

# **The Circular**

## **BRADFORD RAILWAY CIRCLE 2021**



# THE CIRCULAR - 2021

The official publication of Bradford Railway Circle,  
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Photo courtesy of Tom Ickringill

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# THE CIRCULAR

Bradford Railway Circle

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## Editorial

Good News! We are in business again, with meetings every four weeks at our new venue - Bradford Mechanics Institute Library (76 Kirkgate, Bradford BD1 1SZ: 2nd Floor); we have held two meetings there already. Limited parking is available outside the door for £1, and there is unlimited free parking after 6pm a short distance away on Sunbridge Road.

Bad News 1 - HS2 Leeds extension is cancelled - though one wonders whether the planned services from Manchester to Marsden might somehow be extended under the Pennines.

Bad News 2 - Rail fares are due to rise by an average of 3.8%, which does nothing to help the cost of living!

Hopefully members will have seen the recent media coverage of the vast layout modelling Heaton Lodge Junction, and perhaps a few visited the exhibition in Wakefield before Christmas. Any internet-connected members who were not aware can google & read about it – truly awesome in its size and ultra-realism!

More articles & photos, please – only 12 pages in this issue, and there is nothing in stock for next year.

In the meantime, your Editor sends all members (and their families) his very best wishes for Christmas & New Year. Stay safe, and we'll see you in 2022.

# Royal Highland Pullman

Peter Holden

I am sure you will be aware that a company called Locomotive Services Ltd. have refurbished a few redundant HST sets. The “Midland Pullman” is one of them, comprising ex-Great Western carriages and ex-East Midlands Railways power cars; the other set is the “Staycation Express”. In the Pullman all the trailer cars are all first class. The eight cars consisted of a TGS and a buffet car which I understand were first class, and there were then five TFs which were Pullman dining and lastly a kitchen car.

Circle member Andy Roberts and I booked this tour ages ago! It was to have run in April this year, but due to continued Covid restrictions particularly in Scotland it was decided to postpone until Saturday 30th October.



43 055 at St Pancras, 30 November 2021

Peter Holden

The three-day trip departed St. Pancras at 07:39 heading for Inverness, with 43 046 at the front and 43 055 at the rear. We were routed along the Midland Main Line as far as Kettering where we diverged onto the line through Corby, this whilst a full English breakfast was served. We passed Manton Jct, Oakham and Melton Mowbray, then rejoined the MML at Syston North Jct. The train picked up at St. Albans, Luton, Bedford, Wellingborough, Kettering, Corby, Oakham, Melton Mowbray and Loughborough. Reasonable progress was maintained as the train passed along the Erewash Valley via Toton, then continuing through Chesterfield and taking the “Old

Road” Beighton line to Mexborough Jct. The train arrived in Doncaster for a crew change 4 minutes early, but managed to leave 4 late, this due to it being a railtour! We had taken a few supplies for the first day: four beers each to complement the onboard supply of Shepherd Neame Spitfire.

Good progress along the ECML was maintained. The train had a water stop (!!) at Berwick-upon-Tweed, to tank the toilets apparently. Arriving 5 late into Edinburgh for our next change of driver, we managed to leave just one minute down as we continued on via Stirling, Perth and Aviemore, arriving at Inverness on time at 18:57. 610.75 miles travelled.

Sunday 31st October.

A leisurely start to today’s itinerary, this helped by an extra hour in bed due to the clocks going back. That said I spent ages trying to make my watch conform to this! Our train departed Inverness at 09:20, heading for Kyle of Lochalsh. The start from platform 2 needed the train to go as far as Milburn Jct. then reverse and traverse the Inverness avoiding line (my only bit of new track for the weekend). The weather was not brilliant by any means but there were still plenty of enthusiasts out with their photographic equipment to record the first ever HST to Kyle.



