

# THE CIRCULAR

Bradford Railway Circle

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## Editorial

A bumper Christmas issue this time – 20 pages. Thanks to those (few) who came to the rescue with pieces – you others, please make a New Year resolution to submit some articles & photos. Let’s see if we can keep it up with 20 pages every issue.

Peter Holden’s article on his Germany trip is very well illustrated; and an interesting piece from Chris Taylor on the class 800’s. Also, we have a review of Dave Peel’s new book – well worth buying (for Christmas?). A piece to entertain us over the holidays is John Holroyd’s Christmas puzzle – anagrams of steam loco depots – answers in the next Circular.

Now, a reminder that if you have not renewed your subscription, this is your last Circular. Please renew asap – just contact Bill Jagger, our Hon. Treasurer.

Finally, Season’s Greetings from the Hon. Editor – happy travelling/ spotting/ photographing (and of course article-writing) in 2018!

## Germany 2017 (Part 1)

**Peter Holden**

Circle member Andy Roberts and I decided to make a visit to southern Germany for a week's rail travel in the area. Neither of us had spent a great deal of time in Germany prior to this visit. Personally I had only travelled through on returning from Austria several years ago.

We chose Munich as our base for seven nights and booked into the DB Intercity hotel at Munich Hbf Station - very convenient, obviously. Now, we could have flown out quite cheaply from various UK airports, but why would anyone choose a two hour flight when a more expensive, 13 hour train ride is available? Its beyond me. Having made our obligatory pre-Eurostar visit to the Royal Oak at Borough the previous evening, we caught the 08:05 service from St.Pancras to Brussels on . . .

Monday 30<sup>th</sup> October.

It was my first experience of one of the new Siemens Eurostar units. Andy found it not as good as the old Alstom units, whereas I thought it was an improvement. The train was not too busy and as ever the journey was uneventful, arriving on time into Brussels. We had a good two hours wait for our next connecting service, so we met our good friend Jan in a bar just outside Midi Station.

Having enjoyed a few beers and a light lunch we boarded the 14:25 ICE from Brussels to Frankfurt. Now one tip I always give to people, is when traveling in Europe, should the train have a restaurant facility of any kind, get in there and make yourself comfortable. As long as you are eating, or in our case drinking, you can sit in a far more pleasant carriage. It's a winner! (I am conscious that some BRC members would struggle with this option as it involves putting your hand in your pocket and handing over money!) We were joined at Brussels North by two young German lads on their way home from work, travelling to Cologne. They were most pleasant, and we enjoyed a few beers with them. They worked for Adidas, and were both very knowledgeable indeed about football. One of them had even been to watch Tottenham in the North London Derby this year, unlike someone I could mention! Andy managed not to bring up 1966 which may have been as well. In no time at all we are arriving in Frankfurt for our next connecting train. Once again, straight into the restaurant car on the 17:50 Frankfurt to Munich via Stuttgart, this being another ICE unit. I decided to have "Currywurst" for tea. Most German restaurant cars serve this sliced German sausage in copious volumes of ketchup with a sprinkling of curry powder over it - very nice. Having travelled 717 miles out to Munich, we decided on arrival into Munich, that a more leisurely approach the following day was called for, and after checking in, I decided to call it a day.

Tuesday 31<sup>st</sup> October

Unbeknown to us when booking, 31<sup>st</sup> October and 1<sup>st</sup> November are public holidays in Germany - this meant some train services were not running. As we were just to have an easy day on local trams and trains, this was not important. We were issued with a pass for all local public transport in the Munich area when we checked into the hotel.

We traversed two quite long tram routes, after which Andy went back to the hotel as he was not feeling too good. I carried on for a few hours, covering a few more routes before making my way back into the centre on a local S-Bahn train.

Andy had now recovered so we made our way to the station and caught a service from Hbf to Herrsching, a distance of 17 miles. Staying on the same set, we retraced our steps from Herrsching back through the centre of Munich and continued out to the airport. Here we changed onto a different S-Bahn route which travelled anticlockwise around the north of the city before heading east back into the centre. We strolled for five minutes to a suggested bar taken from Andy's German Beers Guide. The bar had become an Italian restaurant since the publication of the book. I was not upset by this change, enjoying a rather nice pizza to end our second day.



