

THE CIRCULAR

Bradford Railway Circle

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Editorial

A real bumper issue this time - many thanks to all contributors! Chris Taylor's account of the Tour de France arrangements in July is especially interesting. The Committee wants to make The Circular even bigger & better, so we still need more articles, from a wider spectrum of writers. Special thanks to Keith Preston for setting a shining example, with three pieces this time (plus pictures), even a poem – is this the Circular's first poem? So come on the rest of you, especially if you haven't written for us before – we'd love to read about your news, interests, travels & anecdotes etc.

No apologies for reprinting last issue's article about the forthcoming Photography Competition. Start sorting out your photos now & prepare your entries. Rumour has it that consideration is being given to additional digital-only classes next time.

Lastly, you should find enclosed another list of Michael Wade's books for sale; and a subscription renewal form with AGM notice attached. Please renew your subscription promptly, by returning the form with payment to Bill Jagger.

Late extra: See the "Trainspotting" exhibition at the NRM until 1st March 2015

Branch Line Society Tours

Keith Preston

1. East Anglia – June 2012

I was in the area to photograph some of the signal boxes on the Peterborough to Ely railway line, as they are to be closed in 2014/15. Under a resignalling project by Network Rail, the majority of East Anglia will be controlled by the Cambridge power box. Already the Ely to Norwich section has been done, resulting in 17 signal boxes and manually operated gates and level-crossings on this Breckland line being closed by December 2012. When I travelled to Norfolk on two separate occasions for official visits to the area on Sat 16th and Sat 30th June 2012 with members of the Branch Line Society (established 1955) we were able to go inside each signal box, by courtesy of the Area Manager of Network Rail. Beforehand, we had been met at Ely Station to have the statutory safety briefing and to ensure that all had appropriate footwear (hard shoes/safety boots) and orange high-visibility jackets.

My second visit was the Norwich to Great Yarmouth line at the end of June 2012. On this occasion I decided to travel by train and spend an extra few days, booking in at a small family-run hotel in Great Yarmouth.

The meeting time was about 10:15 at Brundall station 5½ miles east of Norwich.

Once the BLS organiser had confirmed my place for the visits, I visited Leeds station Travel Centre. My enquiries resulted in a reasonably-priced Saver Return from Leeds to Ely, and purchase of a 4-in-8 Anglia Rover, which covered most of Norfolk, Cambridgeshire and Suffolk, including Ipswich to Felixstowe. The lady at Leeds station printed my train times for the outward journey on 30th June and return on Tuesday 3rd July.

The only way I could reach Brundall by 10:15 was to be on the 05:05 East Coast Leeds-Peterborough, arriving at 06:35. The loco was 91119 at the rear. A short stop near Bentley was for a technical problem at one of the two busy level-crossings, where many HGV's gain access to a large industrial site on the far side of the main ECML, both with barriers controlled from Doncaster power box. Eventually, after 10 minutes we proceeded at 10mph into Doncaster station 13 minutes late. I should add that my married sister lives in S. Leeds and I stayed there on the Friday; we both got up at 04:30 and she gave me a lift to Leeds station (it is about £25 for a taxi from Saltaire to Leeds – no bus or train connections at that time). Empty stock of the Northern Belle Pullman passed through Leeds eastbound somewhere at 05:00, top & tailed by DRS class 4 (the stock is kept at Crewe). There were a lot of freight trains around, with DBS class 66, Freightliner 66/5 and GBRF 66/7. One of the Scotrail class 170 was observed at Wabtec Doncaster for refurbishing. One of the "Super-Tugs" class 60 (unidentified) was in the Network Rail engineering yard, half-hidden behind rakes of ballast wagons.

HST 43315/43317 were on 06:15 KX-Newcastle at 07:05 in Peterborough. There was a PA announcement that due to floods and a landslip on 29th June a replacement bus service was operating between Newcastle-Berwick-Edinburgh. The flooding had also closed sections of the Newcastle-Hexham-Carlisle Tyne Valley route – though the ECML was hoped to reopen later on 30th June.

158780 was on my 07:35 East Midland service through to Norwich. A comfortable ride on this refurbished class 158 (done at Neville Hill depot) – why haven't Northern Rail refurbished their class 158's, which are not being maintained as well as other TOCs' cl. 158 fleets? Northern Rail are making profits, but very little seems to have been invested in their fleets of dmu's and emu's, from my own observations. I reached Norwich on time just after 09:00. Of interest was the station at Wymondham, built in 1845 and loved by John Betjeman. Fortunately, the station signal box has been listed by English Heritage, and may be transferred to the ownership of a preservation group. In the station was 158712 in white/two-tone-green/orange with a red band below the roof – I am unsure whose livery that was, though Anglia Railway TOC was in process of a change of franchise and had some one-off special liveries. I found the local buffet for coffee and a sandwich. My train for Brundall was 156407 on the 09:35 for Yarmouth via Acle.

I met the party, which numbered sixteen. We split into two groups – I got a lift with former BLS Chairman Angus McDougall from Manchester – brother of late Circle member Ian McDougall of Heaton. The weather was warm and sunny, and we visited Brundall station SB & LC; Brundall Junction SB; Strumpshaw LC; Buckenham station & LC; Lingwood No.1 LC; Lingwood station & LC; Acle station & SB; Reedham Jct SB; Reedham Swing Bridge SB; Cantley SB, station & gate crossing; and finally Great Yarmouth SB & station. It was a full day, and as it was Saturday there were through trains from Liverpool Street via Norwich (reverse) to Yarmouth. From Norwich to Yarmouth it isn't electrified, so these trains are loco-hauled either by DRS cl.37's or DRS cl.47's on "drags" with the dead cl.90 electric and coaches. Many enthusiasts travel from Norwich to Yarmouth and back for the unusual haulage. It was a brilliant day.

