

THE CIRCULAR

Bradford Railway Circle

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Editorial

2015 marks the 70th anniversary of the Circle's founding, and we are celebrating this with a Members' (also wives/partners) Dinner on the KWVR Dining Train on Sunday 12th July. Places can be reserved by sending a cheque for £10 per person to our Hon. Treasurer Bill Jagger. The Circle is funding the balance of the cost.

I am very pleased to welcome John Robertshaw to the ranks of Circular contributors, with this piece in this issue on the Harz n.g system. More contributors are still required – if you haven't sent a piece before, please do so and to keep our magazine varied & interesting.

The Circle's website www.bradfordrailwaycircle.co.uk has been relaunched, with Kevin Jagger as webmaster – please let him have your contributions & comments. "Trainspotting" Exhibition at the NRM – your Editor visited this recently but was slightly disappointed. No big display of Ian Allan ABC's, notebooks & photos, just a few placards each with a photo and a brief anecdote. Also, in the Gallery an art display of one enthusiast-cum-artist's memorabilia and his videos of long sequences in the countryside while waiting for trains to appear & pass by. What was far more exciting were the Warehouse, with a huge collection of artefacts on display, and the Works, with Flying Scotsman under repair (though no activity visible).

Reminder – if you haven't renewed your subscription for 2014-2015, this is your last Circular – please renew as soon as possible. Thank you.

Marrakech in Spring (April/May 2014)

Dave Peel

This was one of those holidays that had been ‘on the list’ for several years. Usually it had been advertised as ‘Flying to... and... flying from...’ but this adventure (by *Great Rail Journeys*, York) was to be entirely by train. Naturally we had to sail across the Straits of Gibraltar, and various coach transfers were of course included, but rail travel through France and Spain, and within Morocco itself, enticed us to chose this 15-day tour.

As the first leg of the journey involved an early start from London, a small hotel close to St Pancras was booked for the night before departure, and a brisk walk the following morning brought us to the station the requisite two hours prior to leaving.

The 08.25 Eurostar from St Pancras (train 9010 to Paris) left on time, and travelling 1st class (we did so throughout, what a bonus!) we arrived at a damp and dreary Gare du Nord at noon (local time) and transferred by road to Montparnasse. This was Saturday 26 April and the station was busy, but as the 14.28 Paris – Hendaye would not be available for boarding for at least an hour, a snack lunch was obtained, much more cheaply than on the train! The double-deck TGV 8541 then whisked us through France at a great rate of knots (sorry – kilometres per hour), first stop Bordeaux St Jean before detraining at Biarritz at 19.45 for our hotel transfer. Thus ended our first day’s travel, and very easy one it was too. Particularly noticeable had been the number of people (including families with children) travelling first class – our section had been full.

In Spain, RENFE runs on broad (5’6”) gauge, hence it was necessary the following morning to drive across the border to Irun. There we boarded the 08.25 to Madrid (Charmatin) via Burgos, Valladolid and Segovia. This well-appointed e.m.u. departed in the rain, but the weather gradually improved *en route* revealing a green and fertile land (it was spring) and much evidence of infrastructure improvements both to road and to rail. We travelled ‘high speed’ from Valladolid and the new station at Segovia was followed by an equally new tunnel that must have been about 12-15 miles long – astonishing! Arrival at Charmatin was on time and as our next departure was from the Atocha station another cross-city transfer was required. Madrid’s Puerta de Atocha station had been bombed by terrorists a few years ago and has since been rebuilt lavishly and imaginatively. The old ‘train shed’ is now a welcoming pedestrian area sporting food outlets, palm trees and an artificial ‘lagoon’ full of turtles! After a short stay in the first class lounge (where drinks and nibbles were free) we boarded AVE 2160 for the 16.00 departure to Seville Santa Justa, a mere 2½ hours away, via Cordoba only. Clearly this was to be high speed all the way – though not double-deck this time – and again the first class accommodation was full. Seville’s new terminus is however featureless and unattractive, though the weather was now very agreeable, being 30 degrees C and gloriously sunny.

A full day was spent in Seville and after the obligatory tour of the city highlights we availed ourselves of the new street tram as far as San Bernardo and from here (with some help) explored the new Metro line to both its eastern and western



Madrid Atocha 27/4/14 : 3 AVE Talgo trains, the nearest is the 16.00 to Seville.

David Peel



Rabat 30/4/14 : double tram set (5 units each) heading south into the city centre. River Bouregreg behind, district of Sale in the distance and the Atlantic to the left

David Peel



Marrakech: station exterior 2/5/14

David Peel



E1256 heading the 07.10 from Fez at the Sidi Kachem station stop, 7/5/14

David Peel

extremities, followed by the culturally dictated siesta! The next day began with a road journey from Seville to Tarifa for the ferry across to Tangier, the driver taking a scenic route, with everything surprisingly green, and a multiplicity of wind turbines were in evidence. On this quick visit, it did not seem to us that Spain was suffering from an ‘economic depression’.

