

THE CIRCULAR

Bradford Railway Circle

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Editorial

Welcome to the first Circular of 2022! Especial thanks are due to Bill Jagger for providing the excellent cover picture for this year's issues – see inside the rear cover for full details. In this issue we have an article by John Holroyd on a trip over 60 years ago, and some great photos by Michael Leahy of scenes at York just three years later. Both John and Michael have also set us some puzzles to solve, so thank you very much, gentlemen, for all these. Apart from that, if this Circular seems rather heavily dependent on book reviews, do not despair, it's only temporary – it just reflects the type of articles that I have received. Thanks to all contributors as always (besides the above-mentioned, there are the book reviewers, and the authors of our regular pieces). Now let's have some more articles about railway travels, history & geography, and your general thoughts on various aspects. Don't forget, the next issue is Circular No. 400, due out in June, so let's celebrate this milestone with some great content & photos. I already have a few promising-sounding articles in the pipeline, and I still need more, so please put your thinking cap on if you haven't contributed recently. It is also important to remember that with just half the number of meetings, compared with pre-pandemic times, *The Circular* has a bigger role to play in keeping us all in touch with one another. And it doesn't write itself – it needs you, the members, to make it happen.

A Misty Morning Meander

John Holroyd

Wednesday 22nd November 1961. Four of us meet at Leeds City station to travel on the 09.10 'The North Briton' to York. D353 hauling us. Our onward journey to Layerthorpe being by bus and we arrived at 10 o'clock. We were told the train would depart in about 45 minutes so wandered around taking photos until that time had arrived. News now advised that another hour might pass! However, we eventually departed at 11.20. There was a brief pause at Osbaldwick to offload two bags of coke. At Sledmere Crossing we left 6 of our nine mineral wagons, collecting three full of beet. During shunting operations at Dunnington we lit a fire in the stove to warm us up. Ten minutes passed before we moved on to Elvington, arriving at 12.17. Three wagons were shunted in readiness for the return journey. The engine moved forward to collect a further beet wagon and the combined train advanced to stop in the platform at 12.30. Lunch break.



Whilst the staff relaxed, we four put together the pump-trolley and enjoyed the novelty of pumping up and down Elvington siding. Suitably refreshed, the train crew came back on board and we left at 13.20. We chatted with the fireman before departure and Michael and Peter stayed in the cab for the next leg, Brian and I settled in the now warming brake van. At Wheldrake we walked back along the track, to photograph the 'gate' signal. We noted the 1,500-gallon water tank here - last used in January that year. Departure from Wheldrake was at 13.43 after taking off the remaining three empties and attaching a further beet wagon.

At Thorganby Brian and I went into the cab for the rest of the outward trip which included a stop at Skipwith for trans-shipments and so to Cliff Common where we arrived at 14.17.



Shunting activities lasted until 14.25 after which the reorganised train stood in the bay until departure at 15.12. Meanwhile we had the opportunity to study an old Easingwold Railway carriage, look at the coal staithes, the booking office and visit the signal box. An old slotted-post signal was pulled off for our benefit. Three full beet wagons and three empties were picked up at Skipwith between 15.22 and 15.32. The train now comprised D2103, van, one beet, two vans, two beet, brake, van. Thorganby involved the briefest pause to drop a cycle and paper and pick up a cash bag. The brake van contained a small locked cupboard with a drawer above. The cash bag was placed in this drawer in which was a 'portcullis' preventing anything being removed other than via the door below. The much-overgrown platform at Cottingwith was passed at 15.44 and a letter bag was collected on the move at Wheldrake at 13.48. Brian and I transferred to the cab for the rest of our journey from Elvington at 16.01. We stood at Dunnington from 16.10 to 16.13 awaiting the opening of the gates. Darkness was falling as we rolled into Layerthorpe at 17.22 following final shunting activities in Dunnington sidings.

A meal at the Shambles Restaurant and the 19.15 train back to Leeds.

Participants on the trip were:

Peter L Smith (Our organizer) - Founder of the Wakefield Railfans Club. Employed at Wakefield concrete mixing plant.

Michael R Bradley Working in the Borough Engineer's office at Batley Town Hall.

Brian Moss - Lathe operator at Drighlington engineering company.

John W Holroyd - Full time student at Batley School of Art.

York 1964

Michael Leahy



42955 LMS loco at York 1/8/1964



O4/8 63781, 1/8/1964 I have it down as “pilot”, note shunt pole on buffer beam.



A3 60062 *Minoru* arriving from the North (?) I have this down as the 9.30 additional from Scarborough to Glasgow St Enoch 1/8/1964. If my notes are correct what route could that have taken? Maybe it is from Glasgow to Scarborough.



A1 60121 *Silurian*, on a troop train, 1/8/1964

And now . . . a quiz by Michael - where are the following locations? Answers at the end of this issue. Photos are of course by Michael himself.



