sub zero temperatures for a train that never turned up had a lot to do with me calling it a day!!

Wednesday 30th May sees our annual presentation by Dave Scriven. Presumably it will consist of most interesting pictures taken by Dave on his travels around Europe and the UK and will of course be accompanied by a selection of terrible jokes!

Stanley Hall MBE will be visiting on Wednesday 13th June to present "The Jobs I Get Landed With" Stanley is certainly one of my favourite guest speakers, because that's what he is, a speaker. It is always a pleasure to be entertained by a professional railway worker who has the ability to tell a good story about their career. We are to have an "Outdoor Meeting" on Wednesday 27th June. I'm not too sure what this will involve at the moment, I will keep you posted.

Lastly, if any member wishes to be placed on an email list for circulation of urgent news, please contact me by email – pholden1960@hotmail.co.uk

Circle Diary 2012 (** indicates recent changes)

P	Mar. 21 st .	Trains, Buses and Trolleys in Bradford.	Robin Lush
	Apr. 4 th	L & Y Locomotives Part 2.	Noel Coates
	Apr. 18 th	The Rebirth of the Great Western Mainline.	Stuart Baker
	May. 2 nd	BR Steam in the 1950s & 1960s.	Keith Preston
C	May. 16 th	Trains in the Snow.	Dr. Les Nixon
	May 30 th	**ITMA	David Scriven
	Jun 13 th	**The Jobs I Get Landed With.	Stanley Hall MBE
P	Jun 27 th	**Outdoor Meeting (details TBA)	
	Jul 11 th	In My View	Paul Bigland
	Jul. 25 th	Digital Snapshots.	David Wilkinson
C	Aug. 8 th	Czech Returns.	Richard Winfield
	Aug. 22 nd	Bulleid's Other Locomotives.	Colin Boocock
	Sep. 5 th	**Steaming Around The World	David Tillotson
P	Sep. 19 th	The Derwent Valley Light Railway - A Pictorial History.	Jonathan Stockwell
	Oct. 3 rd	Thirty And Forty Years Back.	John Holroyd
	Oct 17 th	Tribute To Steam.	Tom Heavyside
C	Oct. 31 st	Photography Competition.	Tom Ickringill
	Nov. 14 th	Somewhere in Europe. Steve Chapman and Colin Kennington	
	Nov. 28 th	The Horsham & Guildford Direct Railway.	Tony Newnham
P	Dec 12 th	67 th AGM. followed by Members Night	Members

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

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

Small Ads

FOR SALE Victor Lee has the following unwanted gifts for steam fans :-

1. Sculpture of 9F *Evening Star* in coal. 10 inches long (00-scale), on plinth. Amazing detail; black livery (naturally!). £6
2. Cigarette cards by Taddy & Co. – set of 25, mounted in 2ft x 1ft glass-fronted wooden frame. Cards of 1930's steam locos worldwide. Again, a snip at six quid!
3. Original oil painting of A3 60081 emerging from Arthington Tunnel. On "Daler Board", 10 x 16 inches, no frame. Artist is Frank Payne, 1979. A giveaway at ... £15

Please contact Victor if you are interested.

BRC member John Tickner is still 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.