The 12noon ferry – a high-speed catamaran – took only an hour to reach Morocco, though as soon as we landed it was immediately obvious we were no longer in Europe! The on-shore baggage transfer ‘facility’ turned out to be porters with over-laden trolleys attempting to push/pull our cases up a long steep ramp amidst passengers coming both to and from the same ship using the same, and only, ramp. Anyway, the beach-side meal was good and we learned that, with Libya in turmoil, Tangier is developing its current harbour into a marina and creating a new port facility just to the west in an effort to encourage cruise-ship tourists and other maritime traffic. The railway terminal though small (three platforms only), had been recently rejuvenated, and here we boarded the 15.35 to Rabat. This was a 10-coach train (only one coach of which was first class) headed by a ‘French style’ electric loco of some vintage. Our accommodation was in comfortable 3-a-side compartment stock of similar age, probably hand-me-downs from the SNCF to the ONCF (Moroccan Railways) there being a close connection between France and Morocco. Indeed here French is the dominant language of business and education, though clearly Arabic is the most common tongue. The journey to Rabat took about 4 hours through interesting changes of scenery, with huge contrasts between the cultivated i.e. irrigated land, and that which was not. Again it was obvious from the train – as in Spain – that much infrastructure investment was taking place, with bits of new line joining ours from time to time from both directions. Rabat station had also been rebuilt in 2013 with an attractive entrance and concourse, though the number of platforms was limited and the services displayed on the arrivals/departures indicators were sparse for a capital city.

I should have known, but did not, that Rabat is also on the coast, and our hotel room window overlooked the river that flows into the Atlantic only a couple of hundred metres away to the left. There was in addition an excellent view of the multi-unit tram system that more or less passed the hotel; south to central Rabat and north (over the large river bridge) to the adjoining city/district of Sale.

Next day, after visiting the Palace grounds and touring the Kasbah’s narrow streets on foot, in the afternoon the easy option of riding the tram system seemed appropriate (it was again 30 degrees C – as it was every day!). Central Rabat is spacious and heavily influenced by French style buildings, but Sale was very much more ‘working class’ and African in its feel, and included some very obvious slums. The evening was largely spent watching Chelsea lose 3-1 to Atletico Madrid in the European Cup, but the beer was welcome.

Another day, another city; off to Casablanca – by road. Again situated on the coast, Casablanca’s claim to fame nowadays is that it hosts the third largest mosque in the world, after Mecca and Medina. This can (and does!) house 20,000 men (downstairs), 5,000 women (upstairs) and 100,000 in the square outside. It was built at astonishing speed between 1987 and 1993 on 90,000 square metres of reclaimed land

on the sea shore and also boasts the tallest minaret in the world at 200 metres high. Very impressive, especially when semi-shrouded by mist drifting in off the sea! In addition, it is open to non-Muslims, except that today was 1st May and, being a public holiday, was closed! Damn; we had looked forward to this particular item in the itinerary.

After lunch it was back onto the train, this time the 14.57 to Marrakech from Casa de Oasis station – the first stop out from the main terminal. This consist was much the same as that from Tangier, electric loco + 10 coaches, 1st class seating being in compartment stock as before. The train was of course air-conditioned throughout – all windows and internal doors wide open!

And so, at the end of the sixth day we reached Marrakech, where a stay of three nights was scheduled. Again the terminal station had received a 2013 make-over in the same style as Tangier and Rabat, complete with the huge ‘50ans’ in etched glass overseeing the main, central, entrance – a common theme on the impressive exteriors. (The ‘50’ is thought to refer to the anniversary of the formation of the ONCF, the railways having previously been under French control). The light, airy, spacious interior was well provisioned with food outlets on two levels (even a McDonalds!) either for travellers or passers-by. Considering the meagre number of daily trains all, it seemed, long distance – commuter services being noticeable by their absence – this investment would appear to British eyes to be extravagant. We did get the feeling however that Morocco was, in general, ‘on the up’. It had escaped the ‘Arab Spring’ and was reaping the peace dividends.

At the end of a day’s worth of doing ‘tourist things’ as a group – exploring the Souks of the Medina for instance – a late afternoon stroll back to the station seemed a good idea. Very interesting it was too, with many prospective passengers milling around in the concourse awaiting entry onto the platform to board the 16.55 to Fez. However, for whatever reason, a sizeable number of people were forcibly denied access to the platform, the station staff only just managing to shut (and lock) the heavy glass doors (hopefully shatterproof!) in the face of a near riot as would-be passengers noisily thrust themselves and their luggage at the doors, all brandishing ‘valid’ tickets for the train. Quite a sight, and sound – until the 16.55 pulled out. Then the ‘rioters’ simply melted from the scene, presumably to while away the two hours before the next train to Fez. (The next train to the airport wasn’t until 04.55 the following morning; the 16.55 went there as well – perhaps this was partly the cause of the problem?)

The following day had no railway content, but a coach ride into the Atlas Mountains to visit a Berber house before lunch, and a trip to the Yves Saint Laurent Memorial Garden in Marrakech by horse-drawn carriage in the afternoon, were both worthwhile. Day 9 (4th May) did take us back to the station for the 08.55 to Fez, where 1st class was now an open saloon with 2 + 1 seating, ‘properly’ air-conditioned. Just as well, as this was to be a long 7¼ hour ride, back to Rabat, Casablanca, Meknes and finally Fez at 16.15. A good run nevertheless, much of the landscape being green, fertile and hilly, but with fast running over a sinuous main line (largely single track)

behind a Bo-Bo electric on 10 or 12 coaches, these mostly by Alstom and dating from 1979-84.

Fez turned out to be the most ‘Arab’ in nature of the large places visited. The hotel was a sumptuous ex-Palace, overlooking (through the masses of bougainvillea) a distant view of a very large and complicated Medina with an exceptional (and very smelly) active tannery slap in the middle of it! What a surprise. Sights to be seen next day included the extensive Roman remains at Volubilis, the largest and best preserved in Morocco. Despite having been devastated by the earthquake of 1755, it is now a UNESCO World Heritage Site.