Tram 2317 at Munich, 31/10/17

Peter Holden

Wednesday 1<sup>st</sup> November

Today we were to traverse many of the lines out to the west of the City, hoping to use a few loco hauled diesel services where possible. I have no idea about Beeching-esque cuts that may have taken place in Germany, but there are certainly many lines still open, making it easy to travel around the system. Add to this that there is usually a good connecting service at most stations; this all makes for an enjoyable day out. Our first train of the day was the 08:20 Munich Hbf to Memmingem, this train being loco hauled by a rather new looking class 245 Diesel. Apparently this type rather than having one large diesel engine, has four small ones instead. The locomotive can bring its engines in or out as required. All sounds good, but they are replacing the old 218 diesel hydraulic locomotives which apparently are well liked by enthusiasts.



ICE at Munich Hbf 31/10/17

Peter Holden



111.055 at Munich Hbf 1/11/17

Peter Holden



183.001 at Munich Hbf 1/11/17

Peter Holden

On arrival into Memmingen a short connection saw us boarding the 10:02 Memmingen to Ulm, this service being formed of a two car dmu. Here we changed onto a further loco hauled service from Ulm to Lindau. This line appears to have a very frequent service. Our locomotive this time was a 218 Hydraulic loco – I couldn't see what the fuss was about, it was nothing like a Western or a Hymek!

Following a short break in the most pleasant harbour station in Lindau we found ourselves now embarking on many local short distance services - first the 13:39 to Kiblegg, here changing from one dmu to another to carry on back to Memmingen on the 14:26. We then headed south on the 15:04 Memmingen to Kempten. Our next train saw us heading further south up into the Tirol region. The 16:36 Kempten to Reutte in Tirol actually crosses the border into Austria. A very scenic line indeed. We retrace our steps back to Kempten, here changing onto the 18:32 Kempten to Oberstdorf.

Unfortunately by this time it was getting quite dark. On arrival into Oberstdorf we encountered for the first time one of the growing problems with train travel in Germany. The Germans have privatised many of their train services. (Boo!) Unlike us, every area has a different local company or two running many of the local services. Andy had purchased an Interail Global pass valid for seven days travel in most European countries, but unfortunately many of these despicable little train companies in Germany do not recognise Andy's interail pass or indeed my ATOC FIP pass. I can picture Arthur Low now proclaiming this to be a "Typical Nazi Trick!".



218.496-8 at Lindau 1/11/17

Peter Holden



245.005 at Memmingen 2/11/17

Peter Holden

So the train we were to catch back turned out to be operated by “Alex” they apparently are the worst set of mercenary bandits running trains in Germany, along the lines of

our local bus operator “Yorkshire Tiger”, who have felt wrath on many occasions. This train would have taken us back to Munich direct, but instead we had to go back on the dmu which we had just arrived on, and change again in Kempton. The day was rescued rather splendidly by our last train of the day, the 21:24 Kempton to Munich. This was a through service from Switzerland, hauled by two class 218 diesels, and we were into the restaurant car in a flash, thus finishing a rather long and tedious day covering many miles of lines with a very nice meal and a few beers.

Thursday 2<sup>nd</sup> November.

An early start saw us departing on the 07:17 Munich to Zurich. A most interesting journey - the train was booked to be double headed by 2x 218 diesels, although only one turned up! This loco took us as far as Lindau where it reversed, and a Swiss electric loco which I think was an RE4/4 took the service forward to Zurich via St.Gallen. The Swiss certainly get their money out of trains. This loco appeared rather old, it even had spoked wheels! But it proved to be a very scenic run.



SBB 421.332-2 at Lindau 2/11/17

Peter Holden

On arrival into Zurich we could catch a train to Stuttgart in either forty minutes or two hours and forty minutes. Andy favoured the latter option so we ventured out of the station to find a spot of lunch. We found a very smart, but extremely expensive café overlooking a section of four track system outside the station. In forty minutes I noted 235 trams passing! Having paid for the most expensive bowl of soup and 2 beers on the planet, we made our way back to the station. I can well see why Dignitas is based in Zurich - with these prices, suicide may become a necessity! I wonder how much they charge for their services. Anyway, Andy found a bar and I did a bit of spotting around the station.



