

# THE CIRCULAR

Bradford Railway Circle

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## Editorial

Welcome to a slightly new-look *Circular*. New printing arrangements have been established, whereby the whole magazine (text and photos) is being printed in one run by Calderdale Council's Printing Unit. No longer any need to have all the photos on one sheet, separated from the text; and the trimming will be neater as well.

A very Swiss flavour this time – the 2017 cover is a shot of the Landwasser Viaduct by Philip Lockwood, and this issue has an article about the Bernina Express by John Robertshaw

A new regular feature is "Reminiscences", in which well-known members share their early railway memories and their thoughts on favourite locos and lines. Our first participant is well-known railway author and photographer Gavin Morrison.

Our main article, by Peter Holden, covers a trip to Ukraine last September. It was not without problems, but Peter emphasized to me that the local people were great, and the problems were solely due to bad organization & management by the tour promoters.

We only have space for Part 1 in this issue – see next issue for Part 2.

## Ukraine for Steam 2016 (Pt.1)

Peter Holden

This so called holiday, was a Railway Touring Company holiday I decided to join with fellow Circle member Andy Roberts. But it was by far the worst holiday I have ever had!

We departed Gatwick Airport for our 12 day visit to this eastern bloc country. Ukraine Airways appear to have bought up a fleet of second hand Boeing 737s which were looking a bit tired to say the least. Who remembers Dan Air? It was in my opinion a bit like Ryan Air, everything on board needed to be purchased, even a cup of coffee!

Our flight was around 4 hours in duration with a change of plane in Kiev, on our way to Kharkiv. (For the duration of this article I will use the spellings from the Ball European Railway Atlas, as there appear to be two spellings of each place in the Ukraine both of which are unpronounceable!).

On arrival into Kharkiv we transferred to our first hotel in a bus which was far too small for purpose. This was to become a recurring problem. The hotel was fine, but the surrounding area was very run down.

### Day Two. Steam around Kharkiv.

Our first locomotive was Er class 97412 0-10-0. The advert had said “We will travel along secondary non-electrified lines in the area”. No such thing. We ran very slowly to a station called Ochoba a distance of no more than 3 miles. Then they had to turn the loco which took over an hour, then run back again. Following a short lunch break we then did the same run again. Very boring to say the least. We did however have a very nice vintage wooden bodied carriage on this day. There was however a frequent tram service running outside Kharkiv station plus a few shops to buy food and drink.

### Day Three.

After a free morning we departed Kharkiv on board a modern high speed EMU to Kiev. The train speed indicator in the carriage kept us in awe of such rapid train travel. In fact most of the journey was around 60mph, we did touch on 100mph for two very short distances. The track work is woeful in most places, resulting in all the buffet stock ending up on the floor as we went over a junction. However, this was one of the most enjoyable journeys of the holiday, a distance of 282 miles being covered.

Arrival into Kiev was at around 17:00, so it was the rush hour. Kiev appeared to be a normal capital city, very modern and quite clean, this being in stark contrast to the rest of the country which is anything but! We noted various steam and other locomotives in a small collection adjacent to the station. Unfortunately we did not get time to have a look around. Our hotel for one night was the “Hotel Kiev” a very grand building built on a huge scale, all the rooms were quite spacious, but the fixtures and fittings appeared to be somewhat dated.

### Day Four - Free time in the morning to explore Kiev, then a nice sizeable run behind steam from Kiev in the afternoon.

Again this did not happen! Instead we were transferred by coach straight after breakfast, a distance of around 80 miles to Korosten. Here we boarded our special train to Zhytomyr a distance of 51

miles. Our locomotive was Er class 0-10-0 787-46. This journey was quite good - we had a few run pasts and a couple of breaks at stations along the way. Now as we had gone in the opposite direction to the day planned on our itinerary we had in fact ended up miles from our next overnight stay, thus we had to endure a seven hour 203 mile coach journey, arriving at our hotel at 23:45 for our evening meal. The staff stayed up and were most pleasant, but I found this situation somewhat bizarre to say the least.