43 055 at Kyle of Lochalsh, 31 October 2021

Peter Holden





43 046 at Kyle of Lochalsh, 31 October 2021

Peter Holden

Arrival into Kyle was 16 minutes early, this giving the happy tourists 1 hour and 48 minutes to do ..... nothing much at all, as Kyle had shut for the winter. Departure was at 14:00 and a timely journey back to Inverness was enjoyed, helped of course by the endless procession of food and drink brought to your seat. Arrival back into Inverness was 15 early at 16:50. The evening was spent in The Castle Tavern where we quenched our thirst with a few ales from Cairngorm Brewery and had a rather nice Haggis dish.

Monday 1st November - Return south.

Well, as seasoned rail travellers know all too well, if you are running a tour down the coast from Inverness to Aberdeen under no circumstances whatsoever do you miss your path! LSL, unaware of the above rule, had managed not to fuel the locos! So our 43 minute late departure from Inverness was soon up to 90 minutes late as we enjoyed the view out of the window at various passing loops along the way. We spotted a Morrison's van and a car at the bottom of a road embankment. There must have been the whole of the Aberdeenshire constabulary there to have a look, never seen so many police cars. Hope they were not badly injured. It has to be said that our driver did his best to make up time, so much so that a large amount of very expensive Midland Pullman crockery ended up smashed on the floor as we went around a rather sharp curve!

As is usually the case, if the train makes up a bit of time, a pathing issue arrives, and you lose it again. Crew change at Edinburgh, and we depart 83 minutes down. A good run was enjoyed down the ECML, although we were 103 minutes late through Northallerton. We retraced our outward journey back from Doncaster to St. Pancras. One victim of the postponement was the daylight, most of our return now being in the dark.

Oh no! The Drinks Bill has arrived! Blimey a whole squadron of Spitfires must have been downed. (Hermann Göring could not manage that in 1940).

Arrival back into St. Pancras was at 22:30, 76 minutes late. The service on the train was exemplary throughout. The food was very good and the trip although being very expensive was in a way a step back in time to days when rail travel could be something special. 1440 miles covered.

Thank you to Andy for his company and a room for the night before and after the tour.

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## **Esholt Sewage Works and Its Locomotives**

The following article, reprinted from Circular No.4, May 1946, was based on notes gathered by several leading Circle members of the time. It demonstrates how members co-operated to build knowledge of local railway history. Mr James later became President, Mr Hutton was Vice-President, Charlie Scholey was Hon. Treasurer and Geoff Butland was a Committee member, later the Circle's Recorder (writing The Outer Circle: records of outside visits) and Hon. Secretary. Your Editor remembers the latter two gentlemen, but which of the four was "Explorer" he does not know.

### Sewage Works Railway at Esholt

We have received a good deal of information about the Bradford Corporation Sewage Works Railway at Esholt, in response to the query by "Explorer". In the hope that it will be of some interest to our readers we are publishing the matter below.

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Mr. G. E. James supplies information about the locomotives as detailed on the enclosed list. He says the early engines were understood to have been taken over from various contractors engaged in the initial lay-out of the works, but it is not clear which individual engines these were. After 1911 the listed 0-4-0, outside cylinder, saddle tank engines were obtained, all for the 4'8 $\frac{1}{2}$ " gauge. It will be noticed that since 1933 only two engines have been actually owned by the Bradford Corporation. Both are normally in use during portions of each day.

Mr. C. Hutton states that the first locomotive was a small four-wheeled saddle tank with the following features: the tank extended up to the back edge of the smoke box; it had a rather scanty front cab; coal was carried alongside the boiler; there was just a fender at the back of the footplate; and it had outside cylinders. It was of a type such as is usually used by Contractors for working on temporary track on new constructions, and Mr. Hutton says he was rather surprised that a larger locomotive had not been thought of. The second locomotive, "Garnett", he says, was aquired soon after and had all the Peckett characteristics; copper-capped chimney, and bright brass dome carrying the safety-valves. The original engine was only used occasionally after the Peckett came, and was eventually sold.