Where is this?



And where is this taken?

Book Reviews

The Welshpool & Llanfair Light Railway - The Story of a Welsh Rural Byway,
by **Peter Johnson** (Review by Philip Lockwood)

This book, from prolific author Peter Johnson, is one of the latest from local publishers Pen and Sword. It is a large format hardback book with dust jacket, running to 232 pages, and printed throughout in heavy quality gloss paper. Inside the front and rear covers can be found excellent maps of the complete line, together with gradient profiles.

The book is an exhaustive and well researched history of the line from inception through to the preservation age. It's clear that Peter looks at the development from an historian's viewpoint, covering many of the earliest records from the Cambrian Railway through the Great Western Railway to the BR period and finally to the preservation railway era.

This is definitely not just a book of pictures, as there is so much additional information. It is profusely illustrated with a good selection of excellent quality colour photographs, mostly from the camera of Peter himself. There are historical pictures aplenty, most of which I have not seen in print previously. Many are delightful period colour images. The locomotive and rolling stock pictures give a good view of the different locomotives that have worked on the line over the years. Many were visitors, whilst others have been used in the early preservation era. I was particularly pleased to see "Nutt" the unusual Sentinel locomotive with outside chain drive and very confined cab. I am quite certain in this "Health and Safety age" this would not be allowed! The strong links with the Austrian Zillertalbahn and the Sierra Leone railways have resulted in the arrival of passenger coaches from both lines, together with with Hunslet built No 85 and the loan of Zillertalbahn number 2. From a modeller's point of view, much will be found of interest. If I could just make one comment it would have been nice to have a few scale drawings included although this is just a personal view.

Clearly, this volume is well up to the high standard we have come to expect from Pen and Sword, and it may well be considered the definitive history of this most fascinating narrow-gauge railway.

The Welshpool & Llanfair Light Railway - The Story of a Welsh Rural Byway,
by **Peter Johnson**

232 pages, hardback; 200 colour & black and white illustrations, maps and track diagrams

Published: Pen and Sword, 2020 – Price £30. ISBN: 9781526744777

Freight Trains in the North of England - An Illustrated Survey 1955–2018, by John Matthews
(Review by Peter Holden)

This book is a collection of photographs all with a detailed caption to give the reader all the needed information.

The introduction explains that whereas we all are very familiar with the many named expresses and glamorous trains of yesteryear, we were possibly less interested in, or did not all take time to look into the very many interesting freight trains that ran in the North of England - the local trip workings, the long, mixed goods trains and so on. Various transition periods, such as Speedlink, are well documented throughout the book.

All in all, I found this book to be excellent. The vast majority of the photographs are most interesting and indeed of excellent quality. Both black & white and colour images feature throughout.

The book looks at different areas such as West Yorkshire, Cumbria, Durham and so on. The only slight criticism I have is the inclusion of Derbyshire and Nottinghamshire for some bizarre reason! They were Midlands when I went to school! Anyway, we begin in Nottingham and work our way north, finishing in Carlisle.

I found the quality of the printed images to be infinitely superior the last book I reviewed. The images are fantastic throughout the book and show chronologically the freight trains to be found in each area.

Freight Trains in the North of England - An Illustrated Survey, 1955-2018, by John Matthews

144 pages, hardback; 200 colour & black and white illustrations

Published: Pen and Sword 2020 – price £25. ISBN: 9781526749154

The Last Days of British Steam - A Snapshot of the 1960s, by Malcolm Clegg
(Review by Peter Mann)

This volume covers the final decade of British steam, looking at steam traction in a wide variety of locations and covers a wide variety of classes of locomotive that were withdrawn during the last decade of steam traction, some of which are now preserved. Most of the pictures which are all in black and white were taken by the author with some taken by others who were recording the railway scene at this time.

An interesting introduction describes the history of the railways since the nationalisation of the railways in 1947 including the government railway policies at the time and the infamous Beeching report of 1963 with its far-reaching consequences that we still experience today with so many sizeable towns cut off from a railway. Although most locomotive classes are covered the one notable omission is any images of Stanier Pacifics. Several engines looked dirty and neglected as they were often on

the point being withdrawn and scrapped. Many were emitting considerable quantities of black smoke which was probably due to the poor-quality coal being used at this time, not a welcome sight for environmentalists!

An interesting aspect of the book is a section listing all the locomotives featured in the book in numerical order giving details of their withdrawal date and subsequent scrapping although a few managed to escape the cutter's torch. It is interesting to note that some of the standard engines had a life of under 10 years due to changes in government policy.

The book is well put together and is a unique record of a never to be repeated era.