420.221 at Zurich Hbf 2/11/17

Peter Holden

Leaving Zurich on the 14:35 to Stuttgart once again an Re 4/4 was the locomotive to take us over the border in to Germany. Reversing at Singen we had a DB class 101 class electric loco forward to Stuttgart. Our final train of the day was the 18:58 Stuttgart to Munich. Stuttgart station was in the middle of a rebuild, so things were a bit chaotic to say the least, and it was also raining when we arrived.

### Friday 3rd November

Having had a bit of a lie-in, we began our day on the 09:50 to Fussen behind 218 430. Well I have no idea what is at Fussen, but whatever it is must be popular. At 09:30, I was the only one on the train, and at 09:45 it was packed, standing room only. It was a very pleasant journey, again out into the Tirol area. We caught the same train back, it being much quieter on the 12:06 Fussen to Kaufering, where we changed trains onto the 13:34 Kaufering to Augsburg. Again this local train became extremely busy with many African people, the reason being there was a huge Amazon Factory at one of the stops! The 14:39 from Augsburg to Munich was our last train on a very leisurely day. We finished the day by walking in to the town centre and finding an excellent restaurant, which also had a very nice dark beer on sale.

*[To be continued . . . ]*



Commemorative plaque at Inverness Station

Philip Lockwood

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## IEP, IET, or 800?

**Chris Taylor**

These refer to the new Hitachi trains mainly built in Newton Aycliffe. I.E.T. = Inter-city Express Train, I.E.P. = Inter-city Programme. The Department of Transport ordered these trains and they are being delivered to Great Western Railway and were introduced into service in October just over 40 years since the HST's were introduced. This is just a brief insight look at the new trains. Delays to the electrification and cancelling of some elements mean that the new trains will run on diesel power for much further than originally envisaged. By Friday 27<sup>th</sup> October the wires had been energised between Paddington and Maidenhead, but problems have occurred with testing the wires through Reading. So the bi-modal trains operate on electric power from Paddington to Maidenhead and then approaching Maidenhead the V12 diesel engines are started and the pantographs are lowered.

So unit numbers 800.008 & 800.009 (both 5 coach units) arrived at Paddington from Bristol to return on the 1145 to Swansea. First impression is that the dull exterior livery is unexciting being the corporate GWR green livery; inside, the seats are all grey with the ceiling and outside walls being white, the tables are light oak in colour with the only colour in the coach being a green band above the windows and the electronic seat reservations. These are much easier to read than those on

Voyagers, Meridans and Pendolino's. They also have a red/green traffic light alongside, indicating whether the seat is reserved (red) or not (green).



800 005 at Reading – outside (above) and interior (below) – 27/10/17

Chris Taylor



The seats are hard but comfortable although I only had a 48 minute ride on the new trains. The lighting is reasonable being LED. There are a lot more seats around tables

but the airline seat back tables are not big enough to properly balance a laptop on. Most seats align with the windows much better, although there are seats at the end of the coaches that do not have a window. The arm rests are hard. Luggage space is better with space between seats as well as luggage stacks. The coaches are 26 metres, around 3 metres longer than Mark 3 & 4 coaches, this results in more seats in each coach although the leg room is adequate. The noise level is very low even when the diesel engines are working hard. The 5 car units have 3 x 750 hp engines. Even when the train was departing Reading and I was stood on the platform the noise level of the diesel engines was incredibly low, although they are brand new trains. The ride quality is much better than the Mark 4 coach I rode on the East Coast that day, although a bit noisy traversing point work but much better than the Mark 4's. Certainly the trains are impressive. I only experienced standard class, not having the opportunity to look at first class. I was going to look at the toilet on my arrival back at Paddington but the cleaner beat me to it. These initial trains do not have a buffet but do have a catering trolley service. The VTEC trains will be different in this respect. Under electric power the acceleration is much better than the HST's, although under diesel power they are not as good as the HSTs, they have difficulty reaching 125 mph even on a general downhill gradient on diesel power. The West of England Hitachi trains will have the diesel engines uprated to 940 hp. Returning from Reading on the 1055 Cardiff to Paddington with 800.005 & 800.006 we accelerated to 112 mph on diesel power before Maidenhead and then with the pantographs up we accelerated quickly to 124 mph, with a drop of 6 mph whilst coasting and changing over from diesel to electric.

