

THE CIRCULAR

Bradford Railway Circle

No.383 – 1st Quarter, 2018

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Editorial

Happy New Year, everyone - all aboard for a successful Circle year in 2018! Our dramatic Circular cover picture this year comes from Peter Holden – a preserved & working class Er 0-10-0 (ex-Soviet railways freight type and the world's most numerous class) on an enthusiasts special in Ukraine (for an account of this memorable trip, please see Circular Nos.379/380).

To finish off articles in the last issue, we have Part 2 of Peter Holden's German trip, and John Holroyd has provided the answers to his Christmas puzzle of steam shed anagrams. Thank you, John – and we hope the puzzle entertained members over the Christmas period. This issue's instalment of "Reminiscences" comes from Michael Leahy, and we have an article by Ben Burrows on lead mine railways around Appletreewick. Thank you, all contributors.

For non-contributors, please note that we are down to 16 pages again – a continuing shortage of material. It's your magazine, and relies on your contributions, so do please have a go at an article, or send in some interesting photos (with captions). I look forward to hearing from you.

Germany 2017 (Part 2)

Peter Holden

Saturday 4th November

It was decided we would both do our own thing on Saturday. Understandably Andy did not care for my idea of spending all day on trains without a break.

So, I left before breakfast on the 06:41 ICE service from Munich to Hamburg Altona via Hannover. I enjoyed a nice breakfast in the Restaurant car followed by several coffees and beers. Well it was Saturday! I was joined by a large group of Hamburg football fans for half of the journey. They too were making good use of the bar! On arrival into Altona station, I walked down to the front of the train, around the corner to the next platform and got on board the 13:25 Hamburg to Munich via Berlin. Now to be fair there was not a great deal of high speed running on either train, I had an idea there would be a great deal of high speed lines in Germany, but not so - though more than we have in Britain!



Double-decker DVT, Memmingen 1st November 2017

Peter Holden

I enjoyed lunch on this train as we made good progress easterly to Berlin and then south through Leipzig where we reversed. The train was a through service to Munich, but by changing train at Nuernberg I could be back into Munich around 40 minutes earlier, as the through train went around the houses. I enjoyed an evening meal on this train and of course a few beers. I covered 1,121 miles in the day.

Sunday 5th November

Our last full day in Germany. We decided to travel on the 08:47 Intercity Service to Stuttgart. Here changing onto the 12:07 service to Nuernberg. This was an intercity train but it had no restaurant car! Boo!



ER20-007, Munich 1st November 2017

Peter Holden

On arrival into Nuernberg we had a bit of time before our connection so we got a bite to eat in one of the many food shops that appear to be at most German stations. We also noted that the National Railway Museum is adjacent to the station. Somehow we got separated, the 14:34 to Bamberg was running 15 minutes late, and then it was only 5 minutes late! Andy got on the train, I didn't!

So one hour later than expected I arrive into a somewhat wet Bamberg. Andy was waiting in the station. I hadn't been idle, I used my extra hour in Nurnberg to contact my brother for a bit of advice on where we could find food and good beer near the station, (he being the one who suggested that when in Germany, Bamberg is the place for decent beer). We found the Spezial bar, Andy had been here before, many years before. We enjoyed a very good local meal and some rather nice beer. What a great way to spend an afternoon. Making our way back to the station where the 18:46 Bamberg to Munich was to be our train back. Well, it sat in Nuernberg station for ages before setting off in the wrong direction - it was Sunday, the train had been diverted. Arrival back into Munich was around an hour late.

Monday 6th November

Following a leisurely breakfast we say farewell to Munich and board the 09:55 ICE to Frankfurt, here changing onto the 14:29 to Brussels Midi, another ICE. We were joined by friends Jan and Gyula in Cologne for the remainder of the journey to Brussels. Our overnight accommodation in Brussels was the Park Hotel, just across the road from Midi station. Having checked in we made our way to meet Jan and Gyula in a nearby bar for an evening meal and some far better beer than in Germany! We did not stay too long in the bar. A good Belgian beer is an ideal drink before bed!



VT-101, Munich 1st November 2017

Peter Holden

Tuesday 7th November

A visit to Gent was planned before catching the Eurostar home. Having enjoyed a decent breakfast we board the 08:36 intercity loco hauled service to Gent St Pieter's. An hour or two's tram riding was enjoyed before taking lunch in the rather excellent Het Waterhuis. Splendid! You can sit in the bar and watch boats passing on the canal and trams crossing the bridge over the canal. Having enjoyed some rather good beer we made our way back to the station and caught the 15:24 service back to Brussels Midi. This gave time for a few drinks and a bite to eat before boarding the 17:56 Eurostar to St.Pancras. This was one of the old sets which have been refurbished. We managed to get an upgrade to first class, which gave a bit more leg room. On arrival back into St.Pancras I said farewell to Andy and I caught the late running 19:03 from Kings Cross to Leeds and changed onto my last train of the holiday, the 22:07 Leeds to Low Moor. I covered 4,964 miles by train during the 10 days I was away.

Thank you to Andy for his company.

Christmas Puzzle - Answers

John Holroyd

Hope you all enjoyed the anagrams of steam locomotive depots – here are the solutions.

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
MIRED 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

ARDSLEY
BRICKLAYERS ARMS
CRICKLEWOOD
DALRY ROAD
EASTFIELD
FOLKESTONE
GATESHEAD
HELMSDALE
ILFRACOMBE
JORDANSTONE
KIDDERMINSTER
LYME REGIS
MILFORD HAVEN
NOTTINGHAM
OLD OAK COMMON
PEMBROKE DOCK
QUANTON ROAD
ROSE GROVE
SOWERBY BRIDGE
TREDEGAR
UTTOXETER
VIRGINIA WATER
WOODFORD HALSE
EXMOUTH JUNCTION
YEOVIL TOWN
ST BLAZEY

Editor's Request

If anyone has a pile of old unwanted copies of “The Circular”, I would very much appreciate them, in order to compile an archive. Please contact me by email/phone/post as per details inside the front cover.

Thank you.

Ian Button

Lead Mine Railways of Appletreewick & Troller's Gill

Ben Burrows

Two groups of lead mines had a two-foot gauge railway associated with them. The Appletreewick Lead Mining Company's track commenced c.760 yards north-east of Appletreewick village, near to their "Engine Shaft" and zig-zagged its way for about a thousand yards in a north-westerly direction to the dressing floors incline situated on the east side of the Dibb valley, thence descending for about 75 yards. This incline was wound by a capstan in an engine house, driven by a steam engine.

At a point about 380 yards from the Engine Shaft it deviated sharply more westwards from its straight-on junction with the Greenhaugh Mining Company's railway coming in a south-westerly direction from the top of the incline from the lower portal of the Gill Heads Mine 1900 yards away, its route roughly coinciding with the bridleway from New Road to Woodhouse Farm near the River Wharfe via Appletreewick Pasture. This very steep incline was hauled from a small corrugated-iron engine house at the top, still extant in 1946 and seen by myself and friends when exploring the Gill Heads Mine. It has of course since been demolished. The only evidence of the existence of the railway is where it had a level crossing of New Road – the rails just protrude from the tarmac. New Road runs from Skyreholme to the B6265 Grassington-Pateley Bridge road.

The minerals produced by the Appletreewick mines were also taken to Gill Heads for crushing and washing, to separate the galena from calcite and fluorite, although the Dry Gill watercourse did extend southwards for 1.2 miles to a barn c.260 yards from the Engine Shaft.

At first, the motive power was a Sentinel steam locomotive which was too heavy for the lightly laid track, so it was returned to the makers who sold it to Woodside Brickworks at Croydon, who owned a similar one purchased new – both were scrapped in 1954.

Its replacement was a petrol-engined loco from Muir Hill Engineering of Manchester, No.A113, delivered in 1926. It consisted of a Fordson tractor mounted on a railway chassis – referred to as the "Fordson Loco". The mine closed in 1927, the company was wound up and the track was lifted.

Interestingly, the Dibb washing floor was provided with water by two leats. One was from the River Dibb a mile upstream below Dibbles Bridge, and a higher one 350 yards further upstream below Grimwith Reservoir Dam. A turbine at the site provided electrical power.

Gill Heads Mine also had a watercourse, from Dry Gill near Stump Cross Caverns a mile and a half away.

I have a 1910 edition of the O.S. 6" to 1 mile map, and interestingly it marks the pole positions of a 13-pole line to the Appletreewick Mine (since recovered). This map came from GPO Telephones 70 years ago.

The information regarding the railways is from the Northern Mines Research Society mining booklet No.60 published in 1998.

Other interesting railways

At Threshfield there was a rope-hauled tramway from Threshfield Quarry to Threshfield Station on the Yorkshire Dales Railway (Grassington Branch of the Midland Railway on my O.S. 6 inches to 1 mile sheets of 1910). I recall seeing this in operation in 1944 (& later) but unfortunately took little further interest in its running. The main east-west route runs from the station down to a junction in Skyrethorns and is almost a mile long with bridges under three roads. There were storage sidings in Threshfield (part of the area is now a highways depot). At the quarry end there were three branches: the line of one fence down to the quarry can still be seen.

One branch ran south-westwards for $\frac{3}{4}$ mile, rising from 625ft to 900ft (1 in 14) to Threshfield Colliery and a quarry on Threshfield Moor, but I do not know how it was worked. The abutments of a bridge over Grisedale Beck can still be seen. The route is described as a light railway in NMRS No.49 (1994) "Wharfedale Mines". Coal was supplied to Coalgrove Cupola smelt mill on Grassington Moor from the late 17th century.

The other two branches go north-westwards to the main quarries for about 750 yards and to the limeworks for about 360 yards. Here the remains of three kilns have been, to some extent, restored (one cut in solid rock) and a short stretch of narrow gauge railway, with quarry tubs, laid. The quarry site is open for visitors to walk round. I have no details of the method of working for any of the branches.

The colliery was closed by 1905.

Reminiscences

Michael Leahy

BRC Membership No 155, 1974.

How did you become interested in railways?

I suppose through my father, who worked on the railways. He joined at Low Moor Shed on the 13/02/1920, was made a Fireman on 2/11/1923 & a Passed Fireman 13/01/1942. He also worked at Sowerby Bridge Shed before being made a Driver on 27/08/1945 transferring to Manningham. He died on 05/09/1954.

What is your first railway memory?

I remember as a young child going to Manningham Shed with him to collect his wages, it must have been his Rest Day. I saw these huge dark locos towering over me, hissing steam & clouded in drifting smoke. A bit frightening to a 5 or 6 year old but I was with my Dad.

Particular aspects you are interested in?

A difficult one as things have changed so much over the years. As the question is present tense I suppose it is all things historical. The modern scene is a bit too sterile for me.



John Leahy

Were you a train-spotter? What was your home patch?

Of course, who of my age wasn't? My regret, like a lot of other people now, is not taking more detailed notes of the locos & trains seen. York Station was my favourite place, as a result I missed out on other locations. I still have all my note books, original Ian Allan's & Shed Directory books. The first number in my first book is 45018, 01/01/1960.

Have you had any railway highlights (best/worst)?

I once spent 24 hours on York Station & also 24 hours at Carlisle, plus visiting all 3 sheds there. Daft or what?

Worst ~ getting on the wrong train twice, does that count? Actually, having come back from Cheltenham to Leeds in the carriages for Bfd Forster Square, approximately 10 to 15 rockers piled into my compartment at Leeds. It was chaos, I beat a hasty retreat to the Guard's compartment when they started asking me if I had any money!

What is your favourite locomotive class & why?

The A4's, nothing else needs to be said! I also liked the J50s & the older style B16s.

What is your favourite (regular) railway journey or stretch of line, and why?

- a) Bradford Exchange to Laisterdyke, going to Railway night school on the train behind a steam loco, climbing up the gradient out of Bfd.
- b) As the question is again present tense, the S & C .

What was your best-ever railway journey/holiday?

- a) The 1.25 am Forster Square to Leeds, 11/05/1963, on the footplate of 42138.
- b) Dumfries to Carlisle, 23/07/1963 behind 46249 City of Sheffield with 2 on !
- c) York to Church Fenton on a DMU racing a Scot !!

Best ever railway holiday? - Sorry there are two - 1971 South Africa, 3 weeks chasing steam. Then 1975 chasing steam in Sumatra & Java.

What is your favourite preserved railway?

NYMR

Do you have any related interests? e.g. railway modelling/railwayana-collecting.

I used to have everything to build a model railway but it never got built. I have recently built several resin kits from Smallbrook Studios based on Emmett's whimsical trains & railways.

I remember when about 10 or 11, my brother & I had been given a very old 0-4-0 O gauge steam loco & track. We used to run it in the attic, on meths & water. In retrospect, very dangerous when it came off the rails & fell over.

Railwayana ~ As some of you will be aware I once had the privilege of owning & having the care of a nameplate off an A4 loco, from 02/04/1963 until 10/03/2012. I had first written off on the 20/01/1960 requesting one & was told to write back when they were scrapped as there was no waiting list being kept. I wrote again 17/02/1963 requesting a specific nameplate only to be told that it had been allocated to a previous request ! I wrote straight back pleading my case of a prior claim & was asked to send my money by return of post £11/17s/6d. More than I was earning in a week, gross at that time. The nameplate & worksplate duly arrived.

Do I regret not buying it back off my brother.....YES!

What I would like now is a set of NER mileposts for the garden. 1/4 ~ 1/2 ~ 3/4 with ^ on the sides & top.

What/when/where was your first railway photograph?

After consulting my notebooks again, owing to lack of accurate records it's a difficult one to answer.

My brother & I shared use of a Kodak 66 ~ 2 1/4 square ~ 200th sec, 12 photos per film, expensive they were.

Quite a few in 1960, not sure who took them but I will claim my first one taken in Nottingham Midland of 45532 on The Robin Hood, with 45567 in the background.

Request for information

The Editor received the following enquiry from a gentleman in Sowerby Bridge. If you can assist him, please reply to him at the address below. Thank you.

Hello,

I recently came across your society magazine, "The Circular", in the café at Sowerby Bridge railway station while waiting for a train there. It occurs to me your society members may have knowledge of a particular railway photograph that I am seeking. The photo below is of the "Leeds New Line" at the point where it passed under the Heckmondwike – Dewsbury Rd. I used to train spot there in the late 1940's as a small boy after school, in particular waiting for the "ten to seven o'clock double header" as we knew it, being the 5pm Liverpool Newcastle express, which passed this point at about ten to seven on weekdays. It was always double headed and the picture shows the exact scene I am seeking – except I would love to have this shot with the steam double header rounding the curve, heading for Leeds. This photo was obviously taken post dieselisation.



We were fortunate in that a particular signalman, when on the right shift, would allow us to join him in the box to view the train as it came through – a great privilege and a total thrill. This scene generated my life-long interest and enthusiasm for steam hauled railways.

If you or your members can help me locate such a photograph I would be most grateful.

Sincerely,

Brian Jackson

23 Kebroyd Ave, Sowerby Bridge, HX6 3HN

Tel: 07762 733 863

Notes

Michael Leahy

Mon/Tues in Japan ...Tokyo there was 23cms of snow.

Some trains were cancelled, some delayed & the Shinkansen ran at slower speeds.

Some much for the “always on time”....

The Problem of Lorries Hitting Railway Bridges.

For some reason a small section of lorry drivers (43% of those surveyed) have no idea how high their vehicles are & are blind to all the warning signs when approaching a low railway bridge.

5 bridges strikes happen every day. Most happen between 10.00 & 11.00.

There are more than 1,600 under bridges & 160 over bridges considered at risk of being hit. They are categorised as red, amber & double amber according to strength of the bridges.

Red (the most vulnerable) - if hit, all trains to be stopped until examination of the bridge is carried out.

Amber - if hit, 1st train allowed over at very slow speed, driver to examine & report if serious defects. If nothing seen following trains allowed over at 20mph restriction until full inspection is carried out.

Double amber, same inspection as amber but then trains allowed over at line speed if ok.

Green - the lorry comes off worst & trains proceed at line speed! Inspection of structure carried out asap.

There is an ongoing program by Network Rail working with major hauliers to try & eliminate this problem.

Above details extracted from Rail Engineer, Feb 2018. Article by Collin Carr talking to Mark Wheel NR senior engineer.

Link: http://newsthump.com/2018/02/28/trans-siberian-express-cancelled-due-to-pissing-itself-laughing-at-british-trains/?utm_campaign=shareaholic&utm_medium=email_this&utm_source=email

Thousands of passengers were stranded across the normally fully-operational frozen tundra of Siberia today after a number of trains had to be cancelled because they were in no fit state to run.

Meeting Reports

Philip Lockwood

3rd January 2018 - Crewe to Carlisle Return, by Steve Fort

A new speaker for the Circle and all the way from Lancashire. His subject 'Crewe to Carlisle return was a slide presentation, mostly his own taking but using purchased slides and copied pictures from a friend's collection. This was a mainly historical show with some more modern shots including one taken a couple of days ago. The route from Crewe took the line up to Hellifield and then joined the Settle and Carlisle line up to Carlisle. The return was by the West Coast route. We had a few diversions along the way. An early shot at Stockport with a rather battered condenser-fitted Jinty tank with a bent front end and odd buffers. At Trafford Park an ex-L&Y Pug with "Haworth" on its buffer beam, borrowed back during a locomotive shortage, and a Ford Anglia as a backdrop. One of your reviewer's favourite locomotives an ex-LNWR Super D 0-8-0 at Patricroft in 1958. The now preserved Co-Bo at Carlisle

Upperby. We did seem to have a greater number of Jubilee pictures where the knowledge of our Yorkshire members was put to the test. Fortunately our more clued up members were able to name most of them! An interesting talk by Steve who would appear to have done his homework - well, let's hope he can get his Yorkshire visa extended long enough to give us another talk in the near future.

Vote of thanks by Eddy Lumb.

17th January 2018 - Forty Years Back, by John Holroyd

Members present at John's last talk last October may remember that he was about to join a flight to India. So tonight we commenced having arrived in India in the company of Gavin Morrison. At the time it was quite unusual for British enthusiasts to visit, and thanks to prior arrangements having been made, were treated almost like royalty. They even had their own sleeping car at their disposal. John mentioned that he took a total of 1,216 colour slides on the holiday. We had interesting images captured by John of a telephone linesman balancing on the lines themselves, as well as a well festooned Gavin airborne in pursuit of the next picture. Memorable pictures on both standard gauge and various narrow gauge systems including a Sentinel locomotive numbered 11 just like a similar model on John's own railway, also by chance No.11! Even the return flight home from India proved interesting as, due to Heathrow being fogbound, after circling for some time over Eastbourne they finally landed in Paris where they were put in a hotel overnight to return the following day. Back home visits to Alverthorpe mill at this time still with a working steam engine, these visits in the company of Ben and Dorothy Burrows. John showed a picture of Dorothy in a most un-dignified pose whilst taking a picture. I am sure she will get her own back when she next gives a show to the Circle! Many transport and canal pictures followed and we saw the latest additions to the EM&W railway in the attic. As always, an interesting and varied selection of material covering John's many interests. Vote of thanks by Eddy Lumb.

31st January 2018 - Fire Up The Pentax, by Steve Batty

It's quite some time since we had a talk by Steve, he is an excellent photographer and tonight we had a selection of pictures of which many were taken in the area close to Selby where he lives. I think it was Les Nixon who stated that your best pictures are the ones taken close to where you live. You may agree or disagree with this but tonight we saw some spectacular shots which apart from the railway content, showed spectacular lighting effects. A number taken at Ulleskelf were particularly memorable to me. As indeed a foggy shot of a class 66 with a solitary red signal light. This surely would be a winner in a photographic society competition 'A little touch of red'! Steve covered the same ground as me to record the end of semaphore signalling at Barnetby, but in his case not in the pouring rain! Further afield winter visits to the Harz system in the former East Germany where apart from being shouted at at Wernigerode, it was very cold at the top of the Brocken in mist and strong wind, but no snow! A visit to the railway system at Scunthorpe was of particular interest to me as I also have a visit booked, as also the Statfold Barn Railway well worth a visit if

you have never been. To sum up - an excellent evening of photography, one that inspires your reviewer to try harder to include more landscape in photography. Thank you Steve, let's see you again soon. Vote of thanks by Ian Button .

14th February – ‘Cold Wednesday’ - The Restoration of the Last Leeds Horse Tram, by Jamie Guest

Only a few members present for tonight's presentation by Jamie on the restoration of No.107, the last Leeds horse tram - maybe this had something to do with it being Valentine's Day or possibly the inclement weather. Anyway, the less romantic, or, hardier members enjoyed what will probably be Jamie's last talk to the Circle before re-locating to France. The title 'Cold Wednesday' refers to the day when the volunteers worked on the restoration of this last horse tram. The tram body was serving as a garden hut and much work was required to restore it over a long period of time. New metalwork had to be fabricated, and the wheels were cast by H Downes Ironfounders in Huddersfield, very much in the news recently with the larger job of casting a new inner cylinder for 'Blue Peter' After running for two days at the Middleton Railway the tram now resides at the National Tramway Museum at Crich. As an extra, Jamie showed pictures of the chimney from one of the Midland Railway locomotives involved in the Hawes Junction accident in 1910. This is to be put on display on the Settle & Carlisle soon. Thanks Jamie for tonight's talk and also for the many talks you have given to the Circle. Vote of thanks by Eddy Lumb.

28th February - John Whiteley slides

Meeting abandoned owing to snow. To be rescheduled.

14th March – Mixture No.4, by Dorothy Burrows

Tonight's show by Dorothy followed her usual mixture of slides, mostly of a transport theme. A mind boggling selection of countries were visited - South Africa, Austria, Norway, India and Switzerland plus of course the United Kingdom and the Isle of Man. Interesting views of the boat lifts in Belgian, the train ferry in Norway that featured in the movie "Heroes of Telemark". Steam on the RhB In Switzerland - something that your reviewer has still to see! The station bells at Arosa of the type that are still in use at Filisur, this partly due to the petition signed by BRC members a few years ago. As always with Dorothy's shows she manages to find the unusual and they don't come more unusual than a steam clock in Vancouver which whistles rather than chimes. More historical views of Yorkshire byways featured with the remnants of track from the Spurn Point railway as well as an old print of the Easingwold line. Trams and cliff lifts are rail mounted so were fair game for Dorothy's camera with visits to Crich and the cliff lift at Aberystwyth plus the water balanced example at Saltburn. As is usual certain members were caught unaware by Dorothy's camera so we saw John Holroyd resorting to using a pole to clear a particular shallow part of a canal, not to mention your reviewer caught unawares photographing something! A most enjoyable evening of slides so I for one will be waiting for Mixture No.5.

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) 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

We had to cancel our meeting on Wednesday 28th February due to heavy snow. Only four members and our speaker, John Whiteley braved the bad weather and turned up.

We will try and fit John's talk in, later on in the year.

Hopefully the weather will be better for our next meeting.

Other than that there is nothing to report at the moment.

Please make the effort to come along to the meetings when you can.

Forthcoming meetings

Wednesday **11th April** will hopefully see a visit from Robert Clarke. He will be presenting "Railways of the Jungfrau Region" I am sure we will enjoy plenty of interesting Swiss trains and of course the scenery as well, from what is a most interesting area. Robert was Secretary of the Huddersfield Railway Circle for a while. I will have to ask him for tips on how to hand the job to someone!

A welcome return to guest speaker Ian Dougill on Wednesday **25th April**. Ian will be giving a talk on “Bradford City Transport in the 1960s” - should be most interesting. This will hopefully be about our fair city’s buses and trolleybuses, and not the coach that transports the football team to away matches!

Third time lucky! Hopefully Rev. Tony Newnham will make it this time to present the latest instalment of his series of talks on the coastal areas of Sussex. On Wednesday **9th May** he will be presenting “LB&SCR to the Seaside in West Sussex”.

Wednesday **23rd. May** will see part 2 of a most interesting talk, when Stewart Liles will be returning to present “Railways and Tramways of the Yorkshire Dales Quarries”. Part one was amazing. There were things I had seen, but not realised they were railways.

Robin Lush will be presenting “1980” on Wednesday **6th June**. I am sure we will be treated to a collection of first rate photographs from that year.

Circle Diary 2018

	Apr 11 th	Railways of the Jungfrau Region	Robert Clarke
	Apr 25 th	**Bradford City Transport	Ian Dougill
C	May 9 th	LB&SCR to the Seaside in West Sussex	Rev Tony Newnham
	May 23 rd	Railways & Tramways of the Yorkshire Dales Quarries And Mines (Part 2)	Stewart Liles
	Jun 6 th	1980	Robin Lush
P	Jun 20 th	The LMS Jubilee 4-6-0 A Celebration of “Second Rank” Power!	Dave Peel
	Jul 4 th	Railways around the Midlands in the 1970s	John Bromfield
	Jul 18 th	Normanton, Crewe of the Coalfields	Allan Dawson
	Aug 1 st	The Cromford & High Peak Railway	John Evans
C	Aug 15 th	Looking Back	Bill Jagger
	Aug 29 th	Railway Travels	David Wilkinson
	Sep 12 th	Sixty Years of Mystery Colour	Gavin Morrison
P	Sep 26 th	BR Class 91	Paul Corrie
	Oct 10 th	Irish Railways Today	Julian Halstead
	Oct 24 th	TBA	Jim Livesey
C	Nov 7 th	Photography Competition	Tom Ickringill
	Nov 21 st	50 Years Back	John Holroyd
	Dec 5 th	73 rd AGM followed by Members Night	
P	Dec 19 th	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.