The following additional details about "Garnett" are supplied by Mr. Scholey: wheelbase, 5'0"; weight in working order, 18 tons; weight empty, 15 tons; water capacity 475 gallons; coal capacity 3



cwts., approximately; working pressure, 160 lbs.. Unfortunately the papers in connection with the purchase of this engine by Tanks and Drums, Ltd., Bowling Ironworks, Bradford, from T. W. Ward Ltd., of Sheffield, have now been destroyed, but Mr. Scholey says he has worked for the former firm for 17 years, and he knows that the locomotive was the property of Tanks and Drums in 1928 and "probably a year or two before that". The original name was altered to "Pat", after the daughter of one of the directors. It was reboilered in 1945 by A. J. Riley and Sons, of Batley. Dumb buffers were fitted at the same time in place of the combined spring and dumb arrangement. Mr. Scholey and Mr. James do not quite agree over the building date, the former giving it as 1913. They also differ by an inch over the size of the wheels, Mr. Scholey stating they are 2'9" diameter.

The original locomotive, according to Mr. Butland, was named "Johnson", and was disposed of before the second "Johnson" was acquired. The two original engines, all the Pickett's, and the large un-named Andrew Barclay were green; the other two Barclay's and the two Hudswell Clarke's were dark red. No details are to hand about the third Hudswell Clarke on loan during 1944. "Nellie" has apparently been re-painted green.

The railway, writes Mr. Hutton, originally consisted of the line up to the Midland Railway, with run-round loop at the weight house as at present; the dock in front of the works; two or three sidings; and the line round to the canal basin. The original engine house is that near the works. When erected it was a decent building, but was spoilt by the extensions added to accommodate more engines. To house some of the extra engines, a shed was made in the Home Farm yard out of an open barn. This barn had a slated roof supported on stone pillars, and when it was converted the spaces between the pillars were boarded up and an engine pit

THE LOCOMOTIVES OF THE BRADFORD CORPORATION SEWAGE WORKS RAILWAY AT ESHOLT.

Name of Engine	Builder	Building Date	Works Number	Size of wheels	Size of Cylinders	Remarks
GARNETT	Peckett of Bristol.	1912	1300	2'10"	10 x 15.	Sold to F. W. Ward, Ltd. in 1927, and later acquired by Banks & Drums, Ltd., Bowling Iron Works, by whom it was renamed PAT. Still at works there to date.
MARS renamed JOSEPH at Esholt	Barclay of Kilmarnock	1913	1350	3'5"	14 x 22	Purchased second-hand. Sold to F. W. Ward, Ltd. in 1927.
JUPITER renamed GARFIELD at Esholt	Barclay	1913	1362	3'5"	14 x 22	Purchased second-hand. Sold to F. W. Ward, Ltd., in 1927.
-----	Barclay	1918	1399	3'7"	16 x 24	Sold to H. Akeroyd of Bradford, and later acquired by Dorman, Long.
JOHNSON	Peckett	1922	1595	3'2"	14 x 20	Sold to Settle, Speakman in 1923.
AINSBURY	Peckett	1922	1596	3'2"	14 x 20	Still at Esholt (1946)
JOHN	Peckett	1922	1608	3'2"	14 x 20	Sold to C. Jones in 1933.
RICHARD	Peckett	1922	1609	3'2"	14 x 20	Sold to Settle, Speakman in 1923.
CHARLIE	Hudswell, Clarke of Leeds.	1922	1402	3'3"	14 x 20	Sold to F. Edmunds in 1927.
NELLIE	Hudswell, Clarke.	1922	1435	3'3"	14 x 20	Still at Esholt (1946)
DOUGLAS	Hudswell, Clarke.	Repaired 1937.	---	3'3"	14 x 20	Property of the builders. Loaned to the Sewage Works for some months during 1944, while NELLIE was undergoing repairs. The works number and building date have not yet been ascertained, although some details of the design suggest 1915 for the latter.

made. Mr. Hutton believes the original track was second-hand rail, probably aquired from the Midland Railway, and he thinks it is quite possible that some of the rails in the extensions, from the Bradford Corporation owned Midd Valley Light Railway.

Mr. Butland says the branch connecting with the LM&SR Midland Division main line is chaired track, but all the extension track was flat-bottomed, and has nearly all been removed.