On both BLS visits to East Anglia signal boxes, a charge was levied and about £600 was given to local charities, including a hospice and the local Air Ambulance.

2. **Manchester area - Sep 8th 2013**

A more recent charity railtour was from Manchester Piccadilly around the Pennines & Peak District to York & return on Sunday 8th September 2013. This has raised at least £11,000 with more to come. This was organised jointly by the Branch Line Society and First Trans Pennine Express. All FTPE staff and Network Rail gave their services free, and even Skytrain donated a catering trolley free of charge with drinks & snacks. As a result, BLS members paid a reduced charter fare of £65 standard and £90 first-class in the cl.185 provided. Tea & coffee were £1 a cup and all snacks 50p. There was a raffle, with about 15 prizes donated. The Managing Director of FTPE and several management staff travelled to try & ensure that the agreed routes including loops and into both York and Ardwick were followed.

Unfortunately there was a major problem at Manchester Piccadilly. Overnight engineering work to connect the overhead wiring to Ardwick depot & yard overran by a few hours, and 18511, which had been cleared especially for the railtour, was trapped inside the depot and couldn't be used. Hastily, 185118 which was dead in Piccadilly was made available as a spare unit, and bottles & litter left by Saturday

revellers were removed by FTPE staff. Our scheduled departure at 09:00 came and went as no trains could travel via Ardwick and all services had to use the main line to Stockport. We left somewhat later and remained about 45 minutes late all day. The train was fully booked only two weeks after being advertised. The BLS have named their railtours “Trackers”, as they try to ensure their trains reach the very end of the tracks. Some gricers call BLS the “buffer-kissers”. It is true that there are members who are too obsessive about reaching the last inches, and going over crossovers and loops. I like to take photographs from open windows, not through windows, so I took very few from inside the air-conditioned class 185118 (built by Siemens in Wildenrath, Germany). I did take 56091 which was in Holgate Sidings at York, with its train of grey slag from an opencast mining site near Ashington in Northumberland. The loco, operated by DCR, had failed several days previously but had not been repaired. DCR have just been taken over, but have some contracts for freight and towing preserved diesels & steam on main lines. They also operated the Weardale preservation line from Bishop Auckland to Stanhope; coal trains to Drax power station and to Scunthorpe Tata Steel from Wolsingham using Colas Rail class 66/8 locos painted orange, yellow & black. DCR stood for Deven and Cornwall Railways, who had some link with British American Rail Services. The new organisation have said they will reinstate trains on both the Weardale line and on the Okehampton –Crediton line with occasional through trains to Exeter.

India 2014

Peter Holden

Kay and I made a trip to India this January for three weeks, flying from Manchester to Bangalore where we stayed for 5 days. We support a Christian Charity who put children through school. It was wonderful to meet the two children that we sponsor. Following on from our 5 days in Bangalore a train was caught from Bangalore City Jct. to New Delhi.

I used a company called SD Enterprises in Wembley to make all our train reservations; on the whole they did a very good job. I had looked on India Railways website initially to see what trains were available for the journeys we wanted to make. Then I sent my list to the travel agent; they came up with a number of alterations, on the grounds that we would be travelling on “better trains”, so 15 day AC1 class rover tickets were purchased and these came with a string of reservations attached.

Our first train from Bangalore was one such alteration. I had found the quickest train but SD suggested travelling instead on the “Rajdhani Express” which took around four hours longer to cover the 1470 miles.

We arrived in good time and eventually found our compartment for the 35 hour journey. Prior to boarding I took a few photos, as you do. Here I received my first of many tellings off for taking photographs. They have military type railway police, smartly dressed with machine guns. Apparently it is ok to wander around the tracks in



22nd Jan 2014 - 13270 Bangalore City Jct.

Peter Holden



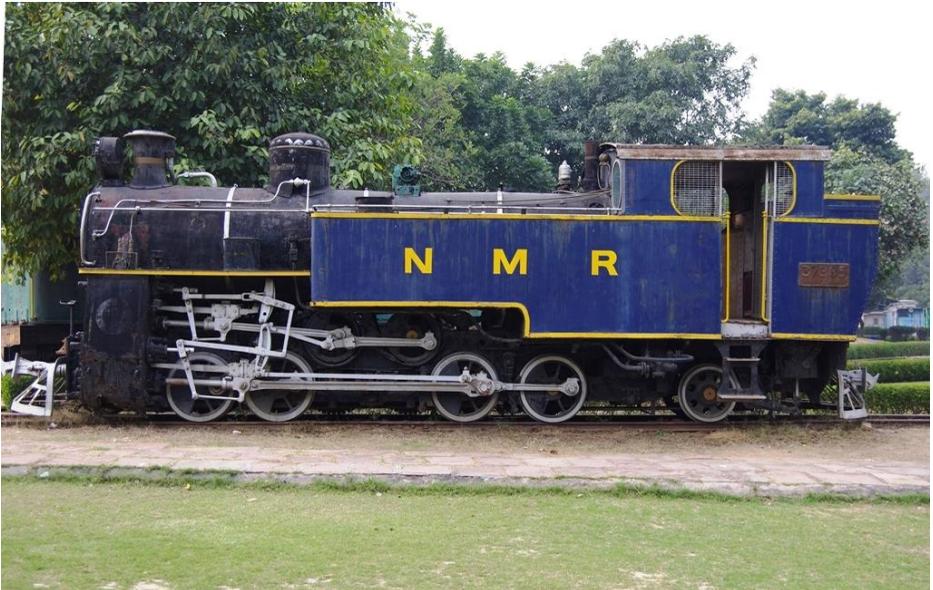
24th Jan 2014 - 30374 New Delhi

Peter Holden



2nd Feb 2014 - 20102 Delhi Jct.