### Day Five

Following breakfast we were once more back onto the coach for a fairly long transfer to Tsvitkuvе for our next steam special to Khrystynivka a distance of 92 miles. For this day we had a rather more pleasant looking locomotive painted green. It was SU class 251-36 a 2-6-2 passenger loco. We were joined today by the other half of the group, a party of mainly German enthusiasts who in most cases were most pleasant, but with a small number of what I would describe as somewhat extreme, regarding both their hobby and their behaviour, more about that aspect later! It was a rainy day mostly, but this fact did not put off the majority of the participants venturing out to photograph the numerous run pasts. I went out for one runpast in the rain, got a nice shot, but also got soaked! I told one of my fellow travellers to punch me, should I start heading out for another runpast in the rain. He did not need to do this. The weather had brightened up at one of the station stops where watering and servicing was taking place. I ventured out with the camera as the sun was out. Picture the scene, around 5 people waiting for a cloud to move before taking their shot. There is someone blowing a guards whistle every 10 seconds. Now I am deaf in one ear so struggle with direction, I asked a French chap at the side of me if it was a signal for us to get back

on board. He answered that it was that man over there, pointing to a German man over to our left. He was blowing his whistle as people were stood next to the loco, can you believe it, the train crew were oiling various bits whilst people were wanting to take pictures, shocking!. We took our pictures (with the occasional human in the frame) I then asked Didier the French man to come over to this German man to act as translator. He's still blowing his whistle, he had a very old rather tall wooden tripod with a more modern camera mounted on it. I asked him if he had lost his dog. If not, why was he blowing his whistle? He saw the funny side of this. At most of these station stops it was usually the case that there would be a small shop where one could buy snacks and more importantly rather decent bottled beers for around 30p per bottle. At our second stop I noticed a group of four talking things extremely seriously indeed. They had sound equipment and very professional looking gear. Picture the scene. One man had an 18 foot pole with a small digital camera on the end, remotely controlled by an iPhone at the bottom of the pole. He's sticking it everywhere, in through the cab window, inside the frames, even down the chimney. This whilst the others shuffled around him to protect him from accidental collisions with others possibly? I have not seen anything as bonkers as this for years! One off the four was a lady, I tapped her on the shoulder and asked if the man with the pole was from a special hospital, and if she was to take him back at the end of the day. When she stopped laughing she explained that they were from a German TV channel making a series of documentaries about people whose hobbies become excessive. I told her they had struck gold with some of these train spotters! I also pointed out that the English part of the group were far more sensible! Not a bad day, we managed to run a bit faster with the 2-6-2.



### Day Six

Now, they had decided to segregate the two parties, the Germans in one coach and the English in another. On this particular morning we had three coaches on the train, so I declared the centre coach “No man’s land” and suggested a football match in there at lunch time. A retort from one of the Germans was “I’m not prepared to wait around until Christmas”. Fair point. We continued on with the same train from Khrystynivka to Vapnyarka a much shorter distance of around 30 miles. Plenty of run pasts in the rain once more. We had a long coach trip to Haivoron where we were to stay for three nights. The hotel was in a splendid location next to a river that was so wide. I thought it was a lake. The standards of the hotels and food was mainly dire for most of the holiday. This establishment served a huge slab of meat and a mountain of mash for evening meal and three fried eggs for breakfast. That was it every day! As with most buildings in the Ukraine, they only are ever lit by a 40 watt bulb. Dreadful place unfortunately.

### Day Seven

The day started with a very heated “debate” with the management of the tour about the many failings and problems which had been encountered throughout the holiday. One of the group, David, who was quite vocal at this point was only echoing the thoughts of the vast majority of the group, all that he said was in my opinion correct. He pointed out that the leaders of the tour were inept and that their communication skills were non-existent. I went over and pitched in asking why I needed to ask the Germans what we were doing the next day all the time, as it appeared we were not finding out what was happening until the last minute. Same train once more, following a coach transfer we travelled from Ladyzhan (Zaitkivity) back to Haivoron a distance of 100 miles. The weather was much better this day, the sun was shining as we made good progress, this being helped enormously by there not being sufficient time for many run pasts.

*[to be continued in next issue]*

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## **Reminiscences**

## **Gavin Morrison**

Or "How spending just over 1 shilling [5p] changed my life"

Back in 1943 I was taken by my father to visit my grandmother in Glasgow. We travelled from Leeds to St Enoch’s station on the morning train. Father purchased an Ian Allan ABC and suggested I looked out for engine numbers and tick them off in the book and so the pattern of my life to the present day was made. It was only in later years he regretted the move as I became a terrible nuisance on family holidays wanting to spend all the time at stations.

