

THE CIRCULAR

Bradford Railway Circle

No.381 – 3rd Quarter, 2017

Contents

Page

1	Editorial	
2	Reminiscences No.3	John Holroyd
5	Lost in Europe	Michael Leahy
6	Pacers (re: Ben's Bits)	Chris Taylor
7	71 st AGM (2016) report	
8	Reminiscences	Peter Mann
9	Book Reviews	Michael Leahy
10	Meeting Reports	Philip Lockwood
13	Special Traffic Notices	
14	Ben's Bits	Ben Burrows
15	Membership Matters	
15	Secretary's Page	Peter Holden
16	Circle Diary 2017	

Editorial

Not a very weighty issue this time, I'm afraid – few people have sent in contributions, despite my pleas for copy. A few members have sent in short pieces, but we have no main article. Go on, tell us “Wot I did in my Holidays” (or indeed anything) and send an article in for next time. I don't mind holding a few articles in store, to spread across the year. Photos too are very welcome.

However, we have a double helping of “Reminiscences” this time – not only the eagerly-awaited account by John Holroyd, but also a piece by Peter Mann, which he gave to the rather poorly-attended Members' Evening recently. Thanks you both, gentlemen, for these contributions.

We have a new annual piece beginning this year – notes from the last AGM, in order to remind members (in advance of the forthcoming AGM) of the topics we discussed last time.

Lastly, a reminder about Circle subscriptions, which are due on 31st October. The subscription rate has not changed for several years, but now we will have to raise it slightly to cover inflation etc. The discount for prompt payment (before?) still applies.

Reminiscences

John Holroyd

No.3 of a series in which the Editor asks leading members searching questions about their own railway background, history & interests . . . or they put it in their own words, as John does this time. The illustrations are John's own paintings.

Anyway, over to John

My interest in railways really developed in my days at Morley Grammar School, where B4 *Immingham* used to pass the playing-fields on the Bradford portion of a train from King's Cross. Fellow pupil Duncan Bradshaw suggested a trip to Leeds City, where I started taking numbers in the 40000 series to mark in my Ian Allan Midland ABC. We crossed to Leeds Central and espied 60008 *Dwight D Eisenhower*-Duncan had to explain that I would also need an ABC covering Eastern numbers!

As to my earliest railway recollections; I was born in Wircsworth, and as a child lived within earshot of the wagons squealing round the sharp curves of the Sheep Pasture section of the Cromford and High Peak line. I can be fairly certain that, from my pram, LNW "Chopper" 2-4-0T, then LMS 6428, would be the first steam engine I ever saw. This became 58092 which, on withdrawal, was replaced by Kitson-built 0-4-0ST 47000.

Family holidays used to be at Cleethorpes, staying with two maiden aunts (sisters of my Grandma) and I recall seeing *en route* green Pacific E103 at Doncaster well before my number-taking started seriously. A ride on the paddle-steamer *Wingfield Castle* from Grimsby round Spurn Head and back introduced me to a wider interest in steam power.

On completion of my schooling I secured a job as a trainee booking clerk, starting at Dewsbury Central. From here, I moved to Stanley, where rhubarb dispatch was greater than passenger traffic. Morley low, within easy cycling distance of home in Gildersome, was where most of my clerical days were spent. Chapters recounting fuller details of my railway career can be read in "The Great Northern in the West Riding" and in the second edition of "The Leeds, Huddersfield and Manchester Railway – The Standedge Line" in Martin Bairstow's series.

My father generously funded me as a full-time student at Batley College of Art, so my two years on the railway came to an end. After my graduation from this course I started at the studio of Dean Mitchell on Claremont in Bradford, then subsequently moving, by invitation, to other advertising agencies until deciding to work freelance from home in 1986.