Let's hope that all the problems are sorted out before VTEC starts to operate them in December 2018. So far high profile problems with the air conditioning on the first day. Subsequently problems with the diesel engines, doors and staff unfamiliarisation have occurred. But these new trains are much better than "Voyagers" and "Pendolinos".

## Christmas Puzzle

**John Holroyd**

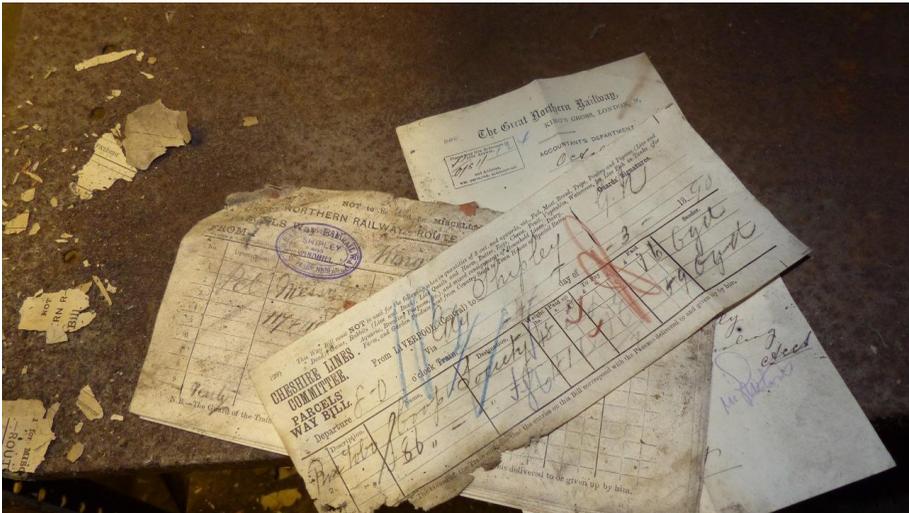
Anagrams of steam loco depot names. Answers in next issue. Enjoy!

DRY SALE	MILK SCARES BARRY	LOW CORK DICE
LARRY ADDO	DATE FLIES	LOT OF KNEES
SAGE DEATH	SHELL MEAD	A FIRM COBLE
NON ROAD JEST	MIREN RED STINK	GREY MILES
HALF OVER MIND	HANG ON MITT	MOCK LOAN MOOD
MOCK BED POKER	NON ARID QUOTA	OVER GORSE
BOY DIGS BREWER	RAT GREED	TEXT ROUTE
RATING VIA WIRE	FLOORED SHADOW	MIX ON UNCOUTH JET
TO WILY OVEN	LAZY BETS	

# ShIPLEY Station



Shipley Station (above) on a recent RCTS visit and (below) ephemera discovered there.



Both photos by Philip Lockwood

## **Book Review – “Railway Developments in and around Leeds & Bradford Since 1968”, by Dave Peel**

A month or so ago at a Circle meeting, we were very pleased to see member Dave Peel visiting, up from deepest Dorset, and to learn about his new book “Railway Developments around Leeds and Bradford since 1968”. With Dave’s background as a mathematics teacher, it isn’t surprising that his book is packed full of numbers. Not train numbers, particularly, but numerical facts about the changes in our area in the last half-century.

In contrast to many books that look further back to the age of steam, Dave brings us bang up to date, even to the opening of Low Moor station this year. Given the nature of railway traffic in this area, it is mostly about passenger developments, though freight traffic is not forgotten, with photos of Crossley’s sidings at Shipley, and others. The book comprises 217 pages in approximately A4 size, with over 300 half- and full-page photos, mainly of Dave’s taking, and informative captions. It is divided into chapters covering the main areas of change in West Yorkshire. To set the scene, it starts with an introduction and review of the pre-1965 Beeching proposals and cuts. Then there are six main chapters, each with relatively few text pages describing developments, but supplemented by copious photos taken before, during and after the changes. The photos are of excellent quality, and are well supported by detailed captions which make up for the short text chapters. The chapters cover the transformation of Bradford Exchange into Interchange; the remodelling of Bradford Forster Square; developments at and around Shipley; the new Leeds station; Metro; and a brief look ahead; there is also an Appendix.

