

THE CIRCULAR

Bradford Railway Circle

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Editorial

Welcome to the 400th number of The Circular! This doesn't mean that the Circle has been going for 100 years, though – issue 1 was February 1946, edited by Geoff Carroll. The magazine appeared monthly until December 1950, then changing to six issues a year, with no. 100 arriving in Nov-Dec 1957. (It appears that there was never a magazine for Nov-Dec 1954 – does anyone know why?) I took over editorship from Bruce Anderton sometime in the 1980's, relinquishing it twice while firstly Mark Neale and later Graham Norton (1991-1994) were in charge.

I would like to offer my grateful thanks to those few members who have helped with special articles for this issue, commemorating our milestone in various ways. We haven't managed an extended issue – we're relying on quality (?) rather than quantity to mark the occasion. Even if you didn't manage to submit an article this time, please send something in for a future issue – everything is welcome.

I'm sure I speak for all of us in sending good wishes to our Secretary, for his continued recovery after several heart attacks and surgery. He seems to be out and about, and on his travels again, very quickly, so Take Care & Stay Well, Peter!

As Peter says in his Secretary's Page, we hope that members who haven't been able to attend recently will soon feel able to rejoin us at the Mechanics Institute Library. Parking is very good - free just yards away in Sunbridge Road after 6pm, and paid-for just by the door; also disabled parking.

Originally, I had booked to travel to Rotterdam for 7 days: this was to have been just after the Covid pandemic commencing in April 2020. But sadly, this trip had to be cancelled. Travel out and back was to have been on Eurostar. They offered me the opportunity to postpone my journeys, and I took this option.

So, moving on virtually 2 years, we eventually have most of the travel restrictions removed and as a consequence of this, I decided to book an 8-day holiday based in Antwerp, travelling out on Wednesday 16th March, returning on Wednesday 23rd March.

At such short notice my only travel option out to Brussels was on the afternoon service departing from St. Pancras at 15:04, the train being formed of Siemens units 4023 & 4024. By this time the only travel documentation needed for the trip was a “Belgian Passenger Locator Form” to enter Belgium and an “British Passenger Locator Form” on return to England, and proof that I was fully vaccinated against Covid. The Belgian PLF was very easy to complete online, and Boris then removed the need for a Passenger Locator form to return to England whilst I was away. Eurostar advised that 2 hours should be allowed for the check-in process due to the “Extra Security Checks”. Needless to say, I complied with this advice arriving at 13:00 armed with all the necessary extra documentation. Now, I have seen huge queues at the Eurostar check in, however on this occasion there were very few passengers. As a result, I went through the whole process in less than 10 minutes! So much for the extra checks. The French customs officer asked me where I was traveling to. I replied “Brussels”, and he waved me through, never looked at anything other than my passport! It was quite busy in the waiting area as there were 2 services to Paris around the same time.

Departure was on time and the train was quite full. We arrived on time into Brussels Midi following the usual uneventful two hours and one minute journey, as normal there were no checks made on arrival. This left no problem making my way to Platform 20 to board the 18:19 Intercity service to Antwerpen Centraal. Off to a good start with the service being loco-hauled, pulled by electric loco 2757. Having checked into my hotel adjacent to Centraal Station I went out to find a bite to eat, and then called it a day.

One thing that is a bit of a nuisance when traveling in Belgium, is their insistence of using two different languages. Predominantly Flemish in the North and French in the South, so I may during this travelog drift between either! About time they sorted out their differences and made a sensible move to all speaking English!

Thursday 17th March An arranged meeting and day out with my friend Guyla, a retired Thalys Guard. I planned a circular trip. My day began with an early start (as did all days!) boarding the 06:36 Antwerpen to Turnhout service. The same emu sets 807 & 820 formed the 08:04 Turnhout to Binche. Guyla joined the train at his home station of Tubize, just south of Brussels. We continued to La Louviere-Sud, here

changing on to an intercity train to Liege via Namur formed of 3 car Inter City emu 557. These sets are really comfortable, especially when Guyla used his influence to get us into the First Class carriage!

As mentioned in previous travelogs, Liege Guillemins Station is a truly marvellous example of modern architecture. We had around 45 minutes in Liege between trains, so we found a bar adjacent to the station and enjoyed a La Chouffe beer or two. Continuing we proceeded to Louven behind loco 1864. The 14:24 Louven to Antwerp Central (via Brussels Airport) was my last train of the day, formed of a three-car emu. Importantly, this train traversed a curve from the Louven direction into Brussels Airport Station which was the last bit of Belgian passenger line I needed to cover. Having travelled just less than 300 miles in the day, the day ended reasonably early following a few beers and a meal with Guyla in “Bier Central”. It being St. Patrick’s day, like every other large city in the world, the locals all pretend to be Irish for the day and drink lots of Guinness!

