

THE CIRCULAR

Bradford Railway Circle

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Editorial

Bumper colour issue - An excellent day out, celebrating the 70th anniversary of the founding of the Circle, was enjoyed by many members and their wives & friends, on the dining train on the Worth Valley Railway. Superb weather, superb catering & steam haulage – what more can I say? Photos of the event appear in this issue, allowing an extended colour section; further copies can be obtained (by email) from the Editor.

All enthusiasts will have been sorry to hear of the death of the father of trainspotting, Ian Allan. Without his ABC's, which first appeared in 1942, where would we be today? Certainly, I doubt if our hobby would be nearly as widespread as it turned out. There obviously was a need for spotting books – some railway companies published their own lists, and your Editor's father also wrote out his own lists of LMS & LNER locos – but the pocket-sized ABC's were a brilliant idea, and we have a lot to thank Ian Allan for. The full list of published ABC titles is surprisingly long.

We're happy to be able to congratulate the NRM on its 40th anniversary – long may it continue to be a Mecca for all of us!

Editor's thanks to those members who submitted items of news and photos to keep our magazine flourishing – keep them coming, please!

Machu Picchu & the Andes 2014 (Pt.1) **Dave Peel**

Having broken our South American ‘duck’ by visiting Ecuador (and the Galapagos Islands) in June/July, we dipped our toe in the water again with a trip to Peru in September.

This time round the KLM flight from Amsterdam to Lima departed at 12.30, which meant the London connection left at 08.40 which, in turn, implied that a stay at a Heathrow Hotel the previous night was just about worth it. So on Monday 8 September it was off from Wareham to Poole by train, and on to Heathrow by National Express. After booking the appropriate ‘Hoppa’ buses between the airport and the hotel, a pleasant early evening was spent watching England beat Switzerland on the bar’s large-screen TV.

Tuesday began with rise & shine at 04.30, bus at 05.25 and breakfast at Terminal 4 after a 06.00 check-in. (It always annoys me that, when early flights dictate missing the hotel breakfast – included in the price – no reduction is ever made for this). Despite it being only 7 o’clock, airport breakfast for three men opposite us surprisingly consisted of several pints of beer! The 12.30 flight landed in Lima at 18.00 local time (24.00 UK), but as it was then 2½ hours before we gained our hotel room, we declined the ‘group welcome dinner’ scheduled for 21.00 and retired. Tuesday had been a long day!

Lima – the Peruvian capital – is huge; together with its coastal port at Callao (8 miles from the city centre) this metropolis contains about one third of the nation’s thirty million population. It is therefore always busy and crammed with traffic, and at this time of year (not quite spring) still subject to the weather effects of the cold Humboldt Current. This means continuous low cloud (for months!), grey skies and not rain as such, but daily light drizzle. Go inland 15-20 miles however and you’re in permanent year-round summer! Which is why the incoming commuter roads are choked on a daily basis, and the only metro passenger line is heaving. A second line is planned, apparently.

Next morning, our coach & walking tour of the central area covered all the usual Civic and Presidential buildings but also included a Monastery’s catacombs and a magnificent collection of Inca artefacts in the private Larco Museum. The condition of the displayed items was outstanding, many having the appearance of being brand-new. The explanation given for this was that these were specially-made top-quality funerary items. Tomb robbers later stole them and sold them on into private hands. They are therefore in mint, unused condition!

Whilst on the walking tour we did see, but could not enter, what had been Lima’s main passenger station, Desamperados. It was from here that the ‘highest & hardest’ railway ever built – the Central Railway of Peru – hosted the ‘mountain trains’ for Oroya and Huancayo. (Freight, bringing Peru’s mineral wealth out from the Andes, had its own yards, and much of it was exported through Callao). Unfortunately, despite its history, Desamperados station – though intact – only sees about four trains per year nowadays, running in conjunction with religious festivals, we were told.



Wed 10/9/14

Exterior of Lima's main long distance station Desamperados, now used only
3 or 4 times a year on religious festival days.