I was brought up at Ovenden on the Halifax-Queensbury line on a diet of N1-N5-C12-J39-Q4-B1 classes AND EVEN A K2 and others. The branch to Pellon was LMS worked with Austin 7s-WD-4F-L&Y 3Fs and others. All my first experiences on the railways were in the Holmfield area where I was welcomed into the signal box

and given footplate trips up the branch to Pellon. After an afternoon shunting the yard at Holmfield when the driver let me loose at the controls under strict supervision, tragedy struck the following day when the same driver on the same turn felt unwell at the station, went to sit down in the station booking office, had a heart attack and died. I have managed to convince myself it was nothing to do with my shunting.

I have always been a number taker and in the early 1950s when there were 20000 plus engines on BR I had seen all but 19 of them. Photography crept in around 1951, although I had taken my first picture in 1943 with my father's camera - where he got the film from during the war, I never knew. Colour started in 1956 but with 8ASA film and a maximum f3.5 lens and a viewfinder that had no resemblance to what appeared on the film. It took off very slowly ,not to mention the cost. Today the collection is around 200000 pictures plus 30000 feet of cine. I still take about 2000 per annum which is nothing in the digital age where enthusiasts seem to through more than that in a weekend steam gala.

Railway trips abroad started in 1966, mainly to Germany setting off usually late Friday to catch the midnight boat from Dover and returning Tuesday very late ready for work in the morning. About 2500 miles was the norm for these trips. Gradually the overseas trips extended resulting in a lot of different countries being covered.

After steam finished on BR I thought the end of the world had arrived. Little photography was done except for a trip or two abroad and endless visits to the Worth valley resulting in a vast collection of pictures which are never viewed.

2017 sees me clocking up over 70 years taking railway pictures. The collection is fully computerised and I flatter myself I can find any railway picture in about 30 seconds when the computer is working. In between I have been the author and co author for 63 books, the 64th is on the way.

I am under no illusion that probably only 5 percent of the collection is of any real value, the other all having been done by others and in many cases better. That is not really the point though, I have had a lot of pleasure [and frustration] taking them, I have been to places where most people in their right minds would never dream of going, and I have met some wonderful people around the world.

Would I do it all again?. The answer is yes but may be not quite as intensively. I have come to the conclusion that railways are as much about people as the ironmongery. My late wife summed it up by saying "Railway enthusiasm is an incurable disease".

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## Meeting Reports

## Philip Lockwood

### 4th January 2017 - My Australasian Trip, by Keith Preston

For the first meeting of 2017 our speaker was member Keith Preston with accounts of his travels in Australasia. This was a slide presentation and commenced with a visit to Penang, he rode the funicular line which also carried goods in lift off containers.

Next to North Sumatra to travel and photograph the Palm oil processing system, this both narrow gauge and standard. The standard gauge wagons being carried on narrow gauge transporters in some cases. At the time of his visit many exotic steam locomotives were still to be seen, these included narrow gauge Mallet locomotives of very German appearance. Moving on to Indonesia more exotic machines such as the class B13's a class of 2-4-0 tender locomotives built by Sharp Stewart of Manchester. Even larger compound Mallet locomotives of Dutch manufacture. The evening concluded with a later visit to Australia where a visit was made to the famous Zig-Zag railway in the Blue mountains and more general views of Sydney including the Harbour Bridge and Opera House. A most interesting selection of material collected, I should imagine with much research prior to his intrepid travels. Thanks Keith. Vote of thanks by Ian Button.

### 18th January - West Highland Sleeper By Julian Halstead

Julian gave us an excellent talk last year entitled "BR Blue". Tonight's show "West Highland Sleeper" was all about his exploits travelling overnight on the sleeper, enjoying a meal of haggis on the way to wake up to a snowy Highland landscape. Train travel was only a part of it as a car was hired in order to cover as much ground as possible. This was a show in two halves - looking at the journey and motive power observed from the eyes of the enthusiast, and also at the scenery through the eyes of a landscape photographer. For your reviewer the landscape pictures were worthy of a show in their own right. It was incredible just how much rail and car mileage he and his companion managed to squeeze into the 2-night journey, in most cases over 800 miles. Julian explained the make-up of the trains, (the "West Highland Sleeper" is the longest passenger train in the UK), the motive power including video of class 37's working hard, and looking at the future of the train with the new franchise. Hopefully we can get Julian to come along next year. VOT by Eddy Lumb..