Friday 18th March I decided to have a bit of a run around, boarding the 06:44 Antwerp to Amsterdam, a so-called Benelux service hauled by 186 005. Arrival into Amsterdam Centraal was on time at 08:35. The next train was the 09:08 DB ICE service to Frankfurt, Unit 4607 being in charge, and I stayed on as far as Cologne Hbf. When available I always try and find a seat in the Restaurant car. This I did, and enjoyed a large cappuccino, a currywurst and a Bitburger beer en route to Cologne. Whilst waiting for my next train the 12:32 to Koblenz, I noted a special train pull into the station. It was called “The Party Train” formed of around 10 quite old looking German carriages, mainly compartment stock with drop down windows, it also had 2 bar cars, these being rammed full of 20/3-somethings all being very much in a party mood. They all appeared to be very drunk and unusually were smoking, not just tobacco! Very strange concept indeed!

My train to Koblenz departed on time, but sadly ground to a halt a few stops into its journey, apparently due to trespassers on the line. Following a delay of around 45 minutes we were again moving. This unfortunate delay compounded itself as I missed my connection in Koblenz.

My next train ended up being the 15:06 Koblenz to Luxembourg, this formed of a Luxemburg emu 2303. What a scenic route this turned out to be on a nice sunny day. The line follows the Moselle Valley which appears to be a very popular wine region. On arrival in Luxembourg, I managed to grab a sandwich before heading out of the station to observe the new trams, then boarding the 18:10 to Brussels via Namur. This train was a Belgian Intercity train hauled by loco 1849. My last train of the day was the 21:32 Brussels Nord to Antwerpen hauled by loco 2645. It was a very long day out, covering 633 miles.

Saturday 19th March Today I was to retrace my steps from the previous day as far as Breda and then continue on for a run around the Netherlands taking in a few lines I had previously not covered. Once more I board the 06:44 from Antwerp, this time hauled by 186 203. Services in the Netherlands mainly follow a set pattern of hourly

or half hourly. This makes thing very easy for the traveller, even when you miss your connection by one minute!

So, to cut a very long story short I travelled from Breda to Zwolle then continuing to Enschede. From here to Oldenzaal via Hengelo, then on to Arnhem Centraal via Zutphen. At Arnhem I had chance to grab a bite to eat. Many stations in the Netherlands have very nice kiosks selling various food and drinks - I suppose this is to make up for the lack of on-train catering. Carrying on I then travelled to Amersfoort via Ede-Wageningen. Whilst on this connecting line through Lunteren I noted a most unbelievable sight. There was a small business which dealt with Ski Lift Gondolas?? Not many mountains in this area.



Amersfoort Centraal station, 19/3/2022

Peter Holden

On arrival at Amersfoort a quick connection with the 14:59 to Rotterdam Centraal for my last train of the day the 16:11 to Brussels hauled by 186 005, which arrived in Antwerp at 17:11. Bier Central once more for a spot of food and beer, having covered 391 miles in the day.



186 011 at Antwerpen Centraal station, 19/3/2022

Peter Holden



Tram 7045, Antwerpen 19/3/2022

Peter Holden

Sunday 20th March Deciding to take things a bit more steadily, once more I find myself leaving early this time on the 06:40 service to Brussels Midi, formed of 3 car Siemens emu 08 184. Blimey, in Britain you would struggle to find a train at that time on a Sunday morning! You may also struggle to find anyone daft enough to be on it! Changing in Brussels I find myself on the 07:54 to Oostende behind Siemens electric loco 1802. I suppose Oostende could be classed as the Belgian version of Blackpool, it

being the only seaside resort of any size. But on an early Sunday morning train in March, there were not too many passengers. On arrival I strolled around to the Coast Tram station and noted a new tram on test. It had been my initial idea for the day to travel the length of the Coast Tram route, but on finding out it was a bus replacement at one end of the line, I quickly decided not to bother.

Oostende to Eupen is probably the longest distance Intercity route in Belgium. It uses the high-speed line between Brussels and Liege. I decided to stay on the 09:44 from Oostende service as far as Verviers Centraal hauled by loco 1857, then doubling back to Leuven on the 12:39 hauled by loco 1866, once more an Intercity service on the Eupen to Oostende route.

I changed at Leuven on to the 13:41 to Antwerp via Lierre, formed of 3 car emu 338, arriving back into Antwerpen Centraal mid-afternoon.

Following a break and a coffee in my hotel room I ventured back out once more, this time taking a train across from Antwerpen to Gent. Due to weekend engineering work the service was diverted via Boom and Puurs, this making a pleasant change. From Gent I caught the 17:59 to Mechelen via Dendermonde. It's always nice to travel on a few lines that are normally neglected. Last train of the day was the 19:07 Mechelen to Antwerp. 439 miles covered.