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## Ben's Bits

One aspect of being near the Esholt Sewage Works was the sight & smell of the sludge being transported in open wagons on the extensive railway system – they used to refer to it as “Esh”.

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## Meeting Reports

## Philip Lockwood

### 20th October - A Railway Miscellany, by John Whiteley

This marked our last meeting at the Sedbergh Centre before our move to the Mechanics Institute Library. Our speaker John Whiteley presented "A Railway Miscellany". This covered many years in the pursuit of railway images - mostly steam, but including diesel and the occasional electric. The quality of the mostly three-quarter views was excellent slightly marred by the image not filling the screen, this no fault of John's. Perhaps after such a long break from actual meetings we are a little out of practice with tech knowledge! Apart from the actual pictures the accounts of his efforts to gain the best position to take the shot often appeared to land him in hot water. These escapades, often in the company of Gavin and Robin, often involved some very long distances and I suspect some extremely swift driving! The show attracted a good number of members and friends who hopefully will be able to attend our new venue in December. So many thanks John for putting this show together. VOT by Philip Lockwood

### 1st December - A Quick Look at Slow Trains, by Dave Peel.

Tonight the Bradford Railway Circle moved once again into a new venue - The Bradford Mechanics Institute Library in Kirkgate, Bradford. Long-distance member Dave Peel had travelled from Wareham to present "A quick look at slow trains". This show covered the four regions as found in his Ian Allan ABC's. We started on the Western Region then moving north for the Midland Region, followed by the Eastern, and finally ending up with the Southern. The pictures were virtually all of steam in the '50's & '60's, from slides collected by Dave. They were almost all taken in good lighting conditions - I suspect that with the slow speed films available, probably early

Kodachrome could only give its best on sunny days! An excellent selection of pictures of local passenger services, country freights etc, with an entertaining commentary by Dave. Unfortunately, the member numbers attending, ten, was rather low, though slightly boosted by four of Dave's friends. Dave mentioned that he had been "First bat" when we moved to the Sedbergh Centre; this occurred once again by giving the first show at the Bradford Mechanics institute. Should we have to move again in the future he has requested to give the first show to enable to complete his "Hat Trick"! Let's hope that more members will try to attend future meetings. Vote of thanks by Bill Jagger.

### **15th December – An Austrian Tour - Part 1, by John Holroyd**

For our second meeting at the Mechanics Institute John Holroyd gave Part 1 of An Austrian Tour. The show combined two tours- first an organised tour in 1963, a joint effort by the RCTS and an Austrian railway group when John was in the company of Brian Moss and other members; and a second tour two decades later. On the first tour, the group was firstly based in Innsbruck where they were able to make the short journey to Jenbach, in order to ride the Achenseebahn rack line to the mountain lake of Achensee where the steamer Stadt Innsbruck was boarded for a cruise on the lake. Another line travelled on was the Pinzgau Bahn which they joined at Zell am See for the journey to see the waterfalls at Krimml. John was fortunate in having a cab ride over part of this line.

The tram system in Innsbruck was covered in some detail before moving on to other Austrian centres,

A fascinating look back to a time when many interesting and unusual steam locomotives, and indeed many early electrics were still in revenue earning service. John concluded by giving a taster of what to expect from Pt 2 taken on his second visit. Hopefully we will be seeing this in 2022. Vote of thanks by Philip Lockwood.

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## **Book Reviews**

**Ian Button**

### **Hereford Locomotive Shed – Engines & Train Workings, by Steve Bartlett**

This was actually the first of the author's trilogy of volumes on BR WR sheds: the two later ones (previously reviewed in The Circular) covered Gloucester and Worcester MPDs. In the present case, the author's connection with Hereford is that he attended secondary school in the city in the late fifties & early sixties. Being a keen railway enthusiast, he watched the trains from vantage-points overlooking the shed, and paid frequent visits to the shed. Mr Bartlett's father had been Assistant District Running & Maintenance Officer for the 87 district, covering all lines from Neath to Swansea, and became from 1960 DRMO for Gloucester district – so railways were in Steve's blood and he took a railway career, later becoming a senior manager in the railway business. The period covered is 1958-1964, and the material included is based on not only the author's own very detailed observations, but also on National Archive records and other research sources.



There are 15 main sections in the book. The Introduction describes the history and layout of the shed (coded 86C in Western Region days), and there are interesting recollections of, and by, the shed and footplate staff of the time, which add welcome human interest to Steve's story. Then a major section (30 pages) covers Hereford engines and their duties: Halls (original and Modified) and other GWR 4-6-0's were common, and there were also a good variety of pannier & Prairie tanks, together with Moguls, 0-6-0's, LMS 8F's, smaller tank engines, and so on, as well as the Castles used on Paddington-bound express services as far as Worcester, which only arrived in the last couple of years. Then there are some shorter sections on loco allocations & workloads, visiting locomotives, shunting duties, Hereford station (Barr's Court), the swansong of the Hereford Castles, main-line freight trains, Ledbury sub-shed & duties, and the Brecon branch. Another longer section (28 pages) follows, describing the line to Gloucester, and then more short sections dealing with the Ross-on-Wye sub-shed & Monmouth branch, the Leominster sub-shed and Kington/Presteign and Tenbury Wells branches (the latter continuing to join the Severn Valley line at Bewdley), and Craven Arms sub-shed. The next section describes the run-down & closure of Hereford shed in 1964 (after the arrival of a few D22xx Drewry diesel shunters); the author adds a nice personal touch describing how very early in his railway career (in the 1970's) Steve was completely by chance assigned to Hereford for passenger-station training, and how his first supervisor there turned out to be one of the shed foremen that Steve knew well from his teenage "spotting" days. The book concludes with appendices and a bibliography - the Appendices include an index to the 130 photos of 63 Hereford-allocated locos, and also allocations, diagrams and workloads at various points from 1959-1964.

As the author explains, Hereford shed was never particularly well-known, for two reasons. First, it was on an avoiding line, not on normal passenger routes, so it was unseen by spotters in most trains; and secondly, it was a long walk from the station to the shed entrance, so not very convenient for non-Herefordians to visit. Therefore this book is very welcome in filling something of a gap in the literature. With the benefit of his own detailed records, official archives and many photos, Steve does a great job in illustrating how Hereford had a wide range of locos, corresponding to the range of duties required.

The city of Hereford lay at the hub of five significant routes: north to Shrewsbury, Crewe & Chester; east to Worcester and thence to Birmingham or London; south-east to Ross-on-Wye and Gloucester or Monmouth; south-west to Pontypool Road and Newport, with onward services south via the Severn Tunnel to Bristol and the South-west, or west to Neath, Cardiff and Swansea; and lastly west to Brecon and Dowlais. Thus a variety of passenger and freight services passed through, to and from all these important centres, and the shed was a vital location for engine & crew changes, water-stops & coaling – in late 1959/early 1960 there were some seventy shed, salaried & mechanical staff, plus an unrecorded number of footplate staff & cleaners, and 34 locomotives allocated covering 25 diagrams, with even more staff & locos at the four sub-sheds of Craven Arms, Ledbury, Ross-on-Wye and Leominster. Long-distance coal trains from South Wales to the West Midlands and the North-west represented a significant proportion of goods traffic, together with the local pick-up freights on all

the surrounding minor lines, and it is interesting to see that a high proportion of services in the Hereford area remained steam-hauled until the end in late 1964. In dealing with the variety of locomotives, traffic types and locations involved, the author's coverage is very clear and comprehensive, logically presented and very "readable" in style. The many photos are large (mostly half-page and full-page), clear and nicely reproduced, well-chosen and with detailed captions to explain the important features: some of the best are by Steve's Hereford-based friend John Goss, who deserves great credit for his excellent shots. The quality of production is excellent, as always from Pen & Sword, with heavy gloss paper and solid hardcovers used, and an attractive dust-cover featuring a 41xx Prairie tank on shed. In all, this volume is highly recommended, especially for GWR/Western Region/steam enthusiasts.

**Hereford Locomotive Shed – Engines & Train Workings, by Steve Bartlett – published by Pen & Sword Transport, 2017 [www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk) 227 pages; ISBN 978 147387 5 555. Price £25.**

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### **The Final Years of London Midland Region Steam, by David Mather**

This book provides rather more than one might expect from its title. It is an album of photos, of course, but it isn't just another album of photos taken in the mid-late sixties, of the locos in use on the LMR in the final years of steam. Instead, it covers all the steam classes that were used by the LMR at any time from nationalisation at 1st January 1948 onwards, giving notes and photos of each type in its own "final years", whether this was during the forties, fifties or sixties. Both ex-LMS types and BR Standard classes are covered, and a few "interlopers" are also described and illustrated, in the form of crane tanks used in industrial service and not by LMR. The layout of the book is logical – after a review of the LMR's origins and history, the loco chapters are arranged according to the Midland Railway/LMS/BR power classification by tractive effort – thus they start with the 0F and 0P types, and advance numerically, finishing with the 9F's; unclassified types (Garratts and the Lickey banker 58100) and new builds (completed and in-progress) are also added. An appendix lists preserved ex-LMS locos and their locations; and there is a short bibliography.

Many of the photos are of excellent quality, though some are not quite so sharp. Almost all were taken by the author himself, so his efforts to record fast-disappearing classes deserve credit. He must have begun at an early age, using only slow films and a basic camera - the most recent images (for example, of preserved locos on specials and at events) are much better. Captions are detailed, which is very good, though photos are sometimes only dated to the nearest decade. The author's origins lie in Bolton, so many of the early pictures are located in the North of England and on the West Coast Main Line.

Production quality of the book is excellent, with heavy glossy paper, a stout hard cover and nicely printed dust-jacket. However, proof-reading is somewhat lacking: for example, Beyer [as in Beyer-Peacock] is often given as Bayer, and the dust-jacket notes about the author include number of errors of grammar and spelling.

Despite a few niggles, this is a very interesting and well-put-together book, and it brings to public view the author's own photos of many years ago, which might not otherwise have been published. Enthusiasts of steam, and the LMR in particular, will find much to appreciate inside its covers.

**The Final Years of London Midland Region Steam: A Pictorial Tribute, by David Mather – published by Pen & Sword Transport, 2020 [www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk) 236 pages, over 200 B/W and colour photos; ISBN 978 1526 770219. Price £30.**

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## Secretary's Page

Peter Holden

As you are probably aware, in September Sedbergh served one month's notice on us, meaning our last meeting in Odsal was on 20th October when we enjoyed an excellent talk by John Whiteley.

This was through no fault of BRC, it was simply that another user was wanting the Wednesday evening slot and they are meeting around 4 times per week and thus paying far more money to Sedbergh than we were!

Philip Lockwood and I have found a new venue for our meetings: Bradford Mechanics Institute Library, 76 Kirkgate, BD1 1SZ. We have already held two successful meetings; the room is ideal for our needs, the only drawback for some may be car parking adjacent to the meeting room. There is plenty of Disabled Parking and there is a small amount of other parking which is charged at £1 per night. There is however plenty of free parking after 18:00 on Sunbridge Road, just a minute's walk from Kirkgate. Please do come along and let us know your thoughts.

Your committee met recently and decided to continue the free membership for a further year for existing members. New members joining will be charged £10. We will send out communications to all members regarding the above; this will also serve as a way for us to check everyone's contact details.

It is proposed that we continue the year with one meeting every 4 weeks to start with. Lastly may I wish you all the best for the Christmas and New Year Period.

Peter

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## Circle Diary 2022

**Please watch the website <http://www.bradfordrailwaycircle.co.uk> . Meetings are currently every 4 weeks, not fortnightly as before the pandemic.**

	January 12 <sup>th</sup> 2022	The Railways of Warwickshire, by Anthony Hicks
C	February 9 <sup>th</sup>	St. Pancras to Carlisle, by Roger Hepworth
P	March 9 <sup>th</sup>	To be announced

C - Copy date for *The Circular* – 4 weeks prior to ...

P – Publication – last meetings of March/June/September, & last before Christmas

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