Stanley station

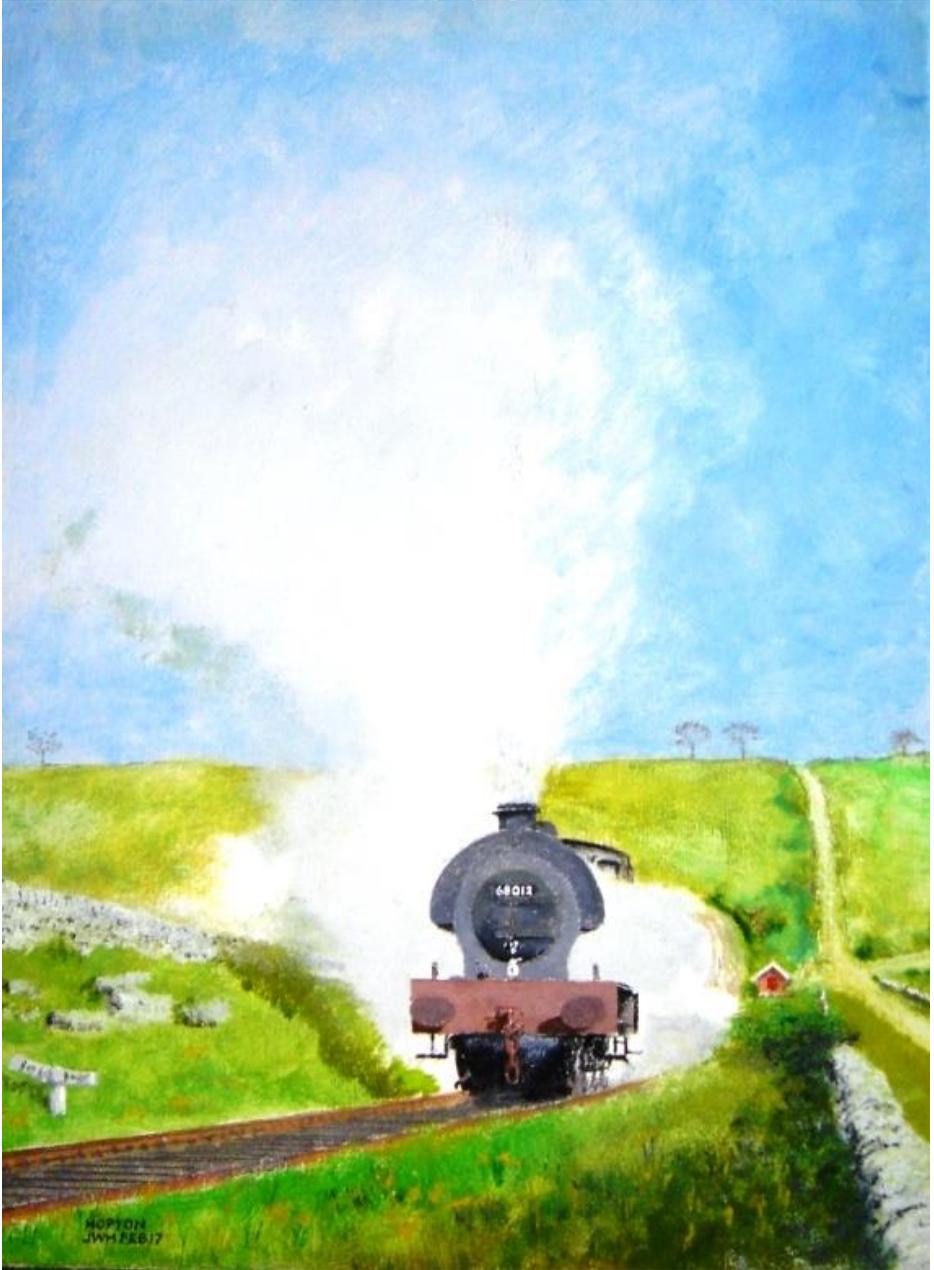
Photography is a principal hobby, but this embraces my many other interests such as model railway making and exhibiting, painting, canals and most forms of transport. I rescued and renovated an old harmonium from the Circle's earlier venue at Gillington Baptist Chapel.

Having moved from Gildersome to Saltaire in April 1965, the first Circle meeting I attended was at Idle on 1st June 1966 – a talk on Railway Company Heraldry. (I was now working in Bradford and my father was teaching at Salt's Grammar School.)