The Last Days of British Steam - A Snapshot of the 1960s, by Malcolm Clegg
144 pages, hardback; 200 black and white illustrations
Published: Pen and Sword 2020 – price £20. ISBN: 9781526760425

Southern Railway Lord Nelson Class 4-6-0s – Their Design and Development, by Tim Hillier-Graves
(Review by Roger Hepworth)

Your reviewer's memories of these locomotives stem largely from childhood holidays in the Bournemouth area during the late 1950s and early 1960s. His family generally travelled on the 11-30 express from Waterloo to Bournemouth, which was a regular working for these engines for a period and which was the service that conveniently connected with our early train from Yorkshire. *Sir Martin Frobisher* comes to mind as being active then. How educational were these locomotive names to small boys! Your reviewer's final memory of a 'Nelson' was during the sunny last afternoon of a summer holiday around 1960. The beach was never a significant competitor to the delights of nearby Poole Park, which was – and still is – bordered on its seaward side by the sharply graded main railway line between Weymouth and Bournemouth. At that time, the up 'Channel Islands Boat Express' which ran from Weymouth Quay to London Waterloo and was always composed of ten coaches and a bogie van used to come blasting up the bank behind a Bulleid Pacific, generally banked by a Bournemouth M7 0-4-4 tank. Sometimes, however, any spare engine was sent down to Poole for the banking job – even a Pacific. On this particular afternoon, what should be seen nosing her (his?) way gently down the incline tender-first but *Lord Nelson* himself? Half an hour later, the boat train duly appeared in the distance leaving Poole station super-powered by the customary hard-working Merchant Navy locomotive at the front and *Lord Nelson* giving vigorous assistance at the rear. The noise as the green-painted coaches passed the onlookers who were stood alongside Poole Park boating lake was terrific and could still be heard even as the train passed into the far distance. Thus did the 'Nelsons' pass into your reviewer's memory. The following year, they were gone.

The book under review could be said to fit the description 'it does exactly what it says on the tin'. But it actually does quite a bit more than that. The book's introduction sets the scene for the locomotives' introduction, following the 1923 grouping. On the

newly-formed Southern Railway (SR) there was seen to be a need for a powerful locomotive to rival the Great Western Castles and the LMS Royal Scots. However, because the Southern was investing heavily in electrification, Richard Maunsell, its Chief Mechanical Engineer (CME), was faced with a situation of little money being available for steam locomotive development, this being regarded as something of a sideshow. However, the SR Public relations department were anxious to promote the Lord Nelson class as 'Britain's most powerful locomotive'. Following Maunsell's retirement in 1937, owing to advancing age and ill-health, his successor Oliver Bulleid continued Maunsell's gradual modification programme – with some success – until the Nelsons were inevitably overshadowed by Bulleid's Pacifics as well as by the performance of Maunsell's own highly successful Schools class, which, perhaps ironically, was developed from that designer's Lord Nelson Class in order to meet the need for a smaller locomotive for express work on secondary routes.

Chapter 1 deals with the evolution of the 4-6-0 type, which had its origins in the USA of the 1840s. However, it was in France, Germany and Great Britain that this type's adoption was most widespread, with the Highland Railway's 'Jones Goods' class being introduced in 1894. Churchward, Robinson and Webb then took up the cause in earnest. On what was to become SR territory, it was Dugald Drummond who introduced this wheel arrangement during the first decade of the twentieth century. After Drummond's death in office in 1912, the type was further developed by fellow Scot Robert Urie, who, already in Drummond's time, had been actively involved in 4-6-0 projects. In August 1918 the first of Urie's 'King Arthurs' appeared – a class which was to reach a total of 74 by its completion in 1926. At the grouping, the post of CME of the newly formed Southern Railway fell to Richard Maunsell. His Irish birth and upbringing are described in some detail. He was a pupil of H A Ivatt, of later Great Northern 'Atlantic' fame, at the Inchicore works of the Great Southern and Western Railway of Ireland and, in 1892, was sponsored in his application to join the Institution of Mechanical Engineers by none other than John Aspinall of the Lancashire and Yorkshire Railway. Maunsell had been CME of the South Eastern and Chatham Railway (SECR) since Wainwright's departure in 1913. He had immediately put together a team of specialists including 'the talented young engineer and inventor Harold Holcroft'. In 1922 came Maunsell's N1 4-6-0 class, a development of his N Class of 1917. On the formation of the Southern railway under the 1923 grouping, these classes joined the H15, N15 and S15 classes built by Urie for the London and South Western Railway. At this time, as mentioned earlier in this review, electrification was tending to place steam locomotive development in the shadows. Perhaps surprisingly, Maunsell seems to have got on well with Alfred Rayworth, a man of strong personality and the Southern's champion of electrification. On the formation of the Southern railway, Maunsell set about moulding a team of able officers to assist him in the overseeing of locomotive and of carriage matters. These men were drawn from the different companies which came together to form the new Southern system and naturally included some who had worked with him earlier on the SECR. The N15s were performing well, but with increasing train weights, something more powerful seemed to be called for. Experiments and developments were made on

existing locomotives, with a lot of attention being paid to the optimum number of cylinders and various angles of cranks on the crankshaft. Attention was also paid to the matter of coal consumption and the development of suitable smoke deflectors. Chapters 2 and 3 describe in detail, with the aid of numerous photographs and engineering drawings, the development of the prototype locomotive and the publicity which surrounded its introduction, the contrasting low-key introduction of the remainder of the class and the ongoing developments made by Maunsell himself up until his retirement, owing to age and poor health, in 1937. We learn of experiments with smaller wheels, different injectors, superheaters and the provision of smoke deflectors. A larger boiler was fitted to *Lord Howe*, this being to gain experience as part of a possible Maunsell Pacific design.