Dave Peel



Wed 17/9/14 Puno station, showing the observation deck of the rear lounge/bar car in the northbound Andean Explorer set. Dave Peel



Wed 17/9/14 Northbound Andean Explorer pausing at the highest elevation on the southern system, El Roya summit 14,200 ft. Dave Peel

Both photos on this page accompany Part 2 of this article – see the next issue of The Circular.

For many years the Central of Peru claimed the title of the highest in the world, reaching 15,694ft when crossing the Continental Divide. This was *inside* the Galera Tunnel, no less, in the middle of which the grade changes from 4½ % up to 2½% down! (China Rail's line to Lhasa in Tibet now rises to 16,640ft to claim top spot). The engineer for this ferocious line was Henry Meiggs – Galera Tunnel passes under Mount Meiggs – who, though born in Catskill, New York in 1811 was actually of Dorset stock – way back! The claim to be the ‘hardest’ line is backed by the fact that the 100 mile climb from Lima to the Galera Tunnel contains 31 miles of 1 in 24, followed by a further 43 miles of 1 in 22, goes through 66 tunnels, over 57 bridges and traverses 5 zig-zags! This remember, on standard gauge, adhesion only and steam operated – in latter years by 2-8-0s from Beyer Peacock, these eventually being replaced by American diesels in the 1960s. The Peruvian Government privatised the line in 1999, and nowadays the traffic is almost entirely freight, with all maintenance centred on Guadalupe in the suburbs of Lima.

A further local walk in the vicinity of the hotel in the afternoon revealed a sizeable park area populated by at least 100 feral cats (I counted!), all living happily amongst themselves, particularly as ‘feeding stations’ were provided at suitable locations. Sit on a bench and read a book and a cat will come and read it with you!

Another early start on Thursday (05.00) just ensured that we caught the internal flight to Arequipa. A bus driver’s strike on the Callao – Lima route delayed our progress considerably as traffic was even heavier than normal, plus we diverted via the alternative coastal route to the airport. Although the Pacific was calm and grey today, this new road being built on reclaimed land boasted several warning notices advising people to leave the beach area quickly in the event of a tsunami!

Having flown into Lima in the dark, the daytime 1hr flight to Arequipa was a revelation. This city is well inland, situated at 7,550 ft in very arid, sparsely populated territory with volcanoes appearing everywhere, some snow-capped, though on landing it was sunny and warm!

After a group lunch, the afternoon walking tour took us inside an interesting cloistered nunnery dating from the 1580s, though damaged by no less than three earthquakes since. Our splendid hotel turned out to be contemporary with this nunnery and had, for some time in the 18th century been a mint.

The ‘tourist street map’ of Arequipa did not however show the position of the railway station, and only after three conflicting enquiries (!) was I happy that I knew where to look tomorrow.

Friday was a free day! A not-so-early get up therefore sufficed for me to make landfall at the station by around 09.30. The substantial wooden structure looked in reasonable condition externally, though I was unable to gain access to the single terminal platform as ‘jobsworth’ was not being cooperative. One passenger coach and several boxcars were in evidence in the vicinity, but as the line exited through a gated industrial area, I gleaned nothing further visually. Evidently two freight trains per week run from the coastal port of Mollendo, via Arequipa and Juliaca, then either go south to Puno (for Lake Titicaca and Bolivia) or north to Cusco. Occasional passenger excursions also run on demand from Arequipa, apparently, though I saw direct

evidence of neither traffic. However, the main Locomotive, Carriage & Wagon repair shops are situated somewhere in Arequipa, though I was unable to locate these in the time available. These lines formed the Southern Railway of Peru (all standard gauge) which was for a long while Bolivia's outlet to the Pacific, the La Paz – Guaqui line bringing freight to Lake Titicaca, ferry to Puno, then via the Juliaca junction across the Continental divide at Crucero Alto (14,668ft) to Arequipa and down to the coast at Mollendo.