Being a local lad, Dave knows our area well, and he has clearly spent a lot of time photographing the changes over the past decades, as well as trawling through recent official statistics to extract relevant points. For example, in the chapter on Metro he shows very clearly the tremendous increases in passenger numbers that have taken place at stations both old and new.

This is an excellent book, highly recommended and well worth obtaining, with its cover price of £30 being within the normal range for books of this size. The idea of describing the resurgence of passenger traffic in urban areas is perhaps one that could generate similar volumes about other cities, though perhaps our area is the best in which to portray them.

Reference: “Railway Developments in and around Leeds and Bradford since 1968”, by David Peel. [Barnsley: Pen & Sword Books Ltd, 2017] ISBN 1473888313X. Price £30.

[Review by Hon. Editor].

## Notes

## Michael Leahy

A train on the Tsukuba Express service in the Tokyo area left 20 seconds early, prompting the company to apologise to its customers and also say it had spoken to staff to avoid a recurrence (but no customers had even complained).

<http://www.dailymail.co.uk/news/article-5089569/Japanese-train-leaves-20-secs-early-company-apologises.html>

Penalty Fares | Northern

<https://www.northernrailway.co.uk/penalty-fares>

Thomas the Tank Engine to become gender-balanced with more female trains - An overhaul of the much-loved children's show will see the introduction of two new female characters including Nia, an African engine who teaches Thomas a lesson about friendship. <http://www.dailymail.co.uk/news/article-4981816/Thomas-Tank-Engine-gender-balanced.html>

Letters to the T&A

### Road hauliers able to undercut the rail prices

SIR - Regarding the letter from D S Boyes ('Rail policy is just one mistake after another', T&A, September 16) and the transfer of freight from the railways to road hauliers, the railways were common carriages and had to accept anything that was given to them for conveyance. ?

However, the rates used by the railways to charge for that conveyance were open to public scrutiny.

Therefore, any road haulier could ascertain the rates charged for a flow of goods and undercut the railway's prices.

The road hauliers struggled to compete with block of trains of coal, oil and steel etc, a positive aspect of Dr Beeching's legacy.

**Michael T. Leahy, Rowantree Avenue, Baildon**

3/10/17

### Railway classification of the types of carriage

SIR - On my return from a short break I caught up with the T&A letters page to find that my letter regarding the loss of BR freight has been published on October 3 ('Road hauliers able to undercut the rail prices').

However on reading it I find that one word has been changed, making a total nonsense of the meaning of the letter: "Common carrier" was changed to "common carriage".

Over the years the railways have had various classifications of carriages and compartments, first, second and third but never common!

There has also been dining, sleeper, smoking, non smoking, even ladies only.

The standard of some of the new carriages coming into use soon might be classified as "airline" style as they attempt to cram more and more passengers into the space available. Woe betide anyone who tries to take luggage with them.

**Michael T Leahy, Rowantree Avenue, Baildon**

19/10/17

Crack in bullet train (not cocaine!) <https://japantoday.com/category/national/crack-found-in-bullet-train-in-1st-serious-incident-for-shinkansen>

## Meeting Reports

## Philip Lockwood

### 27th September - Yorkshire, USA and South Africa. By Mike Swift

Tonight we welcomed Mike from the Huddersfield Railway Circle with a nostalgic evening of slides taken in three countries. We started nearer home with a picture of a scrapyard in Bradford, then at Scarborough a slide of the longest seat in the world, and the impressive hydraulic tower at Grimsby.

Mike explained that the company he worked for in Huddersfield was taken over by an American company, which involved a spell at their USA headquarters. This allowed Mike to see and photograph not only San Francisco and the Golden Gate bridge but also the railroads on the East coast in New Jersey. At this time it was still possible to see the ex-Pennsylvania GG1 electrics in action, and the first sighting of a Shay geared locomotive.