Peter Holden



6th Feb 2014 – 37385, National Railway Museum, New Delhi

Peter Holden

front of on-coming trains, stand around begging or travel without tickets, just don't take pictures! Very strange.

The first thing that is readily apparent is that the majority of trains are incredibly long, our train being 23 carriages long with an Indian built General Motors WDP-4 4,000 HP diesel on the front. We left on time as darkness fell. Meals were provided on the train; as with India in general, if you don't like curry you are out of luck! Fortunately we do. The compartment was for two people and was quite spacious and clean. Having had our evening meal we locked the door and got to sleep, well Kay did, I looked out of the window most of the time. The following morning we pulled into Sekunderbad Jct. The harsh reality of India struck! I noticed a young girl lying dead at the side of the line around 200 yards off the end of the platform. We were to have a loco change here so I got a breath of fresh air and took a few photos. Noticing there were around 6 old women with brooms sweeping the platform, I found this to be all a bit odd considering what was being totally ignored just off the end of the platform, strange country. Diesel off, electric loco on and we are away. Most of India appears to be electrified. Our train had negotiated a loop through Sri Sathya Presanthi Nilayam during the night, which was non-electrified, hence the diesel initially. An endless procession of freight trains passed in the other direction, all appear to be loaded to the maximum length permitted so as to fit into the passing loops. Having spent 2 nights on the train we arrived in New Delhi at 07:00 into total chaos! Our hotel had sent a driver to pick us up. As it turned out our hotel was not far from the station anyway.

Having spent a few days doing tourist type nonsense it was time to make another train journey. Our daughter Lindsey, who had flown in from Hanoi, joined us for the next seven days. Our booked train was 19:55 Rajdhani Express (apparently Rajdhani means to or from the capital city), this being hauled by 11212 a WDM-3D diesel locomotive from New Delhi to Ahmedabad. We stayed on to Jaipur a distance of 269 miles. Arrival was on time at 00:20. Again we were met by a taxi from the hotel. To be honest the countryside is not very inspiring most of the time in India, very flat and boring. There are people everywhere, even in the middle of nowhere! Apparently they have no real idea of how many people live in India. The suspicion is however that is a similar number to China, just in a much smaller area.

Leaving Jaipur two days later, we travelled on to Jodhpur, once again on a long-distance sleeper train. The Ranikhet Express had left Kathgodam the previous evening at 20:40 it had travelled 540 miles before we boarded at Jaipur for the last 232 miles to Jodhpur, the locomotive being 40136, a WPD-4 4,500hp diesel. This was the only train in which we could not travel in first class Air con. We did have the carriage to ourselves however.

We were to travel back from Jodhpur to New Delhi by train but for some inexplicable reason the rest of the party paid to fly back in one hour rather than spend 15 hours on a train?

Our last journey of the holiday was from New Delhi to Shimla. We had two days left on our rover tickets so we decided to basically have a ride to Shimla, spend one night in a hotel and then return the next day. A good decision it was a marvellous journey.

Leaving New Delhi at 07:40 on the Shatabdi Express behind 30247, a WAP-7 6,000hp electric loco pulled our train to Kalka, a journey of 188 miles taking 4 hours and 5 minutes. This train and our return to Delhi was the only train we travelled on with “Day Cars” These were most spacious, with plenty of leg room and comfortable seating.

On arrival at Kalka we made the short walk for the connection onto the narrow gauge service up to Shimla. Our loco was 702 a ZDM-3 diesel. The “Himalayan Queen” took 5 hours ten minutes to climb the summit at Shimla a distance of 59.6 miles. Just to prove it’s a small world, I noticed Steve Batty at Dharampur about half way along the line - as we pulled in Steve was photographing our train. I did not have chance for a chat as his train departed straight away! Steve was making his way back down from Shimla.

Fantastic train, great scenery, well worth the trip. When you think you have reached the top of the climb, it goes around a corner and there is another mountain in front of you!

We had the same locomotive for the return the following day.

On our last day in India the National Railway Museum in New Delhi was visited. Most interesting, plenty of locomotives of all shapes and sizes, steam, diesel and electric. They have a collection of British builders’ plates which must be worth a fortune! Well worth the visit.

We managed to travel 2,500 miles by train during our three week visit. I don’t think I will go back!

Merci Beaucoup

Chris Taylor

LE TOUR DE YORKSHIRE (or the Grand Départ)

On Saturday & Sunday 5th & 6th July, 2014 the Tour de France came to Yorkshire. This cycle race has an enormous following and a huge worldwide television audience. This year the race started in Yorkshire and provided an enormous amount of publicity for Yorkshire.

The route on the Saturday was Leeds, Harewood, Otley, Ilkey, Skipton, Grassington, Hawes, Buttertubs Pass, Leyburn, Ripon to Harrogate. On the Sunday it was York, Harrogate, Blubberhouses, Addingham, Keighley, Haworth, Oxenhope, Hebden Bridge, Mytholmroyd, Cragg Vale, Ripponden, Ainley Top, Huddersfield, Holmfirth, Holme Moss, Woodhead, Langsett, Bradfield to Sheffield Meadowhall. The actual cycle route was closed to all vehicles except emergency vehicles for most of the race day, indeed Holme Moss was closed on Friday morning and didn’t reopen until Sunday afternoon. With restricted bus services the railways were going to be a large part of people’s travel plans, and plans were put in place and enhanced even at the last minute.