Chapter 4 describes the arrival of Oliver Bulleid from Nigel Gresley's London and North Eastern Railway locomotive department at Doncaster. We are told that the new CME was 'noted for his fertile imagination and dynamism'. Gresley seems to have taught Bulleid 'the constant need for examination and evaluation'. With his recent experience of the P2 2-8-2 class, Bulleid 'quickly began a review of all he had inherited'. Under the Southern's new post-war General Manager, Sir Eustace Missenden, with whom he seems to have developed a good working relationship, Bulleid soon focussed his attention not only on designing and building new locomotives, but also on improving types already in service. He was joined by Clifford Cocks, another LNER man who had been heavily involved with the development of that railway's highly successful V2 2-6-2 class. Following a simple redesign of the tenders' coal compartments, to make the firemen's lives easier, Bulleid then embarked on a detailed study of the locomotives' exhaust system. Maunsell, we are told had already experimented with a modified Kylchap exhaust, following which Bulleid looked at the Lemaitre system. He also examined the matter of the steam passages in the cylinders, suspecting that right-angled bends in these passages were causing problems. Meanwhile the new wartime regime had come into being at the top of the organisation. The Railway Executive Committee were now in charge, resulting in electrification taking a back-stage position and the emphasis being laid on steam locomotives both to maintain existing services and to handle the increased wartime traffic.

Chapter 5 describes the wartime and post-war history of the locomotives until their eventual demise. Two locomotives in particular needed repairs resulting from damage caused by enemy action but the class as a whole continued to give good service, following Bulleid's modifications, despite their becoming overshadowed to some extent by the latter designer's new Pacific types. In particular, the 'Nelsons' were still much in demand on the lines to the South Coast and to the West Country. As loads increased on the Bournemouth line, 'Nelsons' took over some of the work formerly undertaken by the Schools Class. In the post-war period a number of 'Nelsons' were involved in accidents – a firebox crown collapse on *Howard of Effingham* to the west of Bournemouth, a high-speed derailment involving *Sir Francis Drake* near Byfleet and a rear-end collision near Farnborough involving a train pulled by *Lord Nelson* himself. During the 1950s, the engines were tending to fade into relative obscurity,

although even at this late stage, modifications were still being made, such as the fitting of Automatic Warning System apparatus, speedometers and modified regulator handles! In early 1961, the inevitable happened and the decision was made to scrap the class. This was accomplished over thirteen months, bringing to a close a roughly thirty year period of sterling service by these 16 locomotives, especially in the hands of footplate crews who were familiar with them. The author sums up that 'they were good engines, capable of great things on their day with a willing driver and fireman on the footplate'. One of the latter is quoted as saying that they were given the name 'Whispering Giants' because of the eight exhaust beats per driving wheel revolution and that 'they were probably the best 4-6-0 to run on Southern metals, especially after Bulleid had applied his genius to them'.

The extensive Appendix 1 is devoted to an exhaustive 'curriculum vitae' of each locomotive, accompanied by multiple photographs of each machine. For each locomotive we are given the Works Order Number, the month of entering traffic, details and dates of modifications, boilers fitted, tenders, liveries, total mileage and date withdrawn. The book is completed by a bibliography and index.

Appendix 2 is devoted to the life history of one locomotive – No 852 *Sir Walter Raleigh*, again complete with photographs. The author describes her early service on continental boat trains, the various modifications made to her over the years, the massive wartime damage she sustained one night from an enemy bomb on Nine Elms Depot and her subsequent extensive repairs.

The book is completed by a bibliography and index.

To sum up, this a fascinating book, in hard-backed landscape format which treats the Lord Nelson Class in great detail. The author has clearly undertaken extensive research and is able to quote from contemporary sources where appropriate. He has also managed to find a treasure-house of photographs, including some apparently quite rare ones of personalities involved with the design and development of these locomotives. This work deserves a place on the shelf of anyone interested in railways in general and certainly that of someone with a liking for Southern Railway locomotives.

Southern Railway Lord Nelson Class 4-6-0s - Their Design and Development, by Tim Hillier-Graves

176 pages hardback; 200 colour & black and white illustrations

Published: Pen and Sword 2020 (Locomotive Portfolios series) – price £30.