Day 12 (7th May) provided our last views of Morocco, as we retraced our steps back to Tangier, then by Ferry to Tarifa and on to Granada by coach. The journey to Tangier was in two stages, firstly by the 07.10 from Fez but changing trains half way through to reach Tangier. The ferry was again fast and smooth and the road trip from Tarifa via Malaga to Granada was a delight, in beautiful evening sunshine throughout.

Granada itself offered nothing of railway interest that we had time for, though the Alhambra was worth seeing a second time, it being 26 years since my first visit.

Day 14 therefore began with coach ride out to Antequera Santa Ana, which is a new station (currently in the middle of nowhere!) on the recently completed high-speed line from Malaga to Barcelona Sants, and also a change-of-gauge point for local feeder services, as all the new high-speed lines are of standard gauge.

The 09.02 AVE Talgo unit then sped us to Barcelona via Cordoba and Zaragoza in 5½ hours skirting the south side of Madrid in the process. There’s lots to do in Barcelona – far too much for one afternoon – and as the hotel (well out in the suburbs) was only a ten minute walk from the sea, a spot of ‘downtime’ at a beach café was a relaxing end to the tour.

Next morning we reached Sants’s subterranean platforms and boarded the 09.20 TGV 9702 to Paris Gare de Lyon. This was a 16-coach ‘duplex’ (double-deck) set which, unfortunately, only got us as far as Perpignan. Our train had, apparently, developed a fault (undisclosed) and ‘another train’ was to be waiting for us, across the platform at Perpignan. Oh dear, did they really mean an ‘exact replacement’ i.e. another 16-coach duplex set complete with all the matching seat reservations, which just happened to be spare and hanging around? They did! Astonishing – I could not/cannot imagine Virgin or East Coast trains whipping up an exact equivalent set at short notice on the Anglo-Scottish main line. Full marks to SNCF/RENFE.

Otherwise the run to London was uneventful, with a rainy highlight at Gare de Lyon being sight of the world-record speed holding TGV, which its own advertisement said, attained 574.8 km/h on 3rd April 2007. A somewhat slower Eurostar then brought us from Gare du Nord to St Pancras – on time at 20.39 (BST) – just 12 hours 19 min from Barcelona. Not bad!

Crewe-Carlisle-Leeds-Crewe, 28/3/64

Ian Button

This is a bit of an experiment – an attempt to relive a trip my father took me on half a century ago!

I have my father's diary, and I have his notebook – not just numbers, but sometimes names & shedcodes, also considerable detail about workings, locations and times. I just hope the degree of detail might be sufficient to enable readers to relive the experience.

The exercise is certainly mentally challenging, as the notebook pages (see picture) need a lot of decoding. As my father died well before I was interested in his jottings, I'm not entirely sure of his notation, but I am assuming the following (if any member can offer additional/alternative suggestions, I'd be very pleased to hear from them) :-

- Column 1 – Number, with name if noted (abbreviated): ~=tender/bunker-first
- Column 2 – Location (abbreviated: Loco=shed) & working: u/d = up/down direction with destination (abbreviated), f=freight (or possibly fast lines), pcls=parcels train, le=light engine, s=sidings (or possibly slow lines), cs=carriage-sidings, number=platform-no. B/D/T/L notations unknown
- Column 3 –Formation – number of vehicles & their axles (superscripted); above: Location (abbreviated)
- Column 4 – Time

We were staying with my grandmother in Nantwich for the Easter weekend (Thursday-Monday), and my father had decided that this was a good opportunity to venture north, as such a trip wasn't so easy from our home near Gloucester. It would all have been done on a BR free pass, made out so that we could enjoy as much distance and route flexibility as possible, and of course would have been retained on our return by virtue of the pass showing a start from Bristol (so we were just breaking our journey at Gloucester when we got home!).

Father's Diary – Saturday 28th March 1964

... To Crewe 7.48 for 8.0 e.m.u. train to Manchester - all stations, but a comfortable run; scuttle over to Victoria for 9.30 Scotch train, quite comfortable to Preston but full thence and on time, to Carlisle 3 minutes early - another trip over Shap at last. Brief look round, and back on 12.41 Waverley, also full and not very good seats, but over Ais Gill almost in the clouds to Leeds, looking out all the way from Appleby. Thence Trans-Pennine via Gildersome to Huddersfield & 4.25 steam, very comfortable, to Stockport, and 5.19 electric to Crewe. . . . Dull day, drizzle in Airedale, wind easterly, moderate-light, rather cold.

So, to try & recreate the trip in our mind's eye, please refer to the notebook page.

38	T ₁ 26/3/64	28/3/64	28/3/64	28/3/64	28/3/64	39
DA13	Bjones S - 524	42772	v. s - 8.4	44682	v. D	43026
47276	Bjones S - 524	45999	d. l - 8.43	44782	v	43103
8401	Bjones Long - 524	45596	Edgely long - 8.44	47468	d. s	48454
44185	d. cs - 526	48642	d. s - 8.44	44904	v. T	48274
48403	-	42943	v. s - 8.44	46422	d. s	42271
44601	-	42424	d. s - 8.46	92249	v	42285
46448	d	46523	d. s - 9.17	90228	d	44735
70016	v. cs 550	46497	cs - 9.20	42414	3 Telling	42443
44915	v	45313	v. peds	46458	v. s	61309
47359	v. s - 6.55	45600	v. s - 9.31	47326	Widely long - 12	42817
44759	v. T	75061	v	45112	v	42849
70015	d. l	47520	v. s - 8.53	46160	v	44765
47590	d. s	75048	d	46200	v	44711
70025	d. l	48618	d. l	46228	v	44711
47400	d. s - 7.38	42705	d. s - 10.5	47288	d. s	45552
47309	s. 20 - 7.39	78022	d. s - 10.16	43023	d. s	45556
Crewe. Conclude trip	28/3/64	90375	v. D	70039	v. s	47399
M-H	v. l. 5T - 7.50	42664	d. s - 10.17	48424	v. s	48286
45526	Spring 0.1	47472	d. v. s - 10.25	44812	d	44834

To begin, at 7.56am we saw "Patriot" 45526 Morecambe & Heysham, running light-engine in up direction past platform 5 (at Crewe).