Monday 21st March I started the day with the 06:37 Antwerp to Kortrijk via Gent.



08078 at Kortrijk, 21/3/2022

Peter Holden

Following a short connection boarding the 08:38 to Sint Nikolas, a most interesting route for this secondary service taking the line through Toumai, Ath, Brussels, Jette, Dendermonde and Lokeren. The journey taking two minutes under three hours. My next train was the 11:42 Sint Nikolas to Leuven via Puurs and Mechelen, changing here on to the 13:13 Leuven to Hasselt. Sadly, for some strange reason this train was

held outside the terminal station for around 9 minutes, so I missed the hourly service to Mol. No matter, there is a nice bar over the road so I can take break and enjoy a Rochefort 10 and a Croque Monsieur then catch the following train in an hour. The 15:07 Hasselt to Mol was the first dmu of my week in Belgium. As I am sure you realise the overwhelming majority of Belgian Railways are electrified.



1906 at Mol, 21/3/2022

Peter Holden

My last train of the day was the 15:58 Mol to Antwerp. Having taken advantage of lovely sunny weather by taking a few photos of the Antwerp trams, for a change I decided to eat in an Argentinian steak house, here enjoying a rather nice T-bone steak and a few beers for a very reasonable price.

Tuesday 22nd March On my last full day, I was to meet friends Guyla and Jan in Mechelen for a few beers in the afternoon. Prior to this I decided to purchase a day ticket for the trams and have a run around Antwerp. This was most enjoyable for a few hours.

At 11:00 I left the tram behind and entered The Kulmanator, this reputed to be voted the best pub in the world! They specialize in “Vintage beers”. Sadly, I only had an hour here before catching the tram through to Antwerpen Berchem to connect with the 12:25 to Mechelen, here meeting my friends. We enjoyed a nice walk around Mechelen enjoying the sights and visiting a few bars along the way, would you believe. Jan pointed out an apartment by the river which had just sold for €2,000,000. Beyond my budget! Following the visit to Mechelen, Jan and I returned to Antwerpen for a few beers in Bier Central.



Tram 7165 at Antwerpen, 22/3/2022

Peter Holden

Wednesday 23rd March - Time to head home, sadly. Having checked out of my hotel early, over to the station, here catching the 05:54 service to Brussels hauled by loco 1821, this to connect with the 08:52 Eurostar to St. Pancras formed of 4009 & 4010. Once again very little checking of the required documentation. There used to be a quite reasonable waiting area at Brussels Midi for passengers to use prior to boarding. Sadly, for some reason it has now become very austere indeed. On arrival into London, having about an hour to wait prior to catching the 10:57 Grand Central service to Low Moor, I decided to have a breakfast in The Barrel Vaults, Wetherspoons.

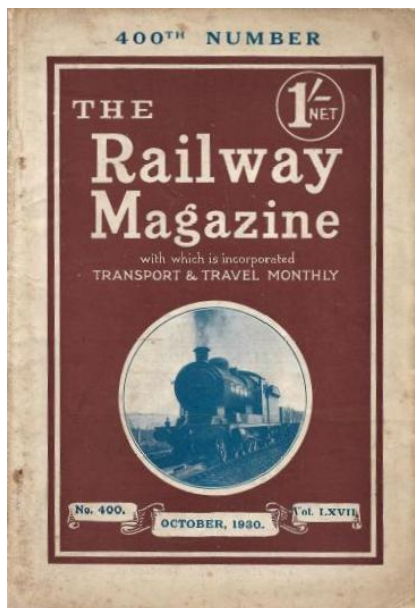
Thus I completed a rather good week of train travel, covering 3026 miles in all.

Railway Magazine 400th Edition

Michael T Leahy

On reading the Editorial by Ian in the 399th edition & his challenge to produce articles relating to 400, I didn't realise how difficult it would be to link said articles with 400. Loco numbers? Mileage from Bradford? Any other tenuous links to 400 I couldn't think of.

Then I had a thought - what other magazine has had 400 or more issues? The easy answer is "Railway Magazine" An email to VCT at Ingrow to ascertain if they had a copy of RM 400 available revealed that they had, cost £5. (Treasurer, can I claim that back please?) (joke). A trip by car to collect it was made on the 1940's weekend, a big mistake. I was in the magazine room when I heard a chime whistle, resisting the urge to dash out & see if it was an actual A4. Big Jim is not quite the same.



Contact was made with Mortons, publishers of RM, regarding the use of material from the 400th Railway Magazine, published October 1930. This was granted, as long as it was only "snippets" & not complete articles.