I became a member of Bingley Camera Club at this time, eventually serving as its Secretary and, later, Chairman. As a delegate of Bingley Camera Club to the West Riding Inter Club Group, becoming Secretary and then President of this organization. (This group of twelve local Clubs continue to meet for "slide" battles, although they now employ digital projection.) My allegiance to film means I have left camera club activities and continue taking slides to this day.

During my time at Morley Grammar School the Northern Railfans Club was formed and I joined as member no.188. We had many coach tours in pre-motorway days, and journeys by rail to more distant locations. I stopped "spotting" in 1961 and joined the R.C.T.S. as member 9165 in 1962, primarily for the overseas tours they ran. As a result, my first trip abroad was in 1963 to Austria. Here we met a similar Austrian

society for a tour of the eastern half of the country, predominantly steam-hauled on the main lines and wholly steam on narrow gauge specials.



Hopton – Cromford & High Peak Railway

My RCTS membership continues to this day and I have served as West Riding Branch Chairman for twenty years until 2014. Over the years, my drawings have been used in R.C.T.S publications and, for many years, for the covers of this *Circular*. Rather than physical involvement I help the Worth Valley and Vintage Carriages operations with artwork from time to time.

Nostalgic slide shows with the title “Ten Years Back” have now become “Fifty Years Back”! I trust they will continue to be entertaining as also this brief personal retrospective.

Best wishes to everyone.

John

Lost in Europe

Michael Leahy

Returning from Thirsk on TPE with two of my retired railwaymen colleagues recently, we were sitting at table 4, minding our own business having put the world & the railway to rights over a couple of pints & a meal as we do every month. The train stopped at York, and some passengers/customers left & some got on. A nice young lady joined us even though there were plenty of empty seats elsewhere. Off we went with the quiet English reserve through the rain showers when the young lady said “Is this the English summer?”, so one of my colleagues said yes.

The Conductor came to inspect tickets & the YL gave him her ticket & a piece of paper & said that she had got on the wrong train earlier & was now going to Manchester. He read the slip of paper & said OK before moving on. She then confirmed with us that it was indeed the Manchester train as she was trying to get to Newcastle under Lyme & had been heading for Newcastle on Tyne !

The YL then queried if our summers were always this cold as she was from Lima in Peru & was feeling the cold. She said that she had flown from South America to Spain & whilst travelling had got lost in Barcelona, Paris & Munich!

She could now add the UK to her “got lost in” list. I suggested that maybe she should consider writing a book of her travels.

“Are you members of a secret society?” she asked us. (!!)

“No” we all replied “what makes you think that?”

She had noticed the emblem on our ties, and wondered what it was for.



We explained that in 1981 some railwaymen were made redundant & decided to keep in touch by meeting up every month for a drink, a meal & a chat. It was pointed out that we were not any of the original founder members of the group. I left the train at Leeds leaving her with my two colleagues. I do wonder if she ever got to Newcastle (-under-Lyme).

Pacers (re Ben's Bits last issue)

Chris Taylor

Sorry Ben, you seem to have got your fingers in a twist in the last magazine. There never were 200 "Pacers" in the U.K. - only 165 made up of -

140	1	
141	20	
142	96	
143	25	
144	23	

... or 330 coaches.

The timetable mentioned for withdrawal of Pacers only refers to those operated by Arriva Rail North and not for those operated by Great Western or Arriva Rail Wales. It is true that all passenger vehicles should comply with the Persons with Reduced Mobility Regulations by 31st December 2019 but some TOC's will ask for derogation. It is likely that Great Western Pacers will be withdrawn before 2020 due to the cascade effect of the electrification and the transfer of class 165 & 166 DMU's. Arriva Train Wales franchise runs until October 2018 and we will have to wait to see what their proposals for the withdrawal of Pacers are. ATW are taking 5 class 769's (319 emu's with a diesel engine) to operate the Welsh Valley services to allow for the conversion of their 150's. 142001 has been earmarked for preservation by the NRM. If using Wikipedia be careful as sometimes not everything is correct, try checking with another source.