... do you get the picture? ...

At 12.54, 44812 on a down freight at Durran Hill Junction

...

2.31pm, 48454 on a down freight at Gargrave.

...

4.25pm, 42285 bunker-first with 3 bogie coaches on a Halifax train at Huddersfield – or maybe “Hal.” means this had come from Halifax and was the 4.25 steam train noted in his diary, taking us to Stockport – I must look in his trusty Bradshaw or BR timetable (didn’t Bradshaw’s Guide cease publication in 1964?) to check the working. . . . etc, passing Stockport Edgeley shed and back to Crewe.

The day’s jottings comprised 53 steam locos (he wasn’t interested in nasty diesels!). My father didn’t scribble things down like I did (my notes are almost illegible!), but somehow he managed to store all the relevant details in his head. Then, when he had a minute or two to catch up, he’d pull out his fountain-pen and neatly enter up everything he had remembered – I don’t know how he managed to recall all the intricate details!

I don’t remember so much about the trip, except that the weather over Ais Gill and down to Leeds was pretty dire, and the landscapes & townscapes seemed very dark, dirty & depressing. And my father got his head pretty wet from leaning out of the window all the way from Appleby to Leeds, savouring the steam & smoke!

Anyway, with more diaries and train books, we’ve got details of quite a few trips in the early sixties, though this is the only one in this area, and fear the others won’t be of such interest (holiday journeys to Penzance, last-day trip on the SR Hawkhurst branch. One year we had a pass for Ilfracombe, and made it at the third attempt, being thwarted twice by delays, having to re-plan en route after hurried reference to the timetable, and substituting alternative destinations (e.g. Okehampton & Plymouth). All three trips used the same pass, though major diversions required additional privilege tickets.

President’s Page

Gary Hayhurst

At the last Committee meeting we were discussing other railway clubs and it was revealed that Huddersfield Railway Circle’s magazine has a President’s Page. I was also informed that in previous years our own Circle magazine has had a President’s Page. So here I go with the thoughts of your present President.

The first thing is our new club room at Sedbergh Community Centre, Huddersfield Road, Bradford.

You all know that, when we were at Heaton Baptist Church, we were given notice that the church was to close and we had to find a new club room. Your committee started the task of finding an alternative venue.

One of our new members Kevin Jagger informed me that Sedbergh Community Centre had a suitable room, so this was added to the list of places to visit.

Over a period of several weeks 5 venues were visited and inspected and at the next

committee meeting all 5 venues were discussed.

When we took a vote we all agreed that Sedbergh Community Centre fulfilled our needs.

Since moving to Sedbergh Community Centre we have been given storage facilities for most of our equipment.

For the majority of club members who have visited we appear to have made the right choice. However please do speak to any member of the committee if you think improvements can be made.

Obviously we are still finding our feet and it may be some months before we feel comfortable with our new venue.

My next topic is our club magazine, The Circular.

We want to represent the view of all our members and their consuming passion for all things railways. The best way to do this is to write an article to go in The Circular and even include photographs if at all possible. By writing about your favourite part of railways whether it be steam, diesel electric, history, infrastructure and a myriad of other matters this will contribute much more enjoyment to our hobby, who knows there may be someone within our club who also shares your enthusiasm for a particular subject and this may lead to more knowledge and enjoyment of your particular part of our hobby of railways.

Next year, our club will be 70 years old. I hope it will eventually celebrate its centenary by which time HS2 will have been built along with the railway tunnel link between Russia and USA?

Your committee is already making plans for next years 70th celebrations, but if you have any thoughts on this matter please do not hesitate to discuss them with members of your committee.

As always please try to come to as many of our meetings as you can.

I always discover new things I did not know and also get to appreciate some very fine photography.

It is your club and by coming to as many meetings as possible you show support and encouragement to the many members and guest speakers alike who give of their time and knowledge to show us various aspects of our railway pastime.

Harz Narrow-gauge Railway John Robertshaw

I sent the Editor some photographs that I had taken on the above railway with a view for publication in The Circular if he thought fit. The response was positive but I had missed the deadline. Would I like to pen a short piece for the next edition?

The details of the outward and inward journeys are lacking in a great deal of haulage detail as I didn't know that I needed to record them!

The trip to the Harz Mountains was the fourth journey we have made courtesy of Rail Discoveries. Previously we had travelled to Remagen in the Rhine Valley, Rosas in Catalonia and Blair Atholl in Scotland.