On the Saturday, with the race starting in Leeds and finishing in Harrogate, there was an enhanced service between Leeds, Harrogate & York with an half hourly

service of 4 car units being run on the full route. In addition a loco hauled shuttle service was provided between Leeds & Harrogate. One set was hired from DRS with locomotives 47810 & 57308 (complete with headboards "Taking you on the tour"). The other set was hired from Virgin West Coast and was the Pretendolino set top & tailed by 67006/27, the former was in the royal claret livery with the latter in DB red colours. In addition East Coast ran 3 extra trains through to/from Harrogate from London King's Cross. East Midlands extended one of their St Pancras to Sheffield Meridian trains to Leeds in the morning. TransPennine hired a set of coaches and locomotives (47841/853 both with yellow painted buffers) from DRS to substitute for a 185 on the 0622 & 1322 Liverpool to Scarborough returning with the 0950 & 1650 from Scarborough to Liverpool. Unfortunately this train ran late on the 0950 journey and never recovered its ½ hour lateness and on the 1322 the train was diverted omitting the Leeds stop by running via Healey Mills, Castleford and Milford Junction. These trains also ran express not stopping at Liverpool South Parkway, Birchwood, Manchester Oxford Road, Stalybridge or Dewsbury. Other TransPennine Trains were strengthened up to 6 coaches. With fine weather it was estimated that around 2 ½ million people watched the cycle race over the two days in Yorkshire, far more than anyone had predicted. Problems occurred at York, Harrogate & Leeds with the number of people wanting to travel. At Leeds the huge queue mostly was cleared with the 1323 4 car stopper to Harrogate the 1315 Pretendolino and the 1330 DRS loco hauled set. It was not predicted the large numbers of people wanting to see the start of the race in Leeds and the finish in Harrogate. After the race had finished in Harrogate it took a few hours to get everyone back to Leeds & York.

On the Sunday an enhanced service was run on the Aire Valley & Calder Valley lines, with the Worth Valley running a 45 minute shuttle between Keighley & Oxenhope. The DRS loco hauled set operated a 0700 Leeds to Harrogate returning to Leeds at 0735; this set then ran a shuttle service between Bradford Interchange & Blackburn with the Pretendolino set operating a Leeds to Hebden Bridge shuttle (running ECS to/from Todmorden). The Calder Valley trains were strengthened to 4 or 6 coach trains as well. The 0913 Huddersfield to Bradford picked up in excess of 100 passengers at Brighouse. The Penistone line had a 45 minute shuttle from Huddersfield to Penistone with a similar shuttle from Penistone to Sheffield, the West Yorkshire section had a. 158 and a 5 car Pacer units. At Halifax as many passengers as possible were allowed on to the trains without causing severe overcrowding. Trans Pennine ran a special early morning loco hauled train from Liverpool to York returning with a 1200 York to Manchester Piccadilly although for some reason this ran ECS to Leeds before entering passenger service. The Manchester to Cleethorpes service was split at Doncaster with a Doncaster to Cleethorpes service and a strengthened Manchester to Doncaster service. The loco hauled set also operated a Manchester to Doncaster and returning to Liverpool after the race finished near Meadowhall. At Huddersfield special crowd control measures were put in place with passengers entering the station as normal but exiting through the fish passage on both days. Full ticket checks were undertaken. at many stations. Problems occurred at Huddersfield especially with the local stopping trains on the Sunday afternoon after

the race passed, being overcrowded so three additional Huddersfield to Mirfield and one additional Huddersfield to Marsden 4 car special trains were put on. Unfortunately 47810 decided it had had enough on the Sunday on the Bradford to Blackburn trains, retiring with severe exhaustion, and the standby locos stabled at Hebden Bridge (20308/09) were called upon. Northern decided that problems with overcrowding at Meadowhall might occur so this DRS set was to go to the Sheffield area to assist, so the ex Healey Mills driver set off from Bradford via New Pudsey and got as far as Normanton before he was stopped and received further instruction to resume the timetabled shuttle between Blackburn & Bradford, Ian Tunstall nearly felt homesick as he waited time in Healey Mills Yard loop but he was enjoying himself driving class 20's again. East Midlands even ran an 8 car 158 service on the Sunday afternoon between Liverpool and Nottingham. Northern had vinyled 158849 in yellow with the slogan "Taking you to the tour" vinyled specially. Northern promoted a one day (£10) and two day (£15) ticket but only available on their services. On the Sunday trains ran from Leeds to Harrogate and York to Knaresborough, they were unable to run Harrogate to Knaresborough until afternoon as the race was crossing the line at Starbeck level crossing.

At Leeds the passenger numbers increased by 50% on a normal Saturday to around 243,000, as a comparison the Saturday before Christmas around 174,000 pass through Leeds station. It is estimated that 10,000 passengers travelled from Harrogate to Leeds with 26,000 passengers passing through Harrogate station on the Saturday.

Huddersfield station saw around 13,000 passengers on the Sunday, more than double a normal Sunday & more than a normal weekday.

Bradford Interchange station was nearly full of trains around 13h00 on the Sunday. From left to right as viewed from the Caledonia Street bridge was a Grand Central 180105 stabled in the loco run round road, a Northern 150 stabled in platform 1, The DRS Blackburn shuttle headed by 47810 in platform 2, whilst in platform 3 was 67027 heading the Pretendolino set on the Leeds to Hebden Bridge shuttle. Platform 4 was empty and being used by regular Calder Valley trains and the stabling (or Parcel) siding was empty. A busy scene making the secretary happy after bashing class 47/57 haulage from Blackburn.

Railway and volunteer staff were on hand at many stations to assist passengers.

Although there was criticism in general everyone was having an enjoyable time with a carnival atmosphere. With good weather and only a brief rain shower at Holme Moss after the race had passed it was a good day.

Blink and you might have missed the cyclists but the backup cars behind provided a cavalcade and the promoters'/sponsors' cavalcade before the cyclists provided a great atmosphere or so they said. I was with camera at Golcar, Leeds, Halifax & Bradford but managed to watch the race on TV getting home just as the cyclists were going through Holmbridge. After the first two cyclists had passed Holme Moss the ITV commentators then decided to reroute the race. The race was due to go up Longdendale past the Woodhead reservoirs but the commentators kept on about Ladybower reservoir which they thought the race was going past but wasn't; and to make matters worse they talked about Ladybower Reservoir's association with the

Dambusters raid but it was the Derwent Reservoir which is mostly associated with this raid. Ho hum .