The new Ordsall Curve in Manchester does not allow through running from London to Glasgow via Manchester as that is already in situ and all electrified via Chat Moss. Instead it allows direct through running from Manchester Victoria to Piccadilly stations without reversal, so that trains from Huddersfield (via Stalybridge) and Bradford Interchange (via Todmorden) can run direct to Manchester Piccadilly and Manchester Airport via Victoria station.

By law the distances on the railways of this country have to be Imperial i.e. miles and chains (or yards) so all location cabinets, stations, bridges etc are measured in Imperial units, but construction, electrical wiring etc are measured in metric units. Just think - do you comply with the road speed limits in your motor vehicle in miles per hour or kilometres per hour or you buy petrol in litres but beer in pints.

71st Annual General Meeting Wednesday 6th December 2016

The minutes of the 70th AGM were accepted. President Gary Hayhurst signed the previous year's minutes as being a true record.

Richard Walker proposed that we accept the Officers' reports *en bloc* and John Atkinson seconded. The meeting voted in favour of accepting the above reports *en bloc*.

Election of the Committee.

The Secretary, Treasurer and the Publicity Officer were all willing to stand for re-election.

The Meeting voted unanimously in favour of re-electing them. Thus, the Committee is now as follows: -

President	Eddie Lumb
Vice-Presidents	Gary Hayhurst
Secretary	Peter Holden

Treasurer	Bill Jagger
Editor of the Circular	Ian Button
Publicity Officer	Malcolm Riley
General Committee	Position Vacant

Any Other Business.

Bill Jagger informed the meeting that our membership is suffering a steady decline. The meeting discussed the situation.

Gary Hayhurst praised our present venue and felt it had attracted new members.

We discussed at length the tea break at meetings once again. Robin Kitson proposed that we stop having the tea break at meetings. Eight members voted in favour and six members voted against. The motion was carried.

Malcolm Riley invited Circle members to join RCTS West Riding Branch outside visits, Malcolm will keep Circle members informed.

Peter Holden proposed a day out on Northern Trains using Northern Friends & Family Tickets.

Robin Kitson informed the meeting that in fact, he has been maintaining and updating the Circle's Website for the past few months. The Committee were unaware of this fact. Robin is to continue in this role.

At the October Committee Meeting it was decided that Eddie Lumb would take over the position of President following tonight's AGM, and also that Gary Hayhurst would become Vice President.

Peter Holden thanked Gary for his efforts over the past four years, in particular for the massive amount of work he took on regarding moving venue from Heaton to Odsal.

President's Closing Address.

Gary thanked all who had presented a show, and all who took part in the recent photographic Competition. He thanked all the Committee, and all members who had helped at meetings. Finally Gary thanked all the members for turning up at the meetings throughout the year.

The Meeting closed at 19:55

Reminiscences

Peter Mann

I was born in 1947 in Shipley, and grew up near Saltaire, only ¼ mile from the Leeds/Bradford-Skipton line. I trainspotted from an early age, mainly at Hirstwood Bridge, and made trips on Saturdays to Leeds City, where you could often see the up and down Thames-Clyde and Waverley expresses changing engines – usually Scots and Jubilees from Holbeck shed.

I probably got my interest in railways from my grandfather, who was a steam engine driver based at Manningham shed. He would often be rostered for the Devonian,

which left Forster Square for Leeds and then on to Paignton – he would take it as far as Birmingham. I also had relatives and friends who were railway enthusiasts.

I was born rather too late to appreciate the heyday of steam trains, as BR steam finished when I was only 21 and, like many, I thought the end of the world had come. However, I did manage trips to steam sheds in 1967-8 – Manchester, Low Moor, Carnforth and Carlisle. However, about that time many societies were being formed to keep steam alive, so I became a member of KWVR, NYMR, and the Lakeside and Embay preservation societies.