As usual we assembled at St. Pancras for the Eurostar train ES9116 to Brussels where we changed to a THALYS unit train 9437 for onward transport via Aachen to Koln. Here we switched to a pair of DB ICE units train 953 for the journey to Hannover. This train had started in Frankfurt and was headed to Berlin. Time started being lost and we arrived in Bielefeld approximately 15 minutes late at 1810. Here we discovered that drivers on DB were involved in a three hour walkout until 2100! We were still 50 minutes away from Hannover by train. However, our Tour Manager discovered that the next train for Berlin due at 18.56 was being driven by a non-striking employee. All 32 of us detrained and climbed aboard and surprisingly managed to find a seat. We arrived at the hotel in Hahnenklee two hours late! The first railway day was a trip from Wernigerode to the top of the Brocken Mountain at some 3700 feet above sea level. Although we had reserved seats in a carriage, the demand for travel that day was amazing with queues 300 yards long for tickets. People stood down the centre of the carriage and on the small balconies at each end. It was just like Northern Rail to Leeds in a morning!

The railway to the summit of the Brocken was first opened in 1898 but the narrow gauge line was only open to military traffic during the Cold War and re-opened to the public in 1991. The route travels through the stunning scenery of the Upper Harz National Park to reach the peak.

The details of the locomotives are included below.

The following day we travelled by coach from Hahnenklee to Quedlinburg a further UNESCO World Heritage Site as was Goslar that we visited by coach on the first day. From here we boarded a train for the trip on the Selketal line as far as Alexisbad. This line was dismantled by the Russians after World War Two but the metre gauge line was subsequently rebuilt as far as Gernrode in the post-war years. This was a much more relaxed journey where one could stand on the open platform at the end of a coach and get smoke and soot in your face!

That was the end of the rail journeys until our return from Hannover via Koln & Brussels on ICE 953, ICE 14 and ES 9157.

Rail Discoveries do this trip in winter so I imagine the journey to the Brocken in snow will be quite something.

The HSB has a good website with an English translation of part of it for those not reading German. It is www.hsb-wr.de and gives details of all the locomotives and diesel units. This site has a partial English language button.

99222 was built in 1931 and is an Einheitslokomotive 2-10-2T and is pictured at Wernigerode on 04/09/14.

997236, 997247 & 997237 are all Neubau Lokomotiven 2-10-2T built in 1954-56.

995902 is a Mallett Lokomotive 0-4-4-0 built in 1897/98.

996001 is an Einheitslokomotive 2-6-2T built by Krupps in 1939 ex NWE No.21 pictured at Quedlinburg on 05/09/14.

187018 is a Triebwagen Halberstabel built in 1999 pictured at Alexisbad.

Ben's Bits

Ben Burrows

A 1½-mile-long narrow-gauge branch from the main line was constructed to allow the conveyance of 30,000 tons of coal per annum to the Harrogate Gas Works, thus avoiding damage to the streets and unsurfaced roads by traction engines. The locomotive working the line was constructed in 1908 by Thomas Green & Sons of Leeds, whose name is better known for lawn-mowers and road-rollers. It was an 0-6-2 saddle tank, with a low cab to fit an 800-yard-long tunnel, and was named *Barber* after the chairman of the Harrogate Gas Company. It survived nationalization and ran until July 1956. The Gas Works closed in 1965. The NE Gas Board and the Narrow Gauge Railway Society had the loco moved to Leeds Industrial Museum at Armley, where restoration was begun; it is now under restoration at the South Tynedale Railway. The Historic Gas Times (a quarterly publication about the gas industry) has donated £500 towards the cost of a new whistle.

It is reported that stray dogs are living on the Moscow underground (Metro). They ride on trains and are apparently able to recognize stations.

In front of the Theatre in Bordeaux, trams are not allowed overhead wiring & poles – they have to use a conduit system, similar to the Embankment trams in London.

The Burma Siam Railway built for the Japanese by British prisoners of war cost one man's life for every sleeper laid. It was dubbed "The Railway of Death" and of course featured in the film "The Bridge over the River Kwai".

In the USA, near the town of Wellington in Washington State in the Cascade Mountains, occurred the country's worst rail disaster. On the Great Northern Railway in February 1910 two trains to Seattle became stuck in snowdrifts resulting from a nine-day blizzard – snow accumulated at a rate of one foot per hour. The trains were marooned for five days in 25-ft snowdrifts, but passengers were able to walk to the town during the day for meals etc, and back to the train at night. On March 1st there was a thunderstorm and a 10-ft snow-cornice collapsed a mile away, triggering a massive avalanche, which carried the trains 150 feet down the slope and killed 96 men, women & children. Only 23 were rescued alive. It was summer before the last body was recovered.

In September 1923 an earthquake off Yokohama, measuring 7.9 on the Richter Scale, triggered a mud avalanche into Sangami Bay. 95% of the city was razed, and a train on a trestle viaduct was swept away – 100 passengers perished.

In 1956 Third Class on British Railways was renamed Second Class.

In Russia there is a railway to nowhere called “The Dead Road” – it was built by political prisoners under Stalin’s regime. It was not completed and was not used. Remains [*locomotive, not human, we presume – Ed.*] are still lying around.

Michael’s Mutterings

Michael Leahy

A correspondent in a recent letter to BfD's Telegraph & Argus newspaper stated that the construction of the cross Bradford link line between the two stations had at some point in time been started. That's news to me.

No doubt our very own Ben Burrows can clarify that ?

Extract from The Rail Engineer, issue 11 - August 2014 , by Graeme Bickerdike.

At 05.35am on Tuesday 28th April 1953, nos 22 & 24 Temple Drive, Swinton collapsed into the buried shaft of Clifton Hall Tunnel killing 5 people.

The houses had been built in 1909 over the shaft of the tunnel built 60 years earlier, 1849. As a result of this incident all tunnel records were to be reviewed to locate & record the position of any disused shafts. To date 223 suspected hidden are still to be found! Work goes on to this day, mainly by looking & drilling behind tunnel linings. Network Rail is working to finalise the gap in knowledge of the hidden shafts.