Mike also spent some time in South Africa, where many examples of British-built locomotives were still in use from such makers as North British. Finally, a longer stay in the USA, this allowing many visits to preserved lines including the Strasberg and East Broad Top line in Pennsylvania.

A most interesting show - we look forward to welcoming Mike back with more of his travel exploits. Vote of thanks by Eddy Lumb

Also (if still available) via a message from Mike :-

You might like to listen on BCB Listen Again to

<http://podcasts.canstream.co.uk/bcb/index.php?id=36178> . It starts 45 minutes in and runs for 5 minutes.

### 11th October - Forty And Fifty Years Back, by John Holroyd

We started 50 years back over the Christmas period with latest developments on John's model railway, the East Morvern & Wick - more of this later. 1967 being the last year of operation of the Cromford & High Peak Railway, a visit was organised to ride in open wagons over part of the system - something that would probably be out of the question in modern times! Next, to the North East with the RCTS, with visits to Thornaby and Sunderland before crossing the country to Millom Ironworks with photographs of the Neilson crane tank. John also visited Lybster which provided inspiration and names for his model railway. Nearer home, 1967 was the last year of operations at Leeds Central, and we saw enthusiasts milling round on the approach tracks with not a single orange vest to be seen. This year also saw the visit of *Clun Castle* to Leeds - this was recorded leaving on a special train at Beeston Junction. The first overseas excursion of the year was via the Hook of Holland before moving into Germany where many classes of steam were still to be seen working. Of particular note 1967, was also the final year of Samuel Ledgards bus operations, this is currently being celebrated as I write with a rally and swap meet.

The year 1977 included a visit to the Fairbourne Railway, still in its 15inch gauge before the conversion to a narrower gauge took place. John's interests in canals resulted in another overseas visit, this time to France and Belgium in order to see the

many types of vertical lifts and inclined planes in operation. A visit was also made to the French railway museum, with examples of the final developments of French steam. Back home for a visit to the Birchencliffe Light Railway, a narrow gauge garden railway built by the late Tony Emmerson in Huddersfield.

Finally, preparations for John's first visit to India in the company of Gavin Morrison where tonight's talk concluded. As ever, a fascinating and nostalgic show as always, leaving your reviewer looking forward to the next 40&50 years back.

Vote of thanks given by Ian Button

### 25th October - Excursions From Bradford, by Roger Hepworth

A wonderful and nostalgic evening for your reviewer, and I suspect for most of the audience. Apart from being an excellent photographer, Roger has a way of bringing local interest to life through his reminiscences. Having lived almost next door to Ossett station, many of his journeys commenced from there. In his garden was a seat from Ossett Station with the late one eyed cat Smokey, pre-dating the other station cat at Huddersfield. Many pictures of ex GNR J 50's: I always thought them quite ugly but now with the passing of time quite endearing and certainly very much part of the old West Riding scene. Dewsbury Central, always a station that fascinated me with the tunnel entrance down Leeds Road where on a Guy Arab bus in my youth I always tried to look down into the tunnel from an upstairs seat. A picture of Drighlington and Adwalton station just up the road from where Pat my wife lived and very familiar during courting days. We had a selection of bus pictures which I always feel complement the railway scene. How the railway scene has changed - the old GNR routes have almost completely vanished. One example is Batley, which I can remember having two distinct parts, the Wessie and the GN. My only regret is that many of Roger's journeys were from Ossett to Bradford so the nearest we got to my own patch of the GN at Morley was Drighlington.

We finished with the final days of Bradford trolley buses and the early developments of the preservation scene.

Roger stated that he had only "scratched the surface" tonight so I am sure we can look forward to another visit in the forthcoming months.

Vote of thanks by Eddy Lumb.

### Wed 8th November - Mind The Gap, by Jason Cross

Tonight's talk by Jason on the London Underground system gave an insight into how the system had developed from a single line to the complex system it now is. Jason is a real expert not only of the system, but in a way of presenting it using computer aided maps and diagrams. We started with a short introductory video with music which set the scene for what was to come. Your reviewer particularly enjoyed the twenty four hours on the Underground, starting with the works trains pulled by battery/electrics where even the mouse had been photographed, to the early morning commuter packed like sardines, through the daytime with quieter trains and pensioners and tourists and back to the crush at peak times before finishing with the nocturnal works trains once again.