When the S&C was threatened with closure in the early '80's, I joined what was then FOSCLA and became one of the 22,000 objectors (the number included a dog, Ruswarp, who was a fare-paying passenger in those days and whose statue can be seen at Garsdale station). I spoke at the TUCC hearings in Leeds and of course was delighted when the line was reprieved on 11th April 1989. FOSCLA is now the largest rail user group in the country, with about 3000 members and about 200 active members who do a variety of supporting jobs like maintaining stations, providing on-train guides, leading walks from the line and campaigning for better services and publicity. My main role is that of magazine packer for FOSCLA's quarterly journal, where as well as packing the magazines into envelopes we sort into postcode areas, thereby saving the society part of the postage costs.

Sadly FOSCLA loses members for a variety of reasons, and this month they have organized a drive to get more members. If you are not already a member, I urge you to join. At only £10 a year, it is excellent value.

Book Reviews

Michael Leahy

1. The Golden Age of Yorkshire Railways, by Peter Tuffrey; published by GN Books 2017; price £19.99

What a wonderful book this is - one that I hope will appeal to anyone with an interest in the historical aspects of the local railway companies that ran through Yorkshire. Peter has gathered together scenes that warrant the use of a magnifying glass at times to read the posters & metal signs on the platforms. It is interesting to compare the different styles of station buildings used by the different companies, see Adwick (pages 6 & 7) for a wonderful example. Signals, signal boxes, even telegraph poles are worthy of study. The station staff are out in force at most stations, posing for the camera. Sometimes with little children, often on the track! Don't think that this just about stations as I found out when looking at Bradford Exchange.

Nit picking.....A poor picture of Kildwick is used on page 103 when compared with the one on page 102. Also, the occasional clipping of a loco chimney or buffer, see the NER loco at Bfd Forster Square on the turntable (off a train from Harrogate?). And the use again of the much used photo of 4495 (60030) at Leeds Central. If you are not going to buy it yourself, get your library to obtain a copy!

2. Alan Godfrey Maps (various titles) - £3 each

Have you noticed how many books of railway maps there are these days? I love looking at old maps of any kind & having purchased several maps of the Bradford area I went onto the website of the publishers (www.alangodfreymaps.co.uk) & spent time & money choosing several other maps to fill in some gaps. I ordered them just before 4pm & they were delivered by Royal Mail the next morning. The publishers are Alan Godfrey Maps. The website lists at least 280 over the whole country, including most Yorkshire town-centres. They are copies of Ordnance Survey 25 inches to the mile town maps, reduced to 15 inches to the mile. Price £3 per copy. They are dated usually about 1906 & the details contained are fascinating, railways being illustrated in great detail. Worth a browse.

And another snippet from Michael :-

From London to Tokyo by TRAIN: Epic new 8,400 mile route will link the Trans-Siberian railway to Japan. Russia is currently in serious talks with Japan about constructing a 28-mile bridge to enable trains to cross the Sea of Japan which would mean passengers could travel from London to Tokyo. See this link : <http://www.dailymail.co.uk/news/article-4862778/New-8-400-mile-route-link-London-Japan.html>

Meeting Reports

Philip Lockwood

Wednesday 5th July - 1986 BR & Preserved Railways by John Broomfield

As the title suggests, tonight's talk was illustrated with digital images scanned from transparencies which were taken on John's travels in 1986. John made the comment that various types of slide film had been used, not all giving the best results. Most of the pictures were taken in the Reading area, a place where he was working at the time. In fact his office desk overlooked the station. Eventually he asked to be moved to a desk where he couldn't see the trains in order to get some work done! Apart from the standard gauge John made a number of visits to various preservation sites including the Bluebell Railway where he photographed the Adams radial tank as well as the former North London Railway 0-6-0. At this date the Dinting preservation line was still in operation before its move to Ingrow, and John showed an example of

a crane tank as well as the larger locomotives at this site. Thanks John for a very comprehensive selection of pictures all taken in the “Blue” era of BR. Vote of thanks by Ian Button.