[to be continued]

Members' Meanderings

From Michael Leahy

1. From a reliable source, I am told that pork pies are banned in Northern Rail Control Office because every time anyone had one something serious went wrong with the trains.

2. Forwarded Email

Subject: From Phil Verster, ScotRail Alliance - £14m upgrade for Class 158 fleet

Good morning,

I would like to update you on ScotRail's £14million modernisation of our Class 158 fleet. Forty of ScotRail's two-carriage Class 158 trains will be extensively overhauled, delivering improved seating, better lighting, accessibility enhancements and at-seat power sockets for customers. The two-carriage Class 158 trains will also receive revamped interiors including modern carpets, finishes and toilets, and will be painted in ScotRail's 'Saltire' livery. The 137-seat trains will also be fitted with new CCTV systems and automated passenger-counting systems. The first refurbished carriage was unveiled today and will be ready for the opening of the new Borders Railway. The fleet upgrade, funded by ScotRail, also has Scotland's scenic railways in mind, with seats aligned alongside windows to offer panoramic views on the country's most picturesque routes. We will roll out the trains at a rate of approximately one per month between now and April 2018 on routes across Scotland, including:

- Inverness – Aberdeen/Kyle/Wick
- Glasgow Queen Street – Stirling/Dunblane/Alloa
- Glasgow Queen Street – Falkirk Grahamston
- Glasgow Queen Street – Anniesland via Maryhill
- Edinburgh – Dunblane/Perth/Glasgow Central via Shotts
- Edinburgh Waverley/Glasgow Queen Street – Perth/Dundee/Aberdeen/Inverness
- Fife Circle

Completing the first refurbishment is a big moment for this exciting project, which I believe will make a real difference for passengers using Scotland's railways.

We've listened to customers, and that feedback is reflected in the upgrades being made. Seats are better aligned alongside windows, interiors are brighter and more modern, and people can charge phones and laptops during their journeys.

If you have any questions, please do not hesitate to ask.

Regards,

Phil Verster,

Managing Director, ScotRail Alliance

RCTS Events (via Michael Leahy)

Flying Scotsman Returns - From February 2016

To mark Flying Scotsman's eagerly anticipated return we're planning an exciting season of events and activities at our York and Shildon museums to celebrate the fame and celebrity of the locomotive legend.

The Inaugural Run - February 2016

Ride behind No. 60103 Flying Scotsman as it makes its inaugural run between London King's Cross and York. Take in the sights and sounds of live steam as the world's most famous loco makes its return home to our museum. Keep checking our website for updates on dates, prices and booking information.

The Exhibition - February – June 2016

A free exhibition focusing on the celebrity of arguably the world's most famous locomotive. Why is Flying Scotsman so well-known and how has that fame manifested itself? This exhibition in our ever-changing Gallery examines the highs and lows of Flying Scotsman's rollercoaster career, from glamorous modernist icon to modern day national treasure.

The Great Hall Display - 25 March – 8 May 2016

A Flying Scotsman experience allowing free cab access. Immerse yourself in the rich history of luxury travel on board the Flying Scotsman route by stepping inside the carriages that tell the tale of the locomotive's hey-day.*

*TICKETED ACCESS TO THE CARRIAGES. KEEP CHECKING OUR WEBSITE FOR UPDATES ON DETAILS AND PRICES.

Flying Scotsman and the Shildon Shed Bash - 23 July – 31 July 2016

Flying Scotsman will be joined by some special guests at Locomotion: Shildon at this free event. As well as being in light steam daily with accompanying locomotives, there will be cab access, themed family events and exclusive photography events.

Scotsman in Steam Previews - January 2016

Preview Flying Scotsman in its black undercoat as it builds up its mileage on both heritage and main lines. Please note all tickets are available through third party organisations; please contact them direct for the latest booking information.