ISBN: 9781526744739

Quiz

John Holroyd

A few anagrams of former Yorkshire stations for your delectation.

ANOTHER SALE	.....
VAN RACERS	.....
NEAT SOLID TAN	.....
TRAM OF HELP	.....
PLOVER HEART	.....
INGOT TO RENT	.....
RANG TO HINT	.....
ABOUT MONTHS	.....
EARLY BRACK	.....
ENGLISH GO REST	.....
DAFTER TOBY	.....
GRANT POINT	.....
PORTLY RECON	.....
WINS WEB KEY	.....
HOUR ROBBED GIG	.....
A WHITE HAT GUEST	.....
GOUT BANNERS	.....
STROKE A MINK	.....
LEVER DANCED ROYALLY	.....
GROWN EMERALD	.....
LACED AS WORTH	.....
PAT WHITE MASH	.....
TACK ECHELON	.....
ROB DEEP CORGI	.....
LONGEST GRICE	.....
CLOWN HUT GIRL	.....

Answers will be revealed in the next issue.

Meeting Reports

Philip Lockwood

12th January 2022 - An A to Z of Railways (Part 1), by Chris Davis

Due to the original speaker becoming unavailable, member Chris Davis volunteered to give this talk which he had pre-prepared and had given previously to the Huddersfield Railway Circle. Having missed his Huddersfield show, this was my first opportunity to see it. Called An A to Z of Railways, this covered Chris's many interests in the railway scene. Many of the pictures were of USA trains in the wide open landscape.

This showed the extreme length of these trains often requiring multiple motive power. The local scene was not forgotten with many of what we probably would call historical pictures in the diesel age. Quite a number of images were in monochrome which added to the atmosphere of the picture.

A new innovation which Chris has started to use is drone photography. This certainly gets rid of the on-going problem of trees and gives a new and refreshing perspective to his photography.

This was Part 1 of his alphabetical show so I am sure Peter will be organising the follow up Part 2.

Many thanks to Chris for stepping into the breach. Vote of thanks by Ian Button.

9th February - St Pancras to Carlisle, by Roger Hepworth

This talk actually started at Ossett with a nice early sign with that familiar orange background. This nicely introduced the journey where Roger caught the old GNR line to Wakefield Westgate in order to connect with a Leeds to London Kings Cross express. From there after looking at the facade of Kings Cross we travelled down Euston Road for a brief visit to the rebuilt Euston station.

Moving next door to St Pancras for the start of the Midland Railway route to Carlisle. And my, haven't things changed. Lots of Peak class locomotives, the ornamental gas holders still in place, and the station full of atmosphere.

We followed the line northwards via Leicester, Nottingham and Sheffield to the reversing point in Leeds. We then continued via Keighley, long before the Worth Valley really got into its stride. Many pictures on the Settle to Carlisle section with pictures of the closed Hawes Branch. At one point I doubled if we would have time this evening to finally reach Carlisle, but we managed it.

Many of Roger's pictures were taken from his favourite viewing point, the last coach without a toilet compartment where Roger could drop the window to photograph unimpeded.

A really excellent show. Roger did say that he had to shorten his presentation to be finished for 9pm. So let's hope we can have another show in the not too distant future. VOT by Ian Button.

9th March - Austria Part 2. by John Holroyd.

Tonight John entertained us with the second part of his Austrian travels. On this occasion with the Austrian railways' 150th anniversary celebrations in 1987. The event was very much in the style of our own Shildon and Rainhill events, with a runpast of historical locomotives interspersed with small self-propelled track inspection complete with railwaymen in historical uniforms. The last locomotive hauled a covered hopper wagon which opened to reveal hundreds of balloons!

Apart from the main runpast John was able to visit a large shed where many of the steam locomotives were stabled, which managed to recreate the feeling of a real steam shed of the past.

After the runpast time to photograph the experimental Western Region gas turbine locomotive no 18000, now plinthed at the works where it was built.

Rack mountain railways, trams and trolley buses were also photographed and ridden on. John later joined a RCTS party and on the way home there was a stop in the German city of Ulm where the cathedral tower, the loftiest in Europe was ascended by means of an open spiral stone staircase. This gave a wonderful vista, although not something your reviewer would relish - even looking at the pictures was enough to start his toes curling!

We finished at that other German gothic Cathedral in Cologne.

Thanks, John, for yet another excellent presentation. VoT by Ian Button.