The carnival atmosphere surprised the French Tour Director with knitted t-shirts decorating Knaresborough, yellow sprayed sheep, and Hollywood style large letters declaring “We love Yorkshire” near the cycle route to just name a few. A great day with great weather.

Poem

Keith Preston

Composed during quiet thoughts on a hillside overlooking Settle . . .

This train goes along jointed track,
 Going clickety click, clickety clack,
On through Saltaire in the sweet Yorkshire air
 And passing Bingley with its five locks rare –
It’s a West Coast train with maroon Galatea
 Steaming along passing mills near here.
See how the children give waves and a cheer.
 All too soon the “Waverley” passes
The sheep, the horses and a couple of lasses
 Who are near the line just for kicks;
But the Transport Police have got there quick
 So it’s on with the cuffs and off to the nick.
Some watch steam and the diesels too
 But now travel in electrics with their built-in loo.

ShIPLEY LIBRARY talks

Peter Mann

There are 2 shows/talks in the autumn at Shipley that I thought would be of interest to members of Bradford Railway Circle.

Friday 31st October

The Coming of the Railways to Airedale - a talk by Ian Dewhirst the Keighley historian who has a train named after him.

Friday 21st November

We Apologise for the Delay - a talk with slides by Geoff Queen who is a retired railway civil engineer. Geoff gave the last ever railway circle show at Heaton Baptist earlier this year about the Snowdon Mountain Railway.

Both shows commence at 7.30pm in Shipley Library. Admission £1 including refreshments.

Photography Competition (29th Oct) Tom Ickringill

(Reprinted from last issue as a reminder)

Again, our bi-annual photographic competition is upon us, the first to be held at our new meeting venue of the Sedbergh Community Centre. The World Cup Football competition and the Commonwealth Games will be finished by the competition date, so there's no excuse and hopefully time to prepare!!

The categories, as before, are as follows :-

35 mm Slide – Steam

35mm Slide – Modern – Diesel or Electric

Black & White Print – Steam or Modern

Colour Print – Steam

Colour Print – Modern – Diesel or Electric

Humorous – Slide or Print

....and, there will be an overall winner, albeit print or slide.

The basic rules for entry are :-

No print or slide should have been entered in a BRC photographic competition before,

Maximum size for print should be no greater than A4

Maximum number of entries per category (per person) – 4

There will be a guest judge (to be announced), and I hope there will be a prolific number of entries that will break all records, especially being the first time at Sedbergh Community Centre – so, come on, get out of your armchairs, stop watching that boring television and get prepared to make this a mega occasion. (If, unfortunately your away, or have a previous engagement, then you can pass your entries to either myself, Peter Holden or another committee member prior to the event). I'm aware, that amongst the avid readers of the Circular, there are those amongst you who find it difficult to muster up the effort, but I know you have taken photos of the railway scene in one form, shape or another at some time – dig out those precious moments and share them with the rest of us – **ENTER !!!**

N.B. Prints that are entered which show obvious digital enhancement will be disqualified.

Also, it would be an aid to the judge that all prints are entered before the start, so, therefore the final time for entry is 7.20 p.m.

Michael's Meanderings

Michael Leahy

For those members with a big wallet & a kind heart there was an interesting item in the Sunday Times, 26/07/2014, about a train driver on the Great Northern line that runs from Kings Lynn to Kings Cross.

His son suffers from a little known medical problem, 22q11 deletion! He has persuaded his bosses to put the charity website on the side of their trains to raise awareness & no doubt raise money, see "maxappeal.org.uk" .

Just when you thought that there couldn't be any more railway books about our area out comes " The Lost Railways of Yorkshire's West Riding , The Central Section ~Bfd~Hfx~Lds~Wfd". It is by Neil Burgess, published by Stenlake Publishing @ £15. It contains some wonderful vintage photographs of our area but it also includes the oft repeated view of Shipley Windhill Station from September 1953. Surely there must be other unpublished photos of this train at this station from a different view point ?

Todmorden's new curve - a bit like Shipley? A lot of wrong line working to meet today's standards & avoid slewing the main line up to 2 metres for a double junction. It also cuts costs. Dobroyd Crossing, little mentioned, is replaced by a new footbridge. Signalling between Summit Tunnel & Todmorden has been replaced & resited to mitigate the chord's impact on line capacity.

In a recent edition of a weekly motoring magazine a feature writer condemns the Channel Tunnel as unfit for purpose & says that it is a joke. He claims that it should be a road tunnel as it is only used for a few hours a day & is subject to power cuts ! It is unfortunate that it was out of use the day the Tour de France ensemble wanted to travel through it. He goes on to claim that the trapped passengers had little or no light, no sanitation or hygiene? A comment a bit OTT I think. I seem to remember that some road tunnels on the continent have had dreadful accidents resulting in numerous deaths. Please remind me how many people have died in the Channel Tunnel ?

Ben's Bits

A forgotten name in early railways is Thomas Brassey, a civil engineering contractor. By 1847 he had built one third of the railways in Britain, and by his death in 1870 had built one twentieth of the world's railways.

George Bradshaw, of railway guide fame, was born in Manchester and died of cholera at Christiania (now Oslo) in Norway aged 53 on 6th September 1853; he is buried there. He first co-ordinated timetables which resulted in uniform time across Britain. However there is one place which has a clock showing local time – "Great Tom" in Oxford has two minute-hands – one for local time and one for GMT

Cheltenham once had six railway stations, and Tewkesbury has two. Both now have none.