Find out how to ride behind it on its test runs below:

9-10 and 16-17 January – East Lancashire Railway

23 January – Railway Touring Company

Scotsman on the Tracks - March 2016 onwards

See Flying Scotsman in action across the UK throughout 2016 and beyond!

12–20 March: North Yorkshire Moors Railway

May: Steam Dreams

22 – 25 September: Severn Valley Railway

From Rev. Tony Newnham

With reference to the editorial in the current mag, it seems that West Coast Railways (or at least the drivers supplied to them) still haven't learned! I was at Carnforth Station on Sat 11th July (we were in the area on holiday). There was a special in the sidings, and a steam loco moving around in the shed yard, and ultimately coupled up to the train, and waited for a further 30 minutes plus before departing. From what I gleaned talking to other enthusiasts, the train was a Euston - Carlisle - Euston (via Settle & Carlisle on return) special. Electric haulage as far as Carnforth where steam took over. - 46115 "Scots Guardsman" was the loco for the steam hauled leg. However, the train didn't leave Carnforth until after the time it was booked in Carlisle, because of a SPAD incident causing it to be held for some 2 hours at Rugby! I guess there were some pretty disgruntled passengers on board.

I attach a couple of pix of the special, and a couple of others taken at Arnside on 14th July, which you might like to consider for the magazine.

From Gary Hayhurst

Happened to find out that on the first of August 2015 apart from it being Yorkshire Day that it was the hundred and fiftieth anniversary of the first train to arrive at Ilkley station on the Midland and North Eastern joint railway.

The train today 1st August 2015 arrived at 1057 am in the shape of an electric four car unit class 333011.

This four car unit has the name Olicana on one of the carriages. Olicana being the Roman name for the fort which was built at Ilkley.

The train was met by the town crier resplendent in her blue uniform, a jazz band and several dignitaries.

The town crier read a speech before the bemused passengers wandered down the platform.

There were many people on the station to watch this event and more waiting outside waiting for the town crier to make her declaration that it was Yorkshire Day

I came away humming to myself the Yorkshire anthem, On Ilkley Moor baht at.

I enclose some pictures of this event.

Circle 70th Anniversary – KWVR Dining Train, 12th July 2015



70th Anniversary trip photos by Tom Ickringill



BRC 70th Anniversary – Oxenhope Station, Keighley & Worth Valley Railway – 12th July 2015

We are sorry that we cannot display the group photo as a centre-spread.

If you wish to print a full-size version, please download the photo (ref DSC_1801) from the BRC website and print it separately. Alternatively, please request a printed version from the Editor.



Mike Swift (Huddersfield Railway Circle) with Circle President Gary Hayhurst



Dalesman trip in memory of Michael Wade & Mel Haigh

Peter Holden

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.** The opinions expressed in *The Circular* are not necessarily those of the Editor or the Committee.

Meeting Reports

Philip Lockwood

24th June - The Grassington Branch, by Peter Huff

A good number of members together with a number of visitors for tonight's talk by Peter Huff. Peter had first-hand experience of Grassington Station, his father being the Station Master. Peter explained that many proposals were made to link the North East to Manchester and Liverpool. All the early ambitious schemes failing due mainly to the high costs of the tunnelling that would have been involved. When the line was finally constructed the main traffic proved to be Lime from the nearby Lime works. This together with agricultural traffic and Milk would appear to be the main traffic. Passenger appeared to be relatively sparse with the exception of specials. Peter showing the crowds descending on what would appear to be special outings. Of particular interest to your reviewer, were the Station buildings. These being supplied from the same company in Fleetwood as supplied the Derwent Valley Light Railway. The motive power on the line seems to have been the Midland 0-4-4 tank engine with the freight mainly in the hands of the Midland 4F 0-6-0 tender locomotives. Being on

the scene Peter was able to relate stories of mishaps on the line. One in particular being when a locomotive over shot the buffer stop and landed in the road in front of a bakers shop. A later concrete replacement proved more substantial, and defied all efforts of the contractors to remove it when the station site was sold for housing development. This stands to this day as a reminder of the line. Vote of thanks by Ian Button