6th April – West Coast Main Line (Part 2), by Steve Armitage

It's some time since Steve gave Part 1 of his talk to the Circle. Steve is a wizard of photo restoration, and he uses shots from the collections of many accomplished railway photographers. Tonight he continued his journey northwards from Rugby via Nuneaton, Tamworth, Lichfield and Stafford, then spending some time at Crewe with an extensive selection of mostly pre-grouping pictures taken around the works. He obviously has made a study of both L&NWR locomotives and the chief mechanical engineers from the rather fierce looking Richard Moon up to George Whale. It was fascinating to see how Crewe-built locomotives have developed over the years. I have always thought that the locomotives of the L&NWR looked more austere than the products from other companies, with scant protection provided for the footplate crew. This seemed to be perpetuated right up to the 0-8-0 freight engines that I remember viewing from my Primary school at Churwell. Steve remarked that platforms of the company were always kept free of litter, this contrasting with the present state of our railway stations. Steve remarked on the problems of identifying locations of some of the pictures, remarking about the lack of lineside features. Continuing northwards to Preston, a station which still retains the atmosphere of an earlier age. Most of the pictures were monochrome, but Steve slipped in a number of early colour images - something of a rarity in this period. A most interesting and informative presentation and I for one will be looking forward to Part 3, where scenery might well form a more prominent background to the images.

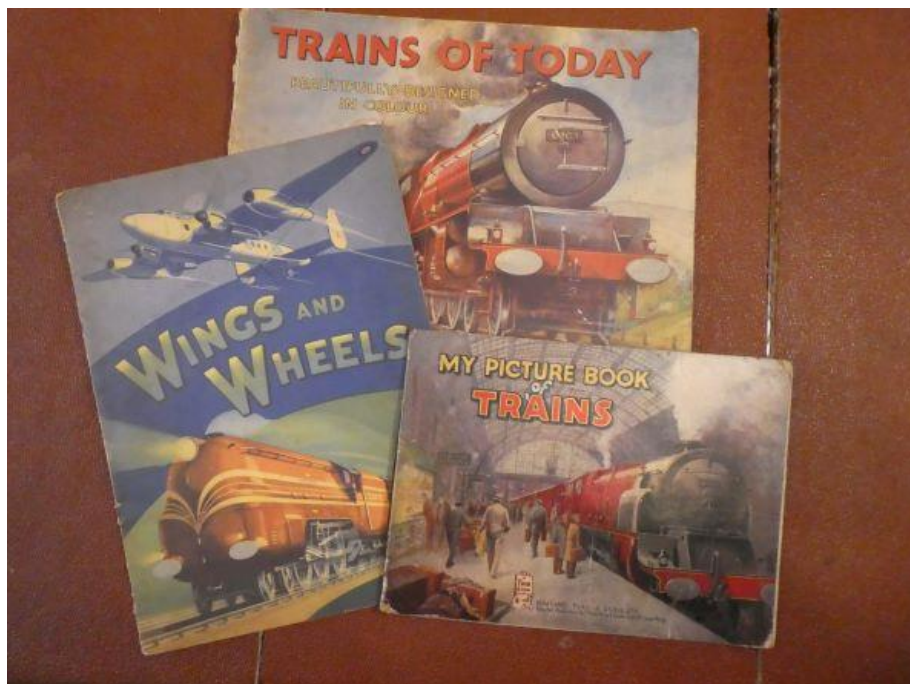
VoT by Philip Lockwood

More Book Reviews

Michael Leahy

Having seen the reviews of books in The Circular, it got me thinking - where did it all start for me? Funnily enough, a couple of years ago I came across 3 tatty old railway books from my early childhood. Those, together with an early book of railway photos from 1960, must have stimulated my interest in all things steam on rails. Here goes . . .

1. "Wings & Wheels" – published by Dean, no date. Basic. All pictures, 5 aeroplanes & 5 trains, including a SR Merchant Navy, a SR electric train, a GWR Castle, an LMS Duchess and a Jubilee. No LNER locos/train - how could they?



2. "My Picture Book of Trains", published by Raphael Tucker. No date, but publishers to the King & Queen. A far better book, the cover being LMS 6202 on the front & back. The inside cover is a wonderful high view of a marshalling yard with loads of wagons & at least 10 plumes of steam for the locos dotted round the yard. This same picture is reversed inside the back cover. It starts with a GWR King on the seawall nearing Dawlish, followed by 2 LNER pictures (at last) - one is a view of a teak-liveried coach, looking down the platform, with the guard waving his flag. Then next page to it a blue A4, 4491 & coaches on the Coronation express. The LMS gets a 4-6-0 5333 on a freight but the blurb says that it is a mixed traffic loco, named officially "Patriot" & known by railwaymen as a "Baby Scot"! A lovely red Royal Scot 6100 is next, on water troughs with a distant signal ON, rapidly approaching! Next a LMS streamlined Duchess 6225 climbing Beattock. Freight comes next with an interesting coal wharf, including a shunting tank loco. Then something I never saw in this country - a Beyer Garratt, number 7973. We then have SR electric unit, the inside of a then modern electric signal box, followed by a tube train, and we finish off with the LNER Flying Scotsman train hauled by 2750 *Papyrus*.