Virgin Trains to run a train from Blackpool to Euston at 05.25.

I would think that the landladies of Blackpool will refuse to do a cooked breakfast for any guest wanting to catch that train.

The mind boggles at the thought of just 12 Rail Operating Centres covering the whole of the network. What happens when a computer needs rebooting or goes down? Remember the Leeds signalling system from York going down a couple of years ago in the evening rush hour ? Chaos ensued.

See also

http://www.thetelegraphandargus.co.uk/news/11586840.EXCLUSIVE_New_trains_but_fares_will_rise_Prime_Minister_tells_Bradford_rail_commuters/?ref=erec

Tilly Tours 2015

David Tillotson

Tue 03.02.15 Metrolink Manchester – a visit to the depot and then a tram ride

Tue 24.02.15 Plasser Machinery., Drayton Green Road, West Ealing, London – where they assemble and repair PW vehicles

Sat 11.04.15 Pete Waterman's private model railway layout – Leamington Spa area

Tue 14.04.15 Nottingham Trams – rescheduled date from 2014 – providing rebuilding of depot has been completed and contractors have moved off the site etc.

Sat 18.04.15 Visit to DRS and Freightliner depots, Crewe

Tue 21.04.15 W H Davis, Langwith – still manufacturing rail wagons

Tue 28.04.15 Tata Steel, Stocksbridge

May or June Network Rail Measurement Train

Thu/Fri 28/29.05.15 Beamish Charter

Thursday 28.05.15 – arrival and entry to the Museum. Visit the Waggonway with access to the field on the sunny side of the line. That evening we steam the Colliery standard gauge for an evening charter.

Friday 29.05.15 An early start for something with the trams. Then during the day we steam at Rowley station – the locomotive we will have should be the Avonside 'Portbury' from Bristol Harbour (painted in the grey IWD livery). This could include some passenger and also some freight scenes. That evening we steam on the Colliery narrow gauge with Edward Sholto and Samson if that is ready by then
Cost £40 per day or £80 for both days

Tue/Wed 02/03.06.15 Wm Sinclair's Peat Bog railways of Scotland. Tuesday visit Springfield Moss (A701 near Leadburn – 5 locos) and Ryeflatt Moss (Nr Carstairs – 4 locos) and Wednesday visit Cladance Moss (Nr East Kilbride – 3 locos)

Tue 09.06.15 Transport for London – Tube Lines – visits to Ruislip and Stonebridge Park depots. Ruislip is where they maintain the diesel and battery locos. Stonebridge Park is the home of the Bakerloo Line 1972 MkII stock.

Tue 16.06.15 Volks Tramway, Brighton

- Sat 20.06.15 PRIVATE Steam hauled Brake van trip around Tata Scunthorpe Steel Works
- Fri 26.06.15 Neville Hill (and Freightliner, Leeds????) Evening shoot
- Sun 26.07.15 Leighton Buzzard Railway – Anything Goes
- Tue 18.08.15 Ravenglass & Eskdale Railway – behind the scenes and a walk along the line one way & a train ride
- End September Saturday Alan Keef, Ross-on-Wye Open Day. Hoping to have a visit on the Friday or early Saturday morning
- Tue 22.09.15 Tata Steel, Aldwalke and Thrybergh, Rotherham
- Sun 27.09.15 Apedale Valley Light Railway – One steam loco and all available diesel/petrol locos to run
- Sat 03.10.15 Visit to Nexus Newcastle Metro depot and a ride on the system
- Fri 27.11.15 Night shoot at (Freightliner Terminal, Stourton and????) Neville Hill depot, Leeds
- Fri 04.12.15 Tilly’s annual booze up – commencing Stalybridge at high noon!! Always a good day out even if you do not drink alcohol - with plenty of banter – hic, hic, hic!!!

Most sites require orange hi-vis vests, strong footwear, hard hat, ear and eye protectors – bring these items with you just in case they are required.

All sites will allow cameras and video but please note that on ‘private sites’ no photographs to be submitted to any magazine or placed on the internet.

A charge of £5 per person per visit (unless stated otherwise) will be made – payments to be made at least 4 weeks in advance otherwise your name will be taken off the list – this money is donated to the site’s chosen charity.

Meeting Reports

Philip Lockwood

1st October - Trans Pennine and Northern England Modernisation. By Stuart Baker OBE.

The return tonight by Stuart with his illustrated talk on the forthcoming electrification of the Trans Pennine route between Liverpool, Manchester and Leeds. Stuart mentioned that his first talk to the circle was almost 45 years ago. On checking our records that was on the 20th September 1972. By chance or planning the subject of his talk was Railway Electrification!. I don't suppose anyone present at that meeting, or Stuart himself would have realised that all these years later we would now be in the process of putting this plan into reality. Many obstacles and challenges face this project. short platforms and approaches at Liverpool Lime Street. The addition of a link between Manchester Piccadilly and Manchester Exchange Stations. This involving a new viaduct in an already cramped Manchester centre. Nearer home the clearances posed by electrification at Marsden and the even greater problems at Heaton Lodge where the old "New Line" meets the Leeds Huddersfield line. As always Stuart in his usual style made these problems sound like minor inconveniences.