Wednesday 19th July – Railways of the Great War, by Colin Hatton

Colin travelled from Port Clarence on the North East to speak to us tonight. He admitted that he is very much a “facts and figures” man and this was reflected in his presentation. The main items covered were early uses of railways in war, examples being the use by both France and Russia as well as early German lines in Africa. It was interesting to note many names familiar to the recent railway scene were originally from a military background. Mention was made to the war poets, in particular Edward Thomas, probably best known to railway enthusiasts for his poem “Adlestrop”. He was to die later in the war. The British “Grand Fleet” based at Scapa Flow, being mostly coal fired, required long coal trains mainly from South Wales to be transferred north, known as the “Jellicoes” after the Admiral of the Fleet at this time. This traffic put a great strain on the railways - in particular the Highland Line. Movement of troops added to the strain on railway staff, resulting in the dreadful accident at Quintinshill on the Caledonian railway where 226 members of the “Royal Scots” were killed. The development of narrow gauge railways originally by the Germans and the French proved a more reliable method of reaching the front line, many early examples of internal combustion locomotives being used. A well-researched lecture for which we must thank Colin who had obviously put a lot of time and effort into his presentation. Vote of thanks by Bill Jagger.

Wednesday 2nd August - Industrial Railways & Tramways of the Yorkshire Dales (Part 1) by Stuart Liles

Your reviewer must confess to having seen this show previously at a Narrow Gauge Railway Society meeting. The second time around proved to be just as fascinating as the first time. Stuart has gone to a great deal of effort researching these railways, and I should imagine done a good deal of walking the dales as well. A question was asked from the audience where the interest started. Stuart explained it all started with a picture of an industrial diesel. Many interesting observations such as the fairly small dales village of Ingleton having five railways or Tramways, and indeed having a fairly large coal mine at one time. One railway wagon lettered up for the New Ingleton Colliery displayed “Best House and Steam coal”. It was the quarrying of limestone and to a lesser extent a type of granite that provided the need for most of the railways in the district and Stuart dealt in detail the various undertakings. The Dales were the site of the new “Hoffman” kiln - the best example is still to be seen from the Settle & Carlisle railway at Langcliffe. Stuart’s talk finished with a colour film about limestone quarrying made by members on the Leeds Cine Club. Fascinating stuff, with a noticeable absence of Health & Safety. As the title suggests this was part one so I am sure we will look forward to Stuart’s return with Part 2. Vote of thanks by Eddy Lumb.

Wednesday 16th August - Digital images from outside Britain 2013 -2017, by Peter Holden

Peter stepped in as a replacement speaker as Tony Newnham, our advertised speaker, was unable to travel at the present time. Travel was not something in short supply from Peter this evening. Peter, a relatively late converter to digital photography, was impressed with the quality of night time photographs taken by a colleague at work. No Canon or Nikon for Peter but just to be different a Pentax. Peter seems to have visited most European countries, not only to photograph trains, but he also would appear to be developing an interest in trams. Spreading his pursuit of railways further afield visits were made to not only India but also Vietnam. One holiday he didn't appear to enjoy was a visit to the Ukraine, sharing his travels with an German group where World War Three was in danger of breaking out. For your reviewer a visit to Wengen in Switzerland was of great interest. Travelling on the BLM to Murren in the original railcar is something that even after at least ten visits I have been unable to achieve. Thanks Peter for not only stepping in at short notice but also putting together such an interesting show. Vote of thanks by Eddy Lumb.

Wednesday 30th August – Members’ Night (report by Ian Button)

Bill Jagger, who compered the evening, began by showing photos (scanned for our new projector) from a large archive that he had rescued from a fate worse than death – photos taken by a bridge-building engineer in America in the 1910's. The picture quality was excellent, and the subjects very interesting.

M Gardner showed us a family photograph of his great-grandfather, who at one time was reputed to be the oldest working railwayman in the district. The photo dated from early LMS days and showed an elderly gentleman at a small local station.

Peter Mann then presented his own “Reminiscences” – see the article earlier in this issue.

Finally, our newest member Lauren Brundell outlined her interest and researches into station gardens, and appealed to members for further information.

Attendance was disappointing at this meeting, but those present appreciated the more-than-usual personal approach afforded by this type of meeting.