### 1st February - What might have been, by Jamie Guest [report by Ian Button]

A good crowd turned up to see popular speaker Jamie give perhaps his last talk to the Circle before moving with his wife and his well-known Midland O-gauge layout to France. Jamie explained that his interest in the West Riding Lines scheme had come about accidentally - while visiting the National Archives at Kew on another research quest, he saw an intriguing entry in the catalogue, and as he had an hour or two to spare he asked for the archive folder. As we all know, one nugget of interesting information leads to another, and a whole new research project is born . . . Jamie described the various Midland Railway schemes from 1866-1911 that had been proposed around Bradford, Halifax, and other nearby towns, and how the schemes had been modified and sometimes abandoned. One tactic of the MR was to buy up potentially useful land quickly, and this led to the company owning part of Halifax & a large chunk of Bradford city centre, but after abandonment of those schemes the Councils gained the land, and this has had quite an impact on the subsequent development of the areas, even up to the present day - for example the Westfield site in Bradford. The schemes proposed some spectacular viaducts to cross the deep West

Riding valleys, and many long tunnels on steep gradients would have tested the locos and their crews. Some years ago Jamie posted an article on the internet, about his research, so for the benefit of members who could not attend this meeting, some of the material is available at <http://www.rmweb.co.uk/community/index.php?/topic/47426-midland-route-that-never-was-dewsbury-to-bradford/>. All in all, a very interesting talk, which aroused members' interest and triggered many questions. Perhaps we can encourage Jamie to return for one more "last talk" before he finally leaves these shores. VOT by Eddy Lumb.

15th February - Sir Thomas Bouch: Hero, Villain, or a Victim of bad PR? by Bill Jagger

Mention the Tay Bridge to the average enthusiast and the word disaster will come to mind. Mention the Tay bridge disaster to an enthusiast and the name Thomas Bouch will probably be mentioned. Tonight's well-researched talk told a very different story. Thomas was born in 1822 at Thursby into a family who owned the "Ship Inn" in the village, and he showed talent at an early age. He became involved with the building of the Lancaster and Carlisle railway as well as the Cockermouth Penrith railway. The viaducts at Deepdale and Belah were a testament to his engineering skills so it is sad that he is mainly remembered for the Tay Bridge disaster. Bill explained that, in his opinion, he was made a scapegoat for the faults of others who were only too pleased for Bouch to be held responsible. The stress of the event probably led to his early death. A very different presentation by Bill, who has obviously gone to great lengths to research his subject, and this appeared to be much appreciated by the members present. Perhaps Bill might have a similar presentation in line for the future. Vote of thanks by Eddy Lumb.

1st March 2017 - Vintage Trip from South to West Yorkshire, by Les Nixon

Despite the title, Les started this show in West Yorkshire and due to the number of slides plus Les's entertaining commentary, only just managed to get over the border into South Yorkshire and Derbyshire. We started in 1966 on Les's home ground at Cudworth - for Les, having a father who worked on the footplate opened many opportunities for "informal" footplate journeys, including rides on the fabled LNER Garratt locomotive. Les remarked that his father disliked this as having to do the work of two fireman for the wage of one!. Much time was spent on Cudworth station where the main attraction apart from the passing Jubilees were the presence of a couple of girls! Les wished that he had a time machine to re live this vanished scene. After the end of steam on BR Les started to record the industrial scene - having worked for the NCB this opened up opportunities for visits both formal and of a less informal nature. We visited Bradford Corporation sewage treatment plant at Esholt as well as the British Oak system with its orange painted Jinty. Many of the pictures were transparencies scanned from B&W prints and in some cases lacked the clarity and definition of the colour pictures. A most interesting and nostalgic evening which ran out of time with much more to show, so I am sure that we will be welcoming Les back to continue the journey. Vote of thanks by Eddy Lumb.