Thank you Stuart for a most informative and entertaining evening.
VOT by Eddy Lumb

15th October - Across India by Train By Colin Boocock

The subject of tonight's show. "Across India by Train" describes a holiday taken with his wife Mary. The object being A, to see the country. B To see and travel on the railways and C To visit centres for the 'Railway Children' Charity of which Colin is an enthusiastic fund raiser. We started in Delhi with a visit to the railway museum. This laid out in the open, but thanks for a fairly dry environment preserves the locomotives and coaches fairly well. In Fact the main problem appears to be dust. Staff were photographed wielding feather dusters in order to keep the engines in a reasonable clean and dust free condition. Examples of every type of engine from a monorail with outrigger wheel to large Pacific plus an example of a Fireless Loco. Our next visit was to the old hill station at Simla, this at an altitude of 6,988 feet and a favourite venue to avoid the summer heat in the plains. Colin's train being hauled by a diesel locomotive. The British influence still showing with the church and half timbered houses together with very 'London Underground' type signs! For the cultural part of the holiday the mandatory visit to Agra and the Taj Mahal and the Red Fort before moving on to another Hill railway. This time the famous Darjeeling-Himalayan railway where Colin's train was held up whilst a bridge support was repaired with a dry-ston wall. Mist at the top prevented seeing the world's highest mountains.

Colin was pleasantly surprised to find that in general the standard of living had greatly improves since earlier visits, although much poverty still exists. Before flying home Colin and Mary were able to visit some of the places funded by the Railway Children charity. A good insight into India for which we must thank Colin.
Vote of thanks by Eddy Lumb

29th October - BRC Photography Competition 2014

This was as usual organised by Tom Ickringill and this year judged by John Holroyd. It was noticeable that transparencies were far less in number than in previous years. This reflecting the general swing to digital photography. Perhaps something to address in future competitions.

The best picture of the evening was awarded to Ian Button for a slide of a steam engine completely enveloped by steam and smoke.

Competition Results

35mm Slide - Steam

- 1) Tom Ickringill
- 2) Keith Preston
- 3) Peter Holden

35mm Slide - Modern - Diesel or Electric

- 1) Keith Preston
- 2) Keith Preston
- 3) Tom Ickringill

Black & White Print - Steam or Modern

- 1) Tom Ickringill
- 2) Tom Ickringill
- 3) Tom Ickringill

Colour Print - Steam

- 1) Philip Lockwood
- 2) Philip :Lockwood
- 3) Tom Ickringill

Colour Print - Modern - Diesel or Electric

- 1) Tom Ickringill
- 2) Gary Hayhurst
- 3) No Award

Humorous - Slide or Print

- 1) Ian Button
- 2) Jim Bennett
- 3) No Award

Overall Winner - Ian Button

It might be worth mentioning a couple of comments from our Judge, Slides should be marked with a dot in the top right corner when viewed from the front, but inverted ready for projection. Also a caption would help in some cases.

We must thank Tom for organising the competition, Peter for acting as projectionist and John for the difficult job of acting as Judge.

The evening ended with John showing a selection of his own slides, explaining his own thoughts on composition and subject matter, finally giving an amusing A to Z of the slides.

Vote of thanks was given by Gary Hayhurst

12th November - 30 and 40 years back By John Holroyd

1974 seems to have been a busy year for John as most of tonight's show centred on events of that year. Buses were being deregulated, so the first slide was of Ludlam St depot with examples of Halifax, Leeds and Huddersfield buses in their distinctive liveries, soon to be replaced. John said that he found the Halifax livery pleasing and a visit to Glasgow with a picture of the adaption of this livery being tried out. A quick visit to the Glasgow Underground before returning back to Yorkshire, and a visit to Gavin Morrison's model railway. Next, a canal holiday with friends Jonathan Stockwell and Brian Moss - this involved collecting a boat which was destined for the hire company at Dewsbury boat yard. John then embarked on a cycle holiday to Wales, calling at the derelict remains at Snailbeach in Shropshire before arriving at Welshpool. Moving ever south, we visited the Festiniog Rly before walking up Snowdon, photographing the train along the way. The Dorothea Slate mine at Nantle was the next visit with a picture of the Newcomen engine now preserved.

John explained his liking for the Humber paddle steamers, so the next shot was of the Lincoln Castle, now sadly scrapped. In the attic at Saltaire a tram engine on the East Morven and Wick Rly.

For the first overseas visit of 1974, calling in at Paris to photograph the Metro before moving on to Bilbao in Spain to photograph the Transporter Bridge. Visits were made to many industrial sites to picture the steam, still in operation.

Back home to help Frank Woodhall sail his steam stern wheeler boat on the canal.

Next visiting Bill Stocks at Huddersfield to run his garden railway, the Heatherfield Lt Rly. As usual John has a way of finding unusual items to point his lens at, and tonight one such item was a pillar post box in Cambridge with a spiked top!

As explained at the start 1974 had been a busy year, so 1984 was destined for one slide magazine. Starting with the re opening of Saltaire Station. Further views of the railway in the attic. A Visit to the Lincs Coast Lt Rly with the NGRS before embarking on a visit to South Africa. This I am sure will figure strongly in a future show.

As always an excellent show by John. Roll on the next episode.