3. *Trains of Today*, by Juvenile Productions. No date. Every other page full of explanations of the picture & its contents. Very grown up. The LMS starts us off with 4 pictures - 6203, 6220, 6221 & 6225. A pity the editor/writer didn't spread his choice of LMS loco types a bit. Not to be outdone, the LNER has 2001 *Cock o' the North*.

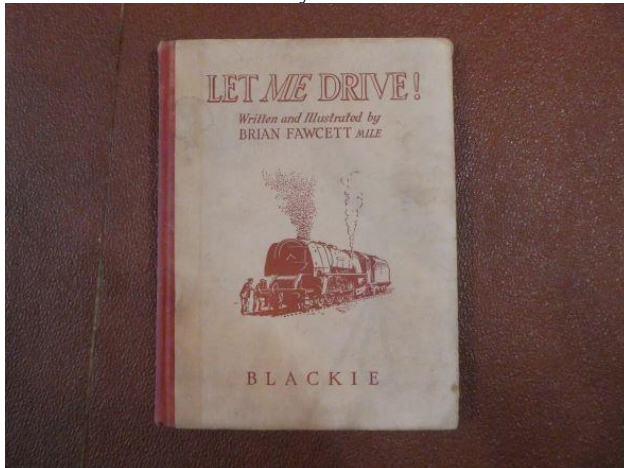
Then a new electric loco 6701 (?) for use on the Manchester-Sheffield route when completed. The SR follows with a Merchant Navy, a Q1 (one of my favourite locos), another electric loco CC1, & a Lord Nelson 851 on the ACE. That's the Waterloo to Padstow, Atlantic Coast Express that had coaches to lots of SR destinations to be detached en route. I travelled on it once, end to end.

Sorry, I digress, that GWR seawall again near Dawlish with another King. However, the tunnel exit/entrance looks different from the previous illustration, and there's now a signal gantry missing? Then another King - 6028 on the GWR crack express The Cheltenham Flyer, picking up water at Goring troughs. *Pretty Polly*, 2560 LNER A1 with the Night Scotsman sleeper train. It tells that the double space in the floor, the side & roof are packed with asbestos felt! "This reduces vibration & makes travelling amazingly quiet & peaceful".

We finish off with one for Frank R., the GWR diesel railcar, powered by two 130 h.p. diesel engines and built by Associated Equipment Co. of Southall. We see two saloons, with seating for 104 passengers, with "very special lighting which sheds a soft light that is kind on the eyes. A very small point, it is interesting to record that hot water is supplied to the lavatories". Surely "to the wash-basins in the lavatories"? "Finally, it should be mentioned that an additional fee of 2/6d is charged over & above the ordinary 3rd class fare"!

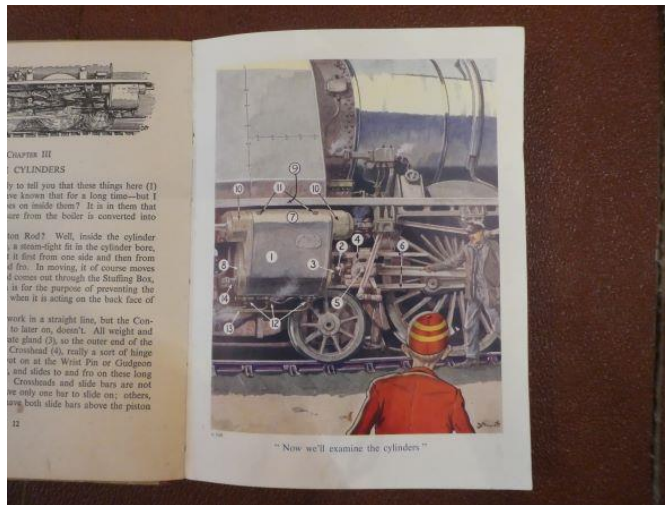
I think I will pass over my collection of wonderful Thomas the Tank Engine books, which I am sure you will all have read at some point in your lives - if not for yourselves, to your children or grandchildren.

4. "Let Me Drive!" by Brian Fawcett M.I.L.E. Blackie of Glasgow. No date.

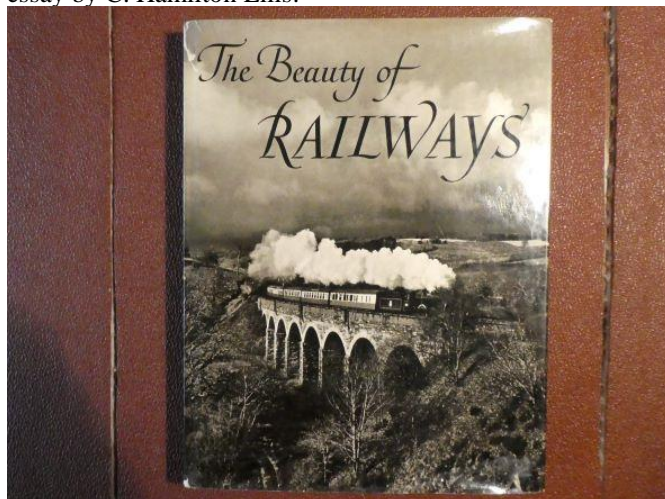


This book is intended for young teenagers with an interest in steam locomotives & railways. It is very well illustrated throughout, with B&W diagrams & colour prints. It is about a young boy in school cap, blazer & short pants being taken through, chapter by chapter, the full workings of a steam locomotive, in this case 46238 (why not an