15th March – The 70's & 80's - A bit of this and a bit of that, by Paul Corrie

Paul presented a slide show of pictures mostly from the last 30 years of the last century. The majority were taken with a Russian Zenith camera and later Paul used Canon equipment. In almost every case, pictures were of excellent quality. Money was short - Paul explained that his choice of film was Agfa, Fuji film being beyond his means at this time. Working for the railway allowed Paul access to areas not normally available to the general enthusiast. Often donning an orange vest allowed many visits to places ranging to the South Wales coalfields to the Scottish depots. It was nice to see more local pictures including on my own patch at Morley. A Paul trademark was DMU's with red-painted buffer beams, and in one particular case with white wheel rims. Needless to say an unofficial modification! Our show finished promptly at 21:00 as Paul was working on night shift at Neville Hill Depot. Thanks Paul for an excellent show. Perhaps we could see more of his work in the future. VOT by Eddy Lumb.

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## **Puzzle - Where is this?**

**Gary Hayhurst**

Below is a photograph taken within the last few months of part of a large public building in the capital of Yorkshire. It comprises of three separate coats of arms and is in a prominent position easily seen from the pavement. The actual building is no longer used for its original function but it is still a five star attraction. No prizes for guessing where it is but do you know whose coats of arms are displayed and what became of these three companies? What was the original use of this building and what is it used for now?

(Answers at the end of this magazine)



## 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 Railway 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](mailto: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.
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## Ben's Bits

### Gas and the Great Western Railway

(from an article in "Historic Gas Times" No.86, March 2016)

The London-Bristol railway was opened in 1841. In 1842, works for locomotives were opened and included a small gas work producing 40,000 cu.ft. of gas per day from horizontal retorts; the gas was stored in two gas-holders. By 1844, increased demand required expansion of these works, including a charging machine for the retorts.

At first, employees in company houses got free gas, which later became charged for (reducing overall consumption?).

A methane-hydrogen plant was installed about 1870, using by-products of coal-gas making (coke & tar). These, with liquid hydrocarbons, were fed into the coal gas & the mixture was purified as usual and delivered to the holder at an increased rate of 250,000 cu.ft/day.

A separate oil-gas plant was installed using crude petroleum, and after scrubbing etc as usual was compressed to 140 p.s.i., then piped to the station for use in lighting or

train lighting. This gas has a high calorific value of 1323 BThU/cu.ft. (Coal gas was 600 BThU/cu.ft.)

By 1876 new works were installed to produce 1.38 million cu.ft./day, due to the increasing size of the locomotive works overseen by Daniel Gooch. The gas works included two steam engines.

By 1901 gas consumption had increased such that electric power for the workshops should be provided by 12 gas engines driving DC generators – including one for the gas works.

The GWR sawmill produced sawdust & waste wood which were used to make producer gas, which was fed to a 350bhp gas engine at 220rpm, driving a generator of 220KW at 250 volts.

In 1920, Robert Dempster & Sons Ltd of Elland erected a vertical retort installation with a capacity of 3 million cu.ft./day. There was also a coke & by-products plant associated with this, and a new gasholder of 2.5 million cu.ft. capacity. The retorts were heated to 1300 degrees Centigrade by producer gas (carbon monoxide + hydrogen). Electricity for the plant was produced by two 75hp gas engines driving generators. This new works was the largest privately owned gasworks in the world. On nationalization of the railways and the gas industry, the GWR plant was discontinued and by 1959 gas was obtained from the South Western Gas Board works at Gorse Hill, Swindon, via a 24in. diameter main. The 2.5m.cu.ft. holder was sold to the SWGB for £50.

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## **The Bernina Express**

## **John Robertshaw**

In July we embarked on a Rail discoveries trip to Lake Como travelling by air and road which saved two overnight stops. A ride on the above was part of the itinerary and the coach collected us at around 0800 for the journey from Cadenabbia to Tirano which is close to the Swiss border beyond the end of the Lake.

We had a short break for coffee before boarding the 10.03 departure to St.Moritz. This train only stops at Le Prese, Poschiavo, Alp Grum, Ospizio Bernina and Pontresina before arriving at its destination at 12.36. We were presented with a travel guide in English, German, French and Italian produced by the Rhatische Bahn. It explains that it is a moving UNESCO World Heritage site passing through 55 tunnels and over 196 bridges and viaducts. The guide also highlights the other parts of the system going from St.Moritz to Filisur with branches to Chur and to Davos. The guide contains brief details of the features that the various routes pass so that visitors understand what is passing before them. Further details are available at [www.berninaexpress.ch](http://www.berninaexpress.ch) and [www.rhb.ch](http://www.rhb.ch)