Vote of thanks by Eddy Lumb

26th November - 55 Years of Railway Photography Pt3 By Les Nixon

Les came along tonight not only with a selection of slides but also a number of black and white and colour prints. One your reviewer liked in particular was an almost painting like picture of an Austerity tank locomotive in an industrial setting. Many of

the slides were taken on Les's home patch in Derbyshire. Another - a water crane at Chapel-en -Le- Frith in the snow. Les stated that he wished he had taken more of this type of railway photograph rather than the standard record shot. Another picture of Mail Bags at Crewe required a long explanation to the British Transport Police! We ranged far and wide covering railways in many countries from the Central of Peru in 1973 with a train at Meigs at an altitude of 14,000 Ft, to a chain ferry at Southampton. From an motorcycle trip to the IOM in 1960 where apart from photographing the railways, Les managed to complete a lap of the famous TT circuit. To the Grimsby and Immingham tram system run by BR. We saw pictures of Les's trusty Austin Maxi adding foreground interest to a Garrett locomotive in what was then Ceylon. Possibly the luckiest shot of the evening which could have been even better if a train had obliged, was on the Settle and Carlisle near Rise Hill where whilst waiting for the train to arrive a Vulcan Bomber appeared over Wild Boar Fell trailing almost as much exhaust as a diesel train!

Thanks Les for yet another excellent evening of prints,,slides and reminisces, I for one will be looking forward to Part4.

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 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.



Wernigerode Signal Box & yard

John Robertshaw



2-10-2T 99222 (built in 1931) at Wernigerode on 04/09/14

John Robertshaw



2-6-2T 996001 (built by Krupps in 1939) at Quedlinburg on 05/09/14 John Robertshaw



Triebwagen 187018 (built in 1999) at Alexisbad

John Robertshaw

- **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**. The opinions expressed in *The Circular* are not necessarily those of the Editor or the Committee.
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Secretary's Page

Peter Holden

Last issue of the year! Unusually at this time of year I have not finished next year's meetings diary. This is in some way because I have not had many members volunteering to give talks next year. As of November 8th I still have around 7 dates to fill.

Next year is our 70th Anniversary, and to celebrate this we are hoping to have a run on a dining train on the Keighley & Worth Valley Railway. The proposed date is Sunday 12th July 2015 As I write this we have not formally booked the trip, but we are in the process of doing so. As with our 60th Anniversary trip to the North Yorkshire Moors Railway, we will be asking members to show their commitment to attend by paying a £10.00 deposit per person for themselves and up to one guest.

A big thank you to Tom Ickringill for arranging the Photography Competition I feel that although entries were down this year, the competition was very good and indeed judged very well by John Holroyd.

Forthcoming meetings

Our first meeting of the year is **Wednesday January 7th** when John Whiteley will be presenting "Big 4 Steam to BR Steam". Sounds like a good evening to me!

John Holroyd will be our speaker on **January 21st** when we will be enjoying "Recent European Travels" This will be a marvellous opportunity to see that there is a mass of interest for people who venture over the Channel.

On Wednesday **4th February** Dorothy Burrows has kindly volunteered to present "Mixture No.2 (slides)" I am not sure what this mixture will involve, but it should be most entertaining.

"North America Revisited" is the title of Chris Davis's talk on **Wednesday 18th February**. Chris has visited North America many times and as you will know if you have attended one of Chris's talks he is both a great photographer and very knowledgeable on the subject

Steve Batty will be visiting on **Wednesday 4th March** to present "Modern Traction in Recent Years" Steve has not visited for us for many years, his photography is first rate. I would strongly recommend this talk.

Wednesday 18th March Dave Scriven will be entertaining us with "More Ramblings from an Ex Signalman" This year's instalment from Dave was a touch different. The

content was very good but the jokes were a bit thin on the ground, not sure if that was good or bad!

April Fool's Day sees the Secretary having to step in (as threatened!), to present "1990s Part 3" I'm not sure at the moment whether it will be slides or digital, whichever format, it will be the same photographs. I suggest you wash your hair that night: the only reason I'm coming along is I have no hair to wash any more!

Circle Diary 2015

	Jan.7 th .	Big 4 Steam to BR Steam	John Whiteley
	Jan 21 st .	Recent European Travels	John Holroyd
C	Feb 4 th .	Mixture No.2 (slides)	Dorothy Burrows
	Feb. 18 th .	North America Revisited	Chris Davis
	Mar.4 th .	Modern Traction in Recent Years	Steve Batty
P	Mar. 18 th	More Ramblings from an Ex Signalman	Dave Scriven
	Apr. 1 st .	1990s Part 3	Peter Holden
	Apr. 15 th .	The Route of the Master Cutler	Ken Granger
	Apr.29 th .	Lost Lines to Nottingham	Simon Swain
C	May.13 th .	Northern Rail	Pete Myers
	May 27 th .	German and Austrian Steam 1969	Noel Coates
	Jun 10 th .	UK mainline Steam (digital)	Ben Collier
P	Jun 24 th .	The Grassington Branch	Peter Huff
	Jul 8 th .	Grand Central Railways	Sean English
	Jul. 22 nd .	Tramways of Leeds	Ian Dougill
	Aug.5 th .	Outside Visit	
	Aug.19 th .	Wadey's Wanderings.	Eddie Lumb
	Sep.2 nd .	Steam In and Around York	Chris Nettleton.
	Sep.16 th .	Ravensthorpe The Story of a Station	Mike Swift
P	Sep. 30 th	The Robert Whitfield Show, UK steam 1948-1958	Peter Berry
	Oct 14 th .	First Five Years of Digital Photography	Alan Ward
	Oct.28 th .	40 Years Back	John Holroyd
	Nov.11 th .	Steam and Diesel in the West Riding	Jim Livesey
	Nov.25 th .	Still On Film, Another 200 to View	Paul Corrie
	Dec 9 th .	70 th AGM, followed by Member's Night.	
P	Dec. 23 rd .	Monsoon Tours - Faces & Places	Philip Lockwood

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

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