Sunday 3rd September - Railway Circle BBQ at Eddy Lumb's

A most enjoyable event at Eddy's farm at Upper Exley. The weather although dull proved not to be a deterrent. Eddy's mother was in charge of the barbecue, and Eddy laid on a real ale bar complete with a genuine hand pump. The event also incorporated the local pipe-smokers club who all looked to be puffing away contentedly in one corner of Eddy's spacious barn. A number of Circle members brought along exhibits for display. Jim Bennett - a selection of headboards made by himself for notable BBC special trains. Ben and Dorothy Burrows brought signs and railwayana from their collection. Ian Button - a number-plate from a Russian steam locomotive as well as a vintage press camera. And a selection of paintings and sketches from John Holroyd. It was nice to see a good turn out from the membership making the event a success. We must thank Eddy and Keeley and Eddy's Mum for their hospitality.

Wednesday 13th September – Run VT, by Jim Bennett (report by Ian Button)
A lot of tech stuff in evidence tonight, as we connected up (it turn) Jim’s DVD player and two HD camcorders, to our digital projector. But the National Grid took the strain manfully! First, we were treated to the sight & sound of the platform bell at Filisur station in Switzerland. (One person who came to the meeting expecting to hear a carillon of the town’s church bells was slightly surprised!). We saw a few more scenes in Switzerland, then spent time at Shap, watching LMS Jubilee *Leander* and then 70000 *Britannia* pass on specials. On to York for parallel departures of *Flying Scotsman* alongside HST, 92 and Azuma, and then to the Worth Valley for *Flying Scotman*’s visit. Next, a visit to the Statfold Barn Railway – a veritable feast of narrow-gauge steam; and finally, shots of our own 70th anniversary dining train at Keighley in 2015. Thank you, Jim, for some excellent HD video – we shall look forward to more, now we know the projector can do it. VoT 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.
 - **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.
-

The US confectionery firm Hershey built a 30-mile electric railway to their sugar mill in Cuba in the 1920's. It is still running with stock from the 1940's.

Amazingly, the first railway in Cuba commenced in 1837 and of course was for the sugar industry.

Manulla Junction (Ireland) has a station but you can't buy a ticket either to or from it. It is only an interchange between two lines that meet there. Rather like Trent Station which was an interchange station with no road access [*or Smallbrook Junction on the Isle of Wight, according to Google – Ed.*].

The Piccadilly Line (London Underground) handles 210 million passengers per annum. Mayfair station (the original terminus, now out of use) became the top secret HQ for the running of the country's railways during the war. It was used by Winston Churchill. The basement of Selfridges was used by US Intelligence.

Electric traction on a railway was pioneered in Ulster on a line between Portrush and Bushmills in 1883. It was later extended to the Giant's Causeway – a total distance of 7½ miles.

Coombe Junction Station has two trains each morning and averages less than one passenger per week. But it is only the 4th least used station in Britain. [*OK – Google to the rescue again: Shippea Hill (Cams):12 exits/entries in 2015/16, Reddish South (38), Pilning (Glos) 46, Coombe Junction (48). All from the Daily Telegraph website. Anyone for a Circle visit to Reddish South, to give it a boost? – Ed.*]

Budapest – in 1896 the first electrified underground railway in continental Europe opened here. (The City & South London Railway was 1890.)

The first Pullman service was from Bradford Forster Square to St Pancras – June 1st 1874.

Bulawayo in Zimbabwe had the longest railway platform in the world at 700 metres. The world's longest is now Gorakhpur Junction in India, at 1072.5 metres (4483 feet).

When the Edinburgh & Glasgow Railway opened in 1842, between Haymarket and Queen Street, it was equipped with unique cast iron turnpike style mileposts at 45 locations, showing distances to both stations – unusual for railway mileposts. The Dullatur (near Cumbernauld) MP 14 showing Edinburgh 32 Glasgow 14 is now between platforms 2 & 3 at Queen Street Station in Glasgow and is now painted yellow, not white as originally; it was installed there in 2008. Another one should have been installed at Haymarket Station. MP 5 is restored in situ at Kirkintilloch and is listed as a Category C building.