8th July - Mixture No. 2 Slides by Dorothy Burrows

Sorry – no report

22nd July - Tramways of Leeds, by Ian Dougill

A slightly unusual subject for the Circle, but for your reviewer an nostalgic trip down memory lane. Ian is well versed in the Leeds system and showed picture from pre tram days up to the closure of the system in 1959. An interesting feature of the presentation was a number of hand tinted monochrome pictures by that historian of the Leeds system Jim Soper. Ian explaining that it took Jim a whole day to complete each picture. The route numbering system was explained, easy to confuse the stranger to the system, plus the workings of the ‘Pivotal’ system adopted on the ‘Chamberlain’ type tramcars. An interesting picture on my own ground of Feltham cars being scrapped at what is known as “Tan House Yard”, Churwell, together with a passing steam train on the Leeds-Huddersfield line. As I mentioned earlier, sheer nostalgia for me as being old enough to have travelled on many of the routes, in particular the Roundhay, Moortown circular route when visiting relatives at Moortown, and on the last night having visited the Leeds model railway exhibition at the Corn Exchange, then going down to the Swinegate Depot to see the last tram arriving. I still have the flattened penny that I put on the rail. A lady next to me was less fortunate, as the sixpence she put on the track stuck to the wheel and was lost. A very informative evening, hopefully we might manage a further talk from Ian in the future. VOT by Eddy Lumb

5th August - Outdoor Visit Report (Doncaster Station)

Sorry, no report

19th August - Night Scenes, by Peter Holden

Tonight was very nearly an ‘Non-Event’ as our advertised speaker Simon Swain cancelled at very short notice! He was to have given a talk entitled “Lost lines to Nottingham”. Fortunately our secretary Peter had his Laptop with him and was able to give an impromptu show. This comprised mostly night shots, originally night pictures taken on film which he had scanned to digital. He was able to give a full evening’s entertainment. This together with his many clashes with authorities, possibly due to him using a tripod. One particular event when a driver of a class 60 took exception to him taking a photograph. He likened this to him taking pictures in Peter’s own garden. What a cheek! Anyone would think that he owned the railways! Vote of thanks by Eddy Lumb

2nd September - Steam In And Around York, by Chris Nettleton

A welcome return by Chris, who, you will remember, gave a talk on Gresley's A4 streamlined locomotives. Tonight's show also included A4's, but also much more. Chris explained that York although a stronghold of the former North Eastern Railway, and later a major part of the LNER, also played host to a wide variety of trains from other companies. These included the Great Northern Rly whose trains changed engines at York. But also the Great Eastern, Great Central, Lancashire & Yorkshire and the Midland Railway. Chris explained that as the Midland followed a small locomotive policy, and explained why the majority of the locomotives had spats in front of the leading wheels to prevent excess water on the bearings when the pilot locomotive was taking up water from troughs at speed. This was something new to your reviewer. The talk was illustrated by a wide variety of photographs many taken by Chris, but also film clips, the most interesting being a short film showing a B16 locomotive being serviced, long before Health & Safety was introduced. It was a pleasure to listed to a speaker who has such an extensive knowledge of his subject. Hopefully we can look forward to another show in the near future. Vote of thanks by Ian Button.

16th September – Ravensthorpe, the Story of a Station, by Mike Swift

Tonight's illustrated talk by Mike gave a very detailed account of this small former station on the LNWR Leeds to Manchester line. Although listed as a grade 2 station by Kirklees Council, the station had fallen into disrepair, and had been vandalised and partly set on fire. Some of the station buildings had been earmarked for either "Transperience" or the Kirklees Light Railway. When it became obvious that the station was beyond reasonable salvaging, Mike along with another party of experts were offered the task of carrying out a detailed survey. This showed up the interesting aspects of this standard LNW Rly design, known as "Mr Webb's Portable Building". Although the station is no more, similar examples of this type of construction can be found on the island platform at Huddersfield. We must thank Mike for an excellent,in depth account of both the station and the work involved in creating a permanent record for posterity. VOT by Eddy Lumb

Further Local Accidents

Newlay & Horsforth 22/11/1956

The 3.20pm Carlisle to Leeds special freight train was stopped at the Up Slow Home signal at Newlay & Horsforth for about 13 minutes. The signal cleared & the train moved off travelling about 100 yds when it was hit in the rear at 10.23pm by the 4.50pm Carlisle to Leeds goods train.