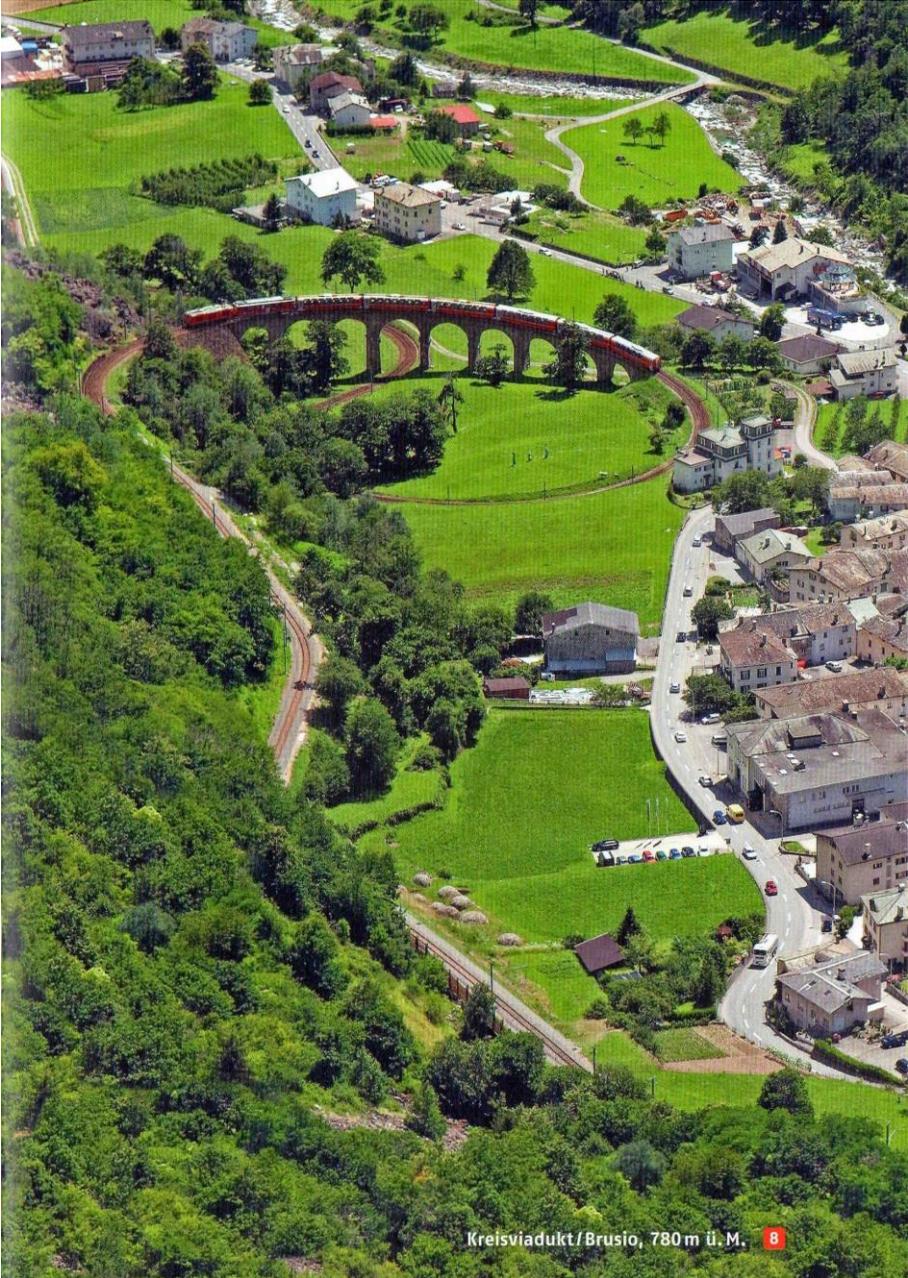
The journey starts by travelling through the streets of Tirano before normal reserved track is reached. The climb begins here and finally ends at Ospizio Bernina at an altitude of 2253 metres above sea level. From here it is all downhill until you arrive in St.Moritz at a mere 1775 metres above sea level!