The “Flying Scotsman” named train was inaugurated by the LNER in 1924, running both ways between London and Edinburgh. The named train still runs, but only from Edinburgh: it is unnamed on London-Edinburgh journeys. The original was non-stop (at that time the longest non-stop journey in the world) but now its successor stops at Newcastle. It does not now include a cinema, barber or cocktail bar as did its earlier incarnation.

Membership Matters

A warm welcome to new member Lauren Brundell, from Sowerby Bridge. As Lauren explained at the recent Members’ Night, she has a special interest in station gardens, and would appreciate information from members on this topic. Do have a word with her at a meeting.

Secretary's Page

Peter Holden

Firstly may I point out, following on from the notice in the last issue of The Circular, we can revert back to arriving a bit earlier should we wish. There is usually someone to open up on meeting nights at around 18:45.

Also please note that as Huddersfield Road is 30mph and also that the bus lane finishes at 18:30. It makes good sense if the car park is full, to park normally on the roadside outside. You do not need lights on in the dark. It has been pointed out to me that some people have been parking on the pavement, which is of course illegal.

I have managed to get hold of further Northern Friends & Family day tickets (£7 per person unlimited travel on Northern) which are valid between 6th September and 8th November. I am open to suggestions as to where to go!! It would be great if a few more of our members could join us for a “Northern Day Out!”

I am still looking for speakers for next year’s Meetings Diary. Please think about doing a talk next year. Or if you have details of possible speakers, please pass them on to me.

Forthcoming meetings

On **Wednesday 11th October** we will be having our regular look back to what was happening “Forty & Fifty Years Back” with John Holroyd, dealing with 1967 & 1977. I left school in 1977! The year of Punk Rock I recall.

We welcome Roger Hepworth to give a talk on **Wednesday 25th October**.

“Excursions from Bradford” is Roger’s title. Sounds most interesting. We don’t have excursions anymore, what a shame. I recall going on a few around 35 years ago.

Hopefully Jason Cross will be our guest speaker on **Wednesday 8th November**.

Jason will be presenting “Mind the Gap”, his talk about London Underground. I am

lead to believe that Jason is quite an expert on the subject, and this talk is first rate. So please make the effort to come along.

Something totally different on **Wednesday 22nd November** when we welcome Spencer Vignes who will be presenting a talk about “Train Songs” The talk will involve listening to a few pieces of music. As he say’s everyone has a favourite railway related song. Where would Johnny Cash have been without them? Prison, possibly!

By the way, I pointed out a few train songs to Spencer, needless to say he had not heard them! (For the internet-connected, check out “Trainspotters” by the Frank & Walters on YouTube).

Our 72nd AGM (followed by Members’ Night) is to be on **Wednesday 6th December**. Well worth avoiding! If you cannot find anything more worthwhile, why not come along and volunteer to be Secretary.... Please!

Our last meeting of the year will be a presentation by our most wonderful Treasurer Mr. Bill Jagger. Bill we be giving a talk entitled “Looking Back” on **Wednesday 20th December**. Come along and see just what Bill will be looking back at.

Circle Diary 2017

P	Sep 27 th	Yorkshire, USA and SA	Mike Swift
	Oct 11 th	Forty & Fifty Years Back	John Holroyd
	Oct 25 th	Excursions from Bradford	Roger Hepworth
C	Nov 8 th	Mind the Gap (London Underground)	Jason Cross
	Nov 22 nd	Train Songs	Spencer Vignes
	Dec 6 th	72 nd AGM, followed by Members’ Night	
P	Dec 20 th	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.

Tailpiece

The Editor

Note for modelmakers/model engineers If you want an easy program for designing & producing small plastic parts, look no further than Tinkercad (www.tinkercad.com). It’s a free online 3D CAD application - nothing to download. Design items from a library of shapes, holes, threads, etc, which you size, rotate & position as required. Export your designs as a STL file and import it to Cura software, and the result can be delivered to a 3D printer on a SD picture card. The new Halifax Central Library (between Piece Hall and the railway station) has a new 3D printer available for small jobs – contact the Library for details.