What seems amazing now is that RM must have had a monopoly for many years as the only railway publication available. Present day there seems to be a dozen or more every month plus the many society magazines.

The 400th edition of Railway Magazine starts with evocative advertising by the four railway companies. The GWR mentions the Green Arrow registered goods service - this was still in use by BR when I worked at Bradford Bridge Street & Bradford Valley goods depots in the early 60's. Oh for TOPS in those days.

The LNER adverts have a wonderful art deco style logo



and an even better art deco style A3 4-6-2 Pacific



If you watch the early episodes of Poirot, an art deco A4 is used to great effect at the start with the credits.

There follows adverts for Bassett Lowke, The Railway Club, Canadian Pacific, the Central Argentine Railway, and Foyle's Bookshop. At the end of the magazine, the small ads, 9 in total, there is one, the Wimbledon Model Railway Club offering a special train to visit the Liverpool & Manchester Railway Centenary Celebrations in Liverpool.

The **Editorial** mentions that it is 33 years since RM No. 1 was issued, in 1897. RM No.100 was in October 1905, No.200 in Feb 1914 & 300 in June 1922. Mention is also made of "the new generation" of readers alongside "our older readers". The worry was that the amalgamation of the old companies into the Big Four would lead to a lack of interest. Present day, as one of the now older readers I often wonder how long the interest in railways, both preserved & GBR will last. The Editor reveals that the item "Locomotive Matters" has been discontinued, not from lack of support or interest but readers who must accept a degree of responsibility as a result of "more enthusiastic than accurate observations"! The RM Editor goes on to mention that the outlook for the railways is by no means favourable at a time when the situation is most seriously depressing [*It was the beginning of the Depression of the early 1930's – Ed.*]. How strange reading that now in 2022, written in 1930, it sounds familiar. He goes on to thank past & present railway officials who they (the RM) seemed to have had a good working relationship with. He ends with a mention of the possible future 500th edition of RM, a copy of which I just happen to have in front of me Vol 84, 500, February 1939, price still 1/-. For the BRC magazine The Circular to reach its 500th edition in 25 years time would be remarkable. I doubt very much that I will be around to read it.

The 400th RM continues with an article by G A Sekon, (RM Editor from 1897-1910), with **Railway Progress & Development 1922 to 1930**.

Cecil J Allen follows with **British Locomotive Performance in 1897 and 1930**. He reviews the changes from 1897 to 1930, mentioning the fact that the express drivers in the early years were allocated their own engines, which ensured the locos were in first class condition.

Next, Charles S Lake writes about **Locomotive Development 1897 to 1930**.

"Voyageur" writes on **British Passenger Train Services 1897 to 1930**. There is mention here of the competition between the Midland Railway and the Great Northern railway in 1903 - 1905 period. Kings Cross to Leeds (Central) in 3hrs 25mins, whilst the Midland from St. Pancras to Leeds was 3hrs 40mins. It would have been interesting to know the comparable fares charged by the different companies at that time. The LNER then running 4 trains a day in 3hrs 25-30mins as against 1 before the (First World) war. The LMS timings dropped back to 3hrs 52mins.

Electric Traction in the British Isles by J. Francis follows next. Yes indeed, 600 route miles. He ends his article with a mention of "great things are expected" from a Drumm battery powered railcar on the Great Southern Railways, Ireland.

The Railways & Road Transport article mentions the purchases, by railway companies, of interests in road transport concerns, in order to permit coordination of services instead of competition. Lots of bus companies are listed, including Ribble Motor Services, West Yorkshire Road Car, Yorkshire Traction, Yorkshire (Woollen District) Electric Tramways, Hebble Omnibus Services. Plus the LNE & LMS jointly acquiring an interest in Sheffield, Leeds, Halifax & Huddersfield Corporation omnibus undertakings. No mention of Bradford.

The New Signalling Era by "Indicator" gives a mention of electrical signalling & point operation, track diagrams in signal boxes & track circuits.

A 1922-1930 Railway Miscellany. Here is mention of steamers (ships), docks & harbours, and train ferries - all railway owned, don't forget. Special wagons that are for loads that are "heavy, awkward & lengthy" or as they were called in my days on BR "out of gauge loads".

Railway Photography! The Editor starts by saying that "photographs reach these offices in very large numbers & then only a portion are retained after a "drastic weeding out" - 1930? There follows advice from three famous railway photographers, H. Gordon Tidey encouraging younger enthusiasts taking up the hobby. Then F. R. Hebron says "The art of railway photography has to be divided into two classes, the serious & the casual snapshotter"! He then deals with the "serious" aspects, the taking, the developing, the printing, the locations & the weather conditions. Next, C J L Romanes