The celebrations of the underground with steam workings through Baker Street gave a very atmospheric effect, and some idea of what it must have been like in steam days. To the odd traveller not in the know it must have been quite a surprise. Thanks Jason for a most compelling show; let's hope we can persuade him to make a further visit to us in the future. Vote of thanks by Eddy Lumb

### Wednesday 22nd November - Train Songs, by Spencer Vignes

I think I can say with certainty that this evening was the first occasion that the BRC has had a talk with music. [*Mmm, I think some of Duncan Eccles' cine had music added, as Duncan had paid for the rights to play copyrighted music at a public show - Ed.*] No slides or video but a most interesting talk about exactly how popular music has been influenced by the railway, most obviously from the USA. We had already had an insight into what to expect, from the feature article by Spencer a while back in the Circle magazine. As a more classical music enthusiast, a lot of it went over my head, but strangely as the evening wore on I found a lot of interest. I certainly didn't know that Paul Simon allegedly wrote "Homeward Bound" in four minutes whilst waiting for a train at Widnes and that the song "Midnight Train to Georgia" was originally written as "Midnight Plane to Houston".

What was of particular interest was that, when Spencer interviewed a large number of musicians, many could be described as railway enthusiasts. Spencer himself was particularly fond of the "Deltic" locomotive as indeed many of his musicians were. By profession Spencer is a journalist, and his book "The Trains Kept A-Rolling" was written when he had been unable to find any book about the link between popular music and the railway.

It was difficult to judge just how much the talk appealed to the usual Circle audience but at least six books were purchased by members, including myself!

Vote of thanks by Eddy Lumb.

### Wednesday 6<sup>th</sup> December – 72<sup>nd</sup> AGM & Members' Night

A small number of members attended tonight's AGM. I think I counted a total of fourteen including the committee.

Gary Hayhurst, who sent his apologies, stepped down as vice President. Gary has not been in the best of health recently and had planned to attend to give us a digital presentation but illness prevented him attending.

The AGM went smoothly without any contentious issues although the position of Vice president and two committee positions remain vacant, no offers forthcoming from the floor.

Eddy in his closing address thanked Peter for yet again arranging an excellent selection of speakers throughout the year. The diary for 2018 already full with some speakers held over for the following year.

With the formal business concluded, the new laptop & digital projector were set up and after a short 'learning curve' our two Huddersfield members Chris Taylor and Chris Davis gave digital presentations. Chris Taylor showed some excellent images, often from unusual viewpoints very much in the 'Gifford Style', whilst Chris Davis

gave a presentation entitled 'Then and Now' showing just how much the railway scene has changed over a fairly short period.

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## 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](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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## Secretary's Page

**Peter Holden**

As another year draws to a close, may I take this opportunity to offer season's greetings to you all and also thank you for your continued support of our society. I feel we have had a very good year with some outstanding talks. Last meeting's presentation by Jason Cross on London Underground, was in my opinion one of the best talks we have had for a while - truly excellent!

Next year's Diary is now complete; once more we are relying heavily on many guest speakers (along with the members I have "persuaded" to give talks!), and this of course puts up our costs for running our society. There are a few new people visiting, who have not given talks to BRC before, so that is something to look forward to.

I imagine you may receive this issue after the AGM. Hopefully we will have a new Secretary... I doubt it, though. Moving into next year, I feel our main objective should be to try recruit some new members. Should you have any friends who are interested in railways (even steam!) bring them along to our meetings. They may not be your friends afterwards however!

### Forthcoming meetings

On **Wednesday 3<sup>rd</sup> January** we hopefully kick off with a visit from Steve Fort. Steve will be presenting a talk entitled “Crewe to Carlisle Return”. I understand it is a collection of photographs from that route. A very picturesque line (other than the Lancashire bit!).

Honorary Member John Holroyd will be entertaining us with Forty Years Back on **Wednesday 17<sup>th</sup> January**. 1978 should be interesting, I can't bring to mind anything from that year connected with Railways.

Steve Batty is visiting us on **31<sup>st</sup> January** to present “Fire up the Pentax” I believe Steve has the same model of Pentax digital camera as me, so I for one will be interested to see what results can be gained when it used by a proper photographer! I am of the opinion it is just a collection of Steve's digital shots.

Jamie Guest is having more final shows than Frank Sinatra! I know I've said this before, but when Jamie visits us on **Wednesday 14<sup>th</sup> February** to present “Cold Wednesdays. The Restoration of the Last Leeds Horse Tram” This could well be his last visit as he is immigrating to France.

John Whiteley is our speaker on **Wednesday 28<sup>th</sup> February**. John's content will be “A Selection of Scanned Slides” John has mastered the art of scanning slides, which as most of will testify, is not as easy as it looks. I am grateful to John for passing on some of his knowledge of scanning to me. I am sure the images will be fantastic.

Our guest speaker on **Wednesday 14<sup>th</sup> March** will hopefully be Ian Dougill. Ian is to present “Bradford City Transport in the 1960's” I know this is not railways, nevertheless it is a subject we all know about and look back on with fond memories.

**Wednesday 28<sup>th</sup> March** should see Stuart Baker OBE present “Update on the Transformation of the Railways of the North! Well I am sure you will recall at Stuart's previous visit he explained many wonderful projects that were to transform our railways. Following which, the powers that be cancelled most of them! It is always a pleasure to hear Stuart's views and opinions of the future of railways, even if some come to naught!

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## **Ben's Bits**

The Sydney Harbour Bridge was opened in 1932. It carried four traffic lanes, two tram tracks and two railway tracks. Before opening, it was tested using 96 railway locomotives.

## Circle Diary 2018

Jan3 <sup>rd</sup>	Crewe to Carlisle Return.	Steve Fort
Jan 17 <sup>th</sup> .	40 years back.	John Holroyd
Jan 31 <sup>st</sup> .	Fire up the Pentax	Steve Batty
Feb 14 <sup>th</sup> .	Cold Wednesdays. The Restoration of the Last Leeds Horse Tram.	Jamie Guest
Feb. 28 <sup>th</sup> .	A selection of Scanned Slides.	John Whiteley
Mar14 <sup>th</sup>	Bradford City Transport in the 1960s	Ian Dougill
Mar 28 <sup>th</sup>	Update on the transformation of the Railways of the North	Stuart Baker
Apr 11 <sup>th</sup>	Railways of the Jungfrau Region	Robert Clarke
Apr25 <sup>th</sup>	Mixture No4	Dorothy Burrows
May9 <sup>th</sup>	LB&SCR to the Seaside in West Sussex	Rev Tony Newnham
May 23 <sup>rd</sup>	Railways & Tramways of the Yorkshire Dales Quarries And Mines (Part 2)	Stewart Liles
Jun 6 <sup>th</sup>	1980	Robin Lush
Jun 20 <sup>th</sup>	The LMS Jubilee 4-6-0 A Celebration of "Second Rank" Power!	Dave Peel
Jul 4 <sup>th</sup>	Railways around the Midlands in the 1970s	John Bromfield
Jul 18 <sup>th</sup>	Normanton, Crewe of the Coalfields	Allan Dawson
Aug1 <sup>st</sup>	The Cromford & High Peak Railway	John Evans
Aug15 <sup>th</sup>	Looking Back	Bill Jagger
Aug 29 <sup>th</sup>	Railway Travels	David Wilkinson
Sep12 <sup>th</sup>	Sixty Years of Mystery Colour	Gavin Morrison
Sep 26 <sup>th</sup>	BR Class 91	Paul Corrie
Oct 10 <sup>th</sup>	Irish Railways Today	Julian Halstead
Oct24 <sup>th</sup>	TBA	Jim Livesey
Nov7 <sup>th</sup>	Photography Competition	Tom Ickringill
Nov21 <sup>st</sup>	50 Years Back	John Holroyd
Dec 5 <sup>th</sup>	73 <sup>rd</sup> AGM followed by Members Night	
Dec 19 <sup>th</sup>	African Travels Of Wadey	Eddie Lumb

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.