The driver, fireman & guard of the 4.50 train suffered slight injuries but the guard of the 3.20 train was killed.

There was a relief signalman & a trainee signalman in the Calverley signal box. At the enquiry the Train Register for Calverley & also Newley signal boxes were scrutinised

Michael Leahy

closely for the period of one month. 125 irregularities of various kinds were found. The Station Master at Newley had visited the box there on 23 occasions in the last month & the Station Master at Calverley had visited the box there 33 times. The District Signalling Inspector was in charge of 61 signal boxes but had only been in the job for 3 weeks & he had not had time to visit either of the boxes involved. The Assistant D.S.I. had visited Newley box 3 times & Calverley box 4 times during the month before the accident.

The accident was the result of irregular working by the signalmen & the misuse of the signalling system. The report also mentioned the poor supervision of the Block Working in the boxes concerned. Rule 55 of the BR Rule Book requires the fireman of the stopped train to go to signal box after "an unusually long" detention at the signal. The driver of the 3.20 train was not criticised for his judgement of the time his train was stood waiting at the signal.

Ardsley Station 26/10/1959

At 10.08pm the 6.12pm express from Kings Cross to Leeds, 7 coaches hauled by a A3 locomotive, struck a light engine (V2) head on. The L.E. was propelled 85yds & partially derailed, the A3 & 2 leading carriages were also derailed.

16 passengers & 6 railway staff were injured & taken to hospital. Most of the injuries were caused by the seats & tables in the coaches becoming dislodged. As a result one of the steps recommended to be taken was to make them more secure throughout the fleet of coaches.

The main cause of the accident was that there was no clear Block Regulation or instruction for the frequent movement of locos destined to be crossed from the Down Main to the Coal Yard on the Up Side. Years of this movement taking place had resulted in irregular signalling practices, not picked up or stopped by the Station Master or the D.S.I.'s.

The driver of the L.E. failed to carry out Rule 55. The signalman did not put a collar on the signal lever & also then forgot that the L.E. was stood there. Neither the driver nor the fireman of the express saw the light on the L.E..

The driver of the L.E. was considered an unsatisfactory witness.

Garforth & Micklefield 25/04/1960

At approx 9.18pm the 9.0pm Leeds City to Hull, a 6 car DMU, hit the brake van of the 8.30pm Neville Hill to York unfitted freight train. The leading bogie of the DMU was derailed & the front stoved in. The driver was only slightly injured but 5 out of the 30 passengers were taken to hospital.

The brake van of the freight train was derailed, the next two wagons damaged & the coupling with the rest of the train was thrown off the hook. The driver had felt a bump, looked back, thought nothing was amiss & continued forward to Church Fenton where he was stopped with the last two wagons of the divided freight train telescoped



"Scots Guardsman" at Carnforth 11th July 2015

Tony Newnham



Arnside Viaduct – 14th July 2015

Tony Newnham



Ilkley Station, 1st August 2015-09-29

Gary Hayhurst



333 011 naming at Ilkley, 1st August 2015

Gary Hayhurst

together. The guard had been knocked unconscious. The unfitted freight train was an 8F, 39 various wagons, a 350hp diesel shunt loco & a 20ton brake van.

The conclusion of the report stated that the DMU driver ran past the Home Signal at danger. That he would have seen the lights of the brake van for over 20 seconds before he applied his brakes, reducing the speed to approximately 40mph before hitting the freight train that was travelling at approx 20~25mph.