A London Underground station near Harrods was opened in 1906 and closed in 1934. It was used as a Ministry of Defence control centre during the war and has just been sold by the government for £53 million.

John Peake Knight, a railway signaling engineer, designed and installed London's first traffic signals in 1868. They had semaphore arms mounted on a pole 25ft high, together with red and green lights. Unfortunately, a gas leak developed, leading to an explosion severely injuring the policeman operator. The signals were dismantled. The idea was pursued in the USA using electric lights; we subsequently imported the idea back. London now has 6000 sets of traffic signals.

There is a copy of one of Bradshaw's Railway Guides under Cleopatra's Needle in London.

Felixstowe port handles 28 trains a day, comprising 1335 tonnes of containers, hauled by class 70 diesels.

Queensbury Tunnel, 1½ miles long and closed over 50 years ago, is the subject of a Sustrans-backed proposal to reopen it for cyclists and walkers. It is owned by the Highways Agency and has recently had money spent on it to keep it safe relative to property above it. The location of some filled shafts appears to be doubtful, and unfortunately tipping at the Holmfield end has resulted in the flooding of that portal by up to 40ft of water. A 1000-signature petition has been submitted. A tunnel at Bath was reopened last year and one at Ashbourne on the Tissington Trail was reopened some years ago, but neither is as long as the Queensbury Tunnel.

A Leeds MP is calling on West Yorkshire Integrated Transport Authority to reopen Arthington and Horsforth stations.

Fenay Bridge Notes

Chris Taylor

1. Off-Peak tickets

Save by travelling outside busy commuter times

There are a range of Off-Peak Day tickets giving you more choice of which ticket to buy at various times of day.

When are Off-Peak tickets valid?

Off-Peak Singles and Returns (not Off-Peak Day) are generally restricted in the morning peak period.

Off-Peak Day Singles and Returns are restricted in the morning peak period. There are currently no evening peak-period restrictions with these tickets, except for journeys wholly within the Merseytravel ticketing area.

Evening peak restrictions will apply from Monday 8 September 2014 for all journeys wholly within the Transport for Greater Manchester, Travel South Yorkshire and Metro (West Yorkshire) areas. Also included are lines radiating out of Manchester and Leeds, and on the Newcastle to Hexham line.

Changes from Monday 8 September 2014

From Monday 8 September off-peak tickets will no longer be able to be used at peak times during weekday evenings on local rail services in Greater Manchester, West Yorkshire and South Yorkshire from 16.01 – 18.29.

This will also apply to the following routes to / from the Greater Manchester ticketing area:

- Alderley Edge - Manchester Stations / Salford Crescent / Salford Central via Stockport or Styal
- Burscough Bridge – Manchester Stations
- Buxton – Manchester Stations / Salford Crescent / Salford Central
- New Mills Central – Manchester Stations / Salford Crescent / Salford Central
- Warrington Central / Bank Quay – Manchester via Birchwood or Earlestown

It will also apply to the following routes to/from the West Yorkshire ticketing area:

- Skipton – Bradford / Leeds
- Knaresborough – Leeds

The change will also apply to services between Hexham and Newcastle from 16.01 - 17.59

If you currently use off-peak tickets during the evening peak you will either have to travel earlier or later, or buy an anytime ticket.

2. Grand Central Trains London route from Brighouse and Mirfield wins 10 year extension

Grand Central says new 10-year deal will mean "significant" investment for passengers

Train company Grand Central, which operates direct services to London from Mirfield and Brighouse, has had its contract extended for 10 years.

The new deal, agreed with the Office of Rail Regulation, means the firm can continue operating services between King's Cross and Bradford and King's Cross and Sunderland until 2026.

The agreement will allow Grand Central Rail to make significant investment in its rolling stock and invest in passenger facilities at local stations.

The West Riding service to and from Bradford Interchange also stops at Halifax, Pontefract Monkhill, Wakefield Kirkgate and Doncaster.

Grand Central managing director Richard McClean said it was excellent news for passengers and staff and “highly significant” for the wider rail industry.

He added: “Not only does this mean we can continue to operate services connecting Sunderland and Bradford to London King’s Cross but we are also in a position to proceed with significant investments to improve our services and encourage future economic growth.

“For many of the towns on our routes we operate the only direct service to London, so this extension is a big coup for those communities and local businesses as well, who can continue to make connections to the capital.

“Our new access rights give us the opportunity to make significant investment in the rolling stock to improve reliability.

“We’ll also work with stations along our route to improve facilities like car parks.”