The highlights of the journey include the Brusio circular viaduct which describes a 360 degree curve to allow the railway to perform a sharp change of height in a very short space. Poschivao is the next stop at 1014 metres followed by some zig zag climbing to arrive at the next stop which is Alp Grun at 2091 metres.

The route will have passed the Palu and Cavaglia hydroelectric power plant built after 1926 but which look like mediaeval fortresses from the outside. The Alp Grun station and restaurant building dating from 1923 is surrounded by a unique mountain setting. As mentioned earlier, the station at Ospizio Bernina lies at 2253 metres ( 7391 feet) above sea level making it the highest altitude station on the Rhaetian Railway and dates from around 1925. The hospice also marks the linguistic boundary between the southern, Italian speaking valley of Puschlav and the Engadin region where the inhabitants speak Rhaeto-Romanic and German.

The route next passes Lago Bianco and Lej Nair created after 1911 to trap water instead of it flowing north to the Danube and south to the Po. Pontresina is the next port of call at 1774 metres which was originally a farming village until the arrival of British mountaineers in 1850 for the first assault on Piz Bernina. St. Moritz is reached shortly afterwards and the area's great hotels trace the beginnings of local tourism to the early twentieth century when British mountaineers and cultural travellers began to arrive.



Kreisviadukt / Brusio, 780 m ü. M. **8**

## On The Web

Just a few links to interesting/entertaining websites that the Editor discovered recently. French model railway museum at Lanuejols [http://www.tourisme-aveyron.com/diffusio/fr/visiter/musees-art-expo/lanuejols/musee-du-modelisme-ferroviaire\\_TFO182351627978.php](http://www.tourisme-aveyron.com/diffusio/fr/visiter/musees-art-expo/lanuejols/musee-du-modelisme-ferroviaire_TFO182351627978.php)

RailMiles Mileage Engine <http://rmme.railmiles.me>

Charles Cooper model railway track Museum – [https://railwaypages.com/the-museum-Inverness-Fort-William\\_model-railway-planned-volunteers-sought](https://railwaypages.com/the-museum-Inverness-Fort-William_model-railway-planned-volunteers-sought)  
<http://www.bbc.co.uk/news/uk-scotland-highlands-islands-39114195>

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## The Editor

## Secretary's Page

## Peter Holden

We have had two days out using Northern Friends & Family tickets. As ever both were poorly attended by our members.

The first one was an early start from Bradford on Saturday 21<sup>st</sup> January. We travelled from Interchange to Manchester Victoria, then to Blackburn via Bolton and Darwen. From here to Preston and on to Liverpool Lime Street using one of the 319 electric units. Lunch was taken in Liverpool before boarding a second 319 to Manchester Piccadilly. A run out to Glossop and Hadfield was taken before a visit to Buxton where a further brief break was enjoyed. On arrival back into Manchester we walked across to Victoria and here caught a Huddersfield via Ashton Service. Our final train of the day back from Huddersfield to Bradford. 270 miles being travelled for £7.

The second day out was planned by Bill. With it being midweek we had a later start. We travelled from Bradford to Leeds, here boarding a Selby service. A change at Selby for a train heading to Hull. On from Hull to Bridlington for lunch in the station buffet, which is always worth a visit. Highlight of the day for me happened here. Malcolm was working his way through the shed plates displayed on the wall. "Where is 10B" "South Wales" was Bill's reply!! From here we caught a service through to Sheffield via Hull and Doncaster. From Sheffield we caught a train to Huddersfield via Penistone. A spot of refreshment in the two pubs on the station was enjoyed, before making our way home. I travelled 238 miles on this day.

We are going to have a social event later in the year. Eddie is holding a barbecue on Sunday 3<sup>rd</sup> September at his house / farm.

Please see Eddie if you are interested in attending.

### Forthcoming meetings

Firstly, a couple of alterations (both incorporated in the Diary below) :-

Meetings of 26<sup>th</sup> April and 10<sup>th</sup> May have swapped around.

Also meetings on August 2<sup>nd</sup> and September 13<sup>th</sup> have swapped around.

John Holroyd will be presenting a "Railway Quiz" on **Wednesday 12<sup>th</sup> April**. This should give us the opportunity to find out how little we actually know! I will give my apologies as I am on night shift.

Chris Taylor is presenting a talk about his recent trips to Australia on **Wednesday 26<sup>th</sup> April**. Chris is an excellent photographer and I am sure we will all learn something from his talk.