Leeds City Station 10/08/1961

The 2.40pm, 2 x 4 coach DMU, Leeds to Scarborough departed platform 12 5" late under clear signals, when having travelled 250yds a Sulzer/Peak L.E. collided sidelong with the front coach. The loco was not derailed but the front 2 coaches were forced across the Up Line & turned over onto the parapet of the bridge, 110' of which fell into the street below

Leaking fuel oil caught fire & the front coach panelling was severely damaged. 1 passenger was killed & 2 injured. Most of the passengers were in the rear 4 coaches, the front 4 being late into the platform to attach to the rest. The Sulzer loco sustained little damage from the collision but was severely damaged by the resulting fire. The lines to the East of Leeds were blocked until 6.30am the next morning.

The accident was the result of the Sulzer driver passing a signal at red, mistakenly accepting the green signal for the Scarborough train on the adjacent line as applying to his loco..

This was the driver of locos first trip from Pfm 11 to the Down Main having learned the route 3 weeks earlier. This was also the third occasion within 2 years in which mistakes at these signals had been made. Steps were taken to reposition the signals further apart.

Secretary's Page

Peter Holden

We had a fantastic day on the Keighley & Worth Valley to celebrate our 70th Anniversary. I am sure all who attended enjoyed a smashing day out on the train with great food as well. I emailed their catering team to say what an excellent job they did on the train.

Can I ask once again all members to think about giving a talk next year? Please get in touch if you feel able to give a presentation next year. We rely on our members to come forward to give talks. If we do not get the amount of volunteers required your committee may have to look at reducing our meetings to once per month.

This year has seen an unprecedeted number of our booked talks being amended, often at short notice. These unfortunate changes are not anything we can realistically do anything about. Hopefully things will settle down next year!

Forthcoming meetings

October this year is John Holroyd Month!! **Wednesday 14th October** was to have been Alan Ward presenting the talk. Unfortunately Alan is now unavailable, but John Holroyd has kindly volunteered to stand in at short notice. John will be presenting “Around Britain by Rail” Something I have done numerous times. It should be a most entertaining talk

John Holroyd will then be presenting 40 Years Back on **Wednesday 28th October**. 1975! I was two years away from leaving school. I am sure we will all be treated to some very interesting photography and as ever John’s flowing commentary will have the audience enthralled.

Wednesday 11th November will see Jim Livesey presenting “Steam & Diesel in the West Riding”. Jim’s photography and railway knowledge is first rate, so come along for what promises to be a most entertaining evening.

A welcome return for Paul Corrie on **Wednesday 25th November** when he will be presenting “Still on Film, Another 200 to View” Ever popular Mr. Corrie will be tearing himself away from Neville Hill Depot for the night (think he has his mail delivered there!). His photography is excellent and his enthusiasm to carry on going out to photograph trains never appears to falter. He is threatening to do a talk about maintaining forty year old trains.

We will be holding our 70th AGM on **Wednesday 9th December**. As ever we will be hoping someone wants to take over as Secretary! The present one needs replacing, he’s been doing the job far too long.

Come along as after the AGM we will be holding a members night, which will be far more entertaining!

Our last talk of the year will see Philip Lockwood presenting “Monsoon Tours – Faces & Places” So on **December 23rd** no doubt we will be entertained by Philip’s recollections of The Narrow Gauge Society’s outside trips to various railway establishments on days when it always rained!

Circle Diary 2015

NB - ** - Changes to published programme

P	Sep. 30 th	The Robert Whitfield Show, UK steam 1948-1958	Peter Berry
	**Oct 14 th .	Another 200 to View	Paul Corrie
	Oct.28 th .	40 Years Back	John Holroyd
C	Nov.11 th .	Steam and Diesel in the West Riding	Jim Livesey
	** Nov.25 th .	Around Britain By Rail	John Holroyd
	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**.