Station Masters Story

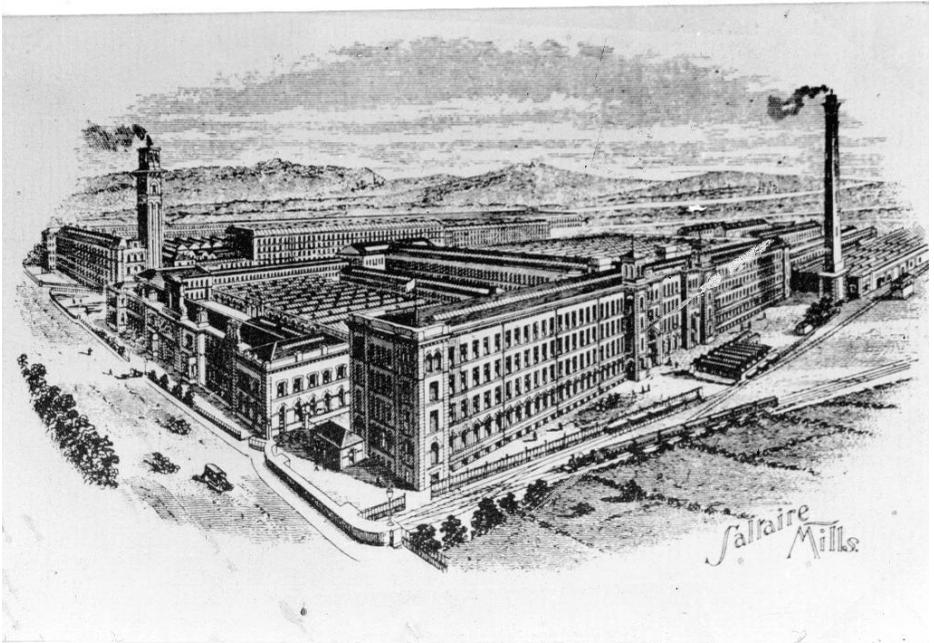
via Keith Preston

Extract from “The Saltaire Sentinel” No. 133 - February 2014

What links 12 William Henry Street, 38 George Street, 77 & 78 Victoria Road? They were all home to Saltaire’s railway Station Master between 1871 and 1920. The station was opened by the Midland Railway in May 1856. William Secker was born in Doncaster c.1835. In 1861 he was a railway porter lodging with Joseph and Ruth London at 1 William Henry Street. He married Mary Kershaw in Barnsley in 1865 and by 1871 they were living at 12 William Henry Street, with William now the Station Master. They moved to 77 Victoria Road in 1893. William retired on May 31st 1901 and in 1913 moved to Liversedge, but dies the same year.

Thomas Ripley was born in Wray, Lancashire c.1857. He married Margaret Miller in 1888 at Lunesdale in Lancashire. He became Saltaire’s Station Master on June 20th 1901, having previously held the same post at Hornby in Lancashire. He lived with his family at 38 George Street before moving to 78 Victoria Road between 1915 and 1918. Thomas died on December 4th 1920 at Salt’s Hospital.

[Before you all write in, there is no apostrophe in “Station Masters Story” as it is a story about, not belonging to, station masters. – Ed.]



Saltaire Mills

From Dorothy Burrows collection via Keith Preston



Saltaire station around a century ago

From Dorothy Burrows collection via Keith Preston



Saltaire station 28 June 1955

G J Biddle

More Ben's Bits

Magnus Volks constructed an extension from his Brighton sea-front Electric Railway to Rottingdean - also electric, but with overhead supply this time (the first was 3rd-rail). The extension ran along the foreshore using two pairs of rails set in concrete blocks but at 18ft gauge! Because the track was submerged at high tide the 50ft-long car for 30 passengers was on "stilts" 24ft high. The line was opened in 1896 but was destroyed in a storm after only 6 days. After rebuilding, it ran for four more years, but closed when Volk could not afford to move the track to make way for sea-wall extensions.

Volks' house was the first in Brighton to have electric light.

Railway enthusiasm in non-railway people probably started soon after railways began; one notable enthusiast was T R Perkins who, at the beginning of the 20th century, had determined to travel over every mile of railway in Britain, including industrial lines; notably, he also took photographs.



Saltaire Station June 1988

Keith Preston



CI.333 emu north of Saltaire station, October 2003

Keith Preston



BRC Outdoor Visit group, 3rd Sept 2014

Philip Lockwood



LMS "Crab" 2-6-0 13065 at Rawtenstall, East Lancs Railway , 3/9/2014

Philip Lockwood

Meeting Reports

Philip Lockwood

9th July - Dave Scriven's Rambles, by Dave Scriven

Unlike previous years, 2013 didn't include any overseas visits. In Dave's own words, it had been a fairly quiet year. Well, he certainly covered some ground, starting with pictures of Hest Bank crossing box, soon to be made redundant. Southbound log trains on the S&C on the way to Chirk. Visits to the Lakeside & Haverthwaite Railway where he was disappointed that the Fairburn tank engines were not in steam. A visit to Doncaster with class 66 and 20's plus a surprise sighting of a class 56. Next over the Pennines to Manchester, to ride and photograph the Swift trams on newly opened routes. Nearer home, visits to Haworth, where our Secretary Peter was photographed with a couple of railway friends from Belgium. On the narrow gauge for visits to the Ravensglass & Eskdale Railway with visiting locomotive Typhoon from the Romney Hythe and Dymchurch Rly. We finished the year on the Worth Valley for the Autumn steam gala. Thanks Dave for an interesting look at your year, not to mention the terrible jokes! Vote of thanks by Eddy Lumb.

23rd July - Five Thousand Miles in search of a Tram to Roundhay, by Jamie Guest

An entertaining evening by Jamie describing his journey across the USA. This could be described as a fact finding mission as Jamie was researching the history of the first electric tram for Leeds. This had been manufactured in the USA. The flight out to San Francisco enabled a short (pun intended!) look in at the Oakland air museum where a surprise exhibit was a Short Sunderland Flying boat. Time was spent in San Francisco riding the cable cars as well as the street cars from many other countries. Next a car was hired for the epic journey East. Jamie's last US journey was by bicycle! Stopping off at Roseville where the Union Pacific railroad rotary snow plough was ready for action, this often only being required every ten years. Seeing what appears to be extremely dry and arid conditions makes it difficult to imagine the extreme winter conditions which prevail. A stop was made at the site where the golden spike was driven in 1859. On to Salt Lake City to ride the tram system and passing through the town of Bedford, elevation 8000 feet, population two, which Jamie was told is now one due to a divorce. On to North Platts which boasts the world's largest marshalling yard. Nearby a special viewing area for enthusiasts complete with dispatchers' announcements to keep enthusiasts informed of all train movements. Finally arriving in Chicago with a chance to ride the elevated trains. On to Michigan City and a 1891 tram with similar specifications to the first Leeds car. Another surprise link with Leeds was a Feltham tram, still displaying the destinations for Crossgates and Temple Newsam. To finish, Jamie had a paddle in the Atlantic ocean in Maine after starting with a paddle in the Pacific Ocean in California. An epic journey which finished with a video clip of Union Pacific 4-8-4 steam locomotive on a lengthy passenger train, this locomotive having never been withdrawn from service. An excellent presentation Jamie. Vote of thanks by Ian Button.

6th August - The Streamlined Trains and Mallards record run. By Chris Nettleton

Chris an obvious fan of anything LNER and in particular the products of Sir Nigel Gresley. He is also the editor of the Gresley Observer. I should have noticed when he arrived by car - the registration number was V2 HNG! It was said that the original plan was for a diesel powered train, and visits to Germany to see and ride on the Flying Hamburger gave some inspiration. But the drawback was the relatively short length of the train, and the somewhat cramped accommodation. Gresley, it was said, felt that he could do much better with steam. More inspiration came from the streamlined front end of the French Bugatti railcar. It was interesting to hear about the Gresley 4-6-4 "Hush Hush" high pressure marine boiler locomotive, so nicknamed as it was built under some secrecy at Darlington. Much of the evening dealt with the pre-war high speed trains such as the "Silver Jubilee" and the "Coronation". Lots to entertain the A4 enthusiast with inside information with regard to many of the modifications made to these locomotives. Chris pointed out that nearly all of the credit was bestowed on the driver, little credit being given to the poor fireman! The LMS was also discussed, but I felt that it was the LNER and its A4 Pacifics where Chris was more enthusiastic. A most interesting evening by a speaker who really knew his subject. We must thank him for travelling from the North East to speak to us tonight. Vote of thanks by Eddy Lumb.

20th August - It's all about us By Eddy Lumb

Tonight a slide show with a different twist, presented by our Vice President Eddy Lumb. It comprised of slides taken in the main by Ian Morton with additional slides from the collections of John Holroyd, Michael Wade and Peter Holden. I don't know if Ian Morton was ever a member of the BRC although Frank's book does list a C Morton as an early member. A number of members appeared on screen, including the late Dennis Whitfield in the process of inspecting the frame of a working signal box! The last meeting at Gillington, together with a shot of the rot which forced our move. From my point of view some pictures of Farnley Junction engine shed complete with clean Jubilees outside.

Apart from steam it was nice to see some of the early diesel classes in earlier liveries, and some very atmospheric shots in Holbeck Shed. The Blue Pullman arriving at Paddington plus excellent slides taken in Scotland in the 1960's. The style of dress, not to mention the cars of the era including our secretary's Austin Allegro!

An excellent evening's entertainment with lots of input from members present. Thanks Eddy for putting it all together. Vote of thanks by Ian Button .

3rd September The Circle Outdoor Meeting to the Manchester Tram system and the East Lancs Rly

This year's outdoor meeting, organised by Peter, attracted six members. We all grouped together at Bury Interchange after various hold-ups involving a points problem on the tramway system at Rochdale. From here catching the bus to Holcombe Brook for a lunch stop at the "Hare & Hounds"; here several members sampled the delights of Lancashire "Rag Pudding" before once again catching a bus to

Ramsbottom. Here we joined the East Lancs train for a run up the line to Rawtenstall. A nice surprise - our train was hauled by newly restored Crab 2-6-0 number 13065, resplendent in LMS Maroon livery. A further ride down to Bury where our party split, some visiting the Bury transport museum whilst others continued to explore further routes of the tramway system. An excellent day out - just a pity that once again the turnout was quite small.

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 Sedbergh Community Centre.
- **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. See inside rear cover of *The Circular* for details.
- **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.
- ***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 Eddy Lumb, 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.

Secretary's Page

Peter Holden

So far so good with our new meeting room. We have had some very good speakers over the last few meetings, which always helps.

If anyone wants to give a talk next year please ring or email me ASAP. Also if any member has any suggestions for guest speakers, let me know.

We are beginning to plan next year's 70th Anniversary Celebration. Your Committee are presently looking into the possibility of booking a meal on one of the Keighley & Worth Valley dining trains next year. As you are probably aware we celebrated our 60th Anniversary in a similar manner on the North Yorkshire Railway. Please be thinking about this event and please come forward if you have any other suggestions for our anniversary.

Forthcoming meetings

Wednesday 1st October sees the welcome return of Stuart Baker. Stuart is giving a talk on "Trans Pennine and Northern England Modernisation and Electrification". I am sure we are in for a very informative evening.

"Trains Across India" is the title of Colin Boocock's talk when he visits us on **Wednesday 15th October**. Colin as you probably are aware is an excellent photographer and speaker. I am sure it will be a most enjoyable evening.

Tom Ickringill has kindly agreed to organise our photography competition which is to be held on **Wednesday 29th October**. The rules for the completion were published in the last issue of the Circular (and again in this issue – Ed]. Please make the effort to read these rules and more importantly enter the competition. The evening is dependent on members participating. Our judge this year will be John Holroyd.

Wednesday 12th November, fresh from his judging role John Holroyd will be presenting Thirty & Forty Years Back. I am sure we will judge John's presentation 10 out of 10!

A very welcome return by Les Nixon on **Wednesday 26th November**. Les will be giving a further instalment of 45 Years of Railway Photography when he presents Part 3 of this series. (I think it started out as 40 years of Railway Photography so perhaps this instalment will bring us up to date?)

Circle Diary 2014

Oct.1st.	Trans Pennine and Northern England Modernisation And Electrification.	Stuart Baker
Oct 15th.	Trains Across India.	Colin Boocock
C Oct.29th.	Photography Competition.	Tom Ickringill
Nov.12th.	Thirty & Forty Years Back.	John Holroyd
Nov.26th.	45 Years of Railway Photography Part 3.	Les Nixon.
P Dec 10th.	69th AGM, followed by Members' Night.	

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

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