A4?). Then through the responsibilities of the Driver and the Fireman & finally the driving of the engine. Strange that to my knowledge it has never been reprinted for the present-day steam preservation market.



5. The book that really prompted my attempt at a Book Review (apart from the Hon. Ed. pleading for items) is the one that possibly started my “serious” collecting of railway books - that is “The Beauty of Railways” 1960, Max Parrish with introductory essay by C. Hamilton Ellis.



I think that it is actually my brother's book, either he bought it or it was a gift but I was able to enjoy it & still do. It is full of photographs from round the world, not printed on the sharp glossy paper that is used today but a softer type that seems to take the edge off the black & white print. Wonderful evocative shots of all aspects of the railways, not just engines. I would like to think that this book provided inspiration to the people, future photographers, that owned it. At the end of the book is a lovely shot at the end of the platform at Liverpool Lime Street, taken by Bert Hardy. The engine is blowing off, steam seeping from under the loco, signal off, crew member looking back down the platform waiting for the tip, a spotter sat on a barrow, unused lamps on the platform - wonderful.

Another Review

Tom Ickringill

Never Again – Encore – Volumes 5/6/7

I first saw adverts for these books in the railway press some time ago and I now regret not ordering the first four volumes (after trying hard, I believe these are now unavailable, but if someone knows differently, then please let me know).

Seeing that “Never Again – Encore” volumes 5/6/7 were now available to pre-order, I took the plunge, expensive I thought at £ 105.00 + £ 15.00 P&P. There was no actual delivery date given, but the books duly arrived late last summer. These were delivered by special delivery from the Post Office, and the parcel was heavy.

The three volumes, each of 216 pages, were in a slipcase, with accompanying certificate. The books measured 11.2”x 11.3” and had their own jacket sleeves.

In the main, the photographers were Maurice Burns, Ian Krause, Paul Riley and John Hunt to name but a few. Each volume was spread into individual area sections with appropriate captions and the vast majority being black and white. (From the preview of what I've seen of the next 3 volumes, there seems to be a further influx of colour images).

All images were of excellent rendition and all tastes of main line and branch line scenes were duly covered to cater for all individual interests. Pure nostalgia of a time long since gone of the steam encrusted age with the forethought of the photographers to keep their negatives and slides together. It is obvious that a lot of time, care and thought has been taken to prepare these volumes, including experts in scanning, and, as mentioned previously, I now regret not ordering the first 4 volumes when the opportunity presented itself.

In summary, excellent and worth every penny.

The next publication – “Never Again – Finale” is now available to pre-order via the website noted below, with delivery to the distribution centre in early May.

MNA Publications – Never Again Publishing Ltd - www.mnabooks.com

We have now settled into our new home at the Mechanics Institute Library. I am only hearing favourable comments so far from members regarding the facilities at this venue. It would of course be nice to see again some of our once regular attendees coming along to meetings.

As previously noted, your committee are monitoring our attendance levels at meetings. Happily, I can say that we have had some reasonable attendances so far. As things stand, we are continuing on a 4-weekly basis for now

Circle Diary 2022

Please watch the website <http://www.bradfordrailwaycircle.co.uk> . Meetings are currently every 4 weeks, not fortnightly as before the Covid-19 pandemic.

	May 4	Swiss Narrow Gauge East of Geneva	Ray Wilkinson
C	June 1	The Railway Slides of Peter Fox (Pt.2)	Andrew Barclay
P	June 29	Australia	Bill Jagger
	July 27	India - A Pot Pourri	John Holroyd
C	Aug. 24	Stateside Wanderings	Chris Taylor
P	Sep. 21	Tracks Abroad	Julian Halstead
	Oct.19	Journeys of a Canal Travelling Man	Paul Monahan
C	Nov.16	Zermatt for the Matterhorn	Robert Clark
P	Dec.14	AGM and Members' Night	

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

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

Quiz answers

The locations of the photos shown on page xx are :-

1. 44676 The loco is heading into Thackley tunnel, travelling from Leeds to Shipley. Some might say it is actually Apperley Bridge. Good Friday 12/4/1963,
 2. 45302 Kirkham & Wesham, between Preston & Blackpool. The train is heading towards Blackpool but which station? 3/6/1963
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