**Wednesday 10<sup>th</sup> May** sees a welcome return of Jan Rapacz & Alan Whitaker to entertain us with “Great Northern Outposts Vol. 2 The Halifax, Thornton and Keighley Railway. We have been assured that will see a few more trains in this second presentation. Hopefully the book of the talk will also be available to buy on the night. Volume one of the series is truly excellent in my opinion, let’s hope volume 2 is as good.

“Railways – Social History and the Rural Railway” is the title of Rob Shorland-Ball’s talk on **Wednesday 24<sup>th</sup> May**. Sounds most interesting, to be honest I have no idea of the detail; it will hopefully be an intriguing talk.

On **Wednesday 7<sup>th</sup> June** we will be entertained by John Carter, who will be presenting “Welsh Steam in the 1950s. John is a new guest speaker to us, and although the title is self explanatory, I do not have any further detail.

Howard Bolton will be visiting on **Wednesday 21<sup>st</sup> June** to present “Modernisation Plan, Diesels at Work” Howard is one of four Huddersfield Railway Circle members who will be presenting talks at Bradford this year. The title sounds good to me!

*[Note from the Hon. Editor – my spouse & I used another Northern Friends & Family Day Ranger ticket on Saturday 11<sup>th</sup> March, with the itinerary Halifax-Leeds-Armathwaite- (bus to...) Carlisle-Hexham-Carlisle-Workington-Barrow-Preston-Halifax. Sadly, we didn’t coincide at Carlisle with either of the two steam specials that day – The Midday Scot and The Cumbrian Mountain Steam Express II - though we saw a West Coast Railways rake topped & tailed by 47’s (a “Spirit of the Lakes” charter?) resting at Carlisle & southbound through Preston. In all, about 383 miles, shame about the missing 10 miles from Armathwaite to Carlisle. Most trains were on time, but a 10-min late arrival in Preston lost us the 19:37 to Halifax, necessitating a >1hr wait. With hindsight, we could have broken the 400-mile mark with a quick out & back to Poulton-le-Fylde, though Blackpool was just a station too far! Anyway, in good Circle tradition we managed some (tripodless) night shots in Preston instead.]*

## Circle Diary 2017

P	Mar 29 <sup>th</sup>	Here and There	Dorothy Burrows
	Apr 12 <sup>th</sup>	A Railway Quiz	John Holroyd
	**Apr 26 <sup>th</sup>	Great Northern Outposts Vol 2: The Halifax, Thornton & Keighley Railway	Jan Rapacz & Alan Whitaker
C	**May 10 <sup>th</sup>	Australia	Chris Taylor
	May 24 <sup>th</sup>	Railways – Social History and the Rural Railway	Rob Shorland Ball
	Jun 7 <sup>th</sup>	Welsh Steam in the 1950s	John Carter

P	Jun 21 <sup>st</sup>	Modernisation Plan, Diesels at Work	Howard Bolton
	Jul 5 <sup>th</sup>	1986 BR & Preserved Railways	John Bromfield
	Jul 19 <sup>th</sup>	Railways of the Great War	Colin Hatton
	**Aug 2 <sup>nd</sup>	Yorkshire Dales Quarry Railways & Tramways	Stuart Liles
C	Aug 16 <sup>th</sup>	LB&SCR to the seaside in West Sussex and Hampshire	Rev. Tony Newnham
	Aug 30 <sup>th</sup>	Members' Night	
	**Sep 13 <sup>th</sup>	Run VT un-edited	Jim Bennett
P	Sep 27 <sup>th</sup>	Yorkshire, USA and SA	Mike Swift
	Oct 11 <sup>th</sup>	Forty & Fifty Years Back	John Holroyd
	Oct 25 <sup>th</sup>	Excursions from Bradford	Roger Hepworth
C	Nov 8 <sup>th</sup>	Mind the Gap (London Underground)	Jason Cross
	Nov 22 <sup>nd</sup>	Train Songs	Spencer Vignes
	Dec 6 <sup>th</sup>	72 <sup>nd</sup> AGM, followed by Members' Night	
P	Dec 20 <sup>th</sup>	Looking Back	Bill Jagger

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

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

\*\* - previously advertised dates now swapped.

Puzzle answer – The building is now The Principal (previously the Grand) Hotel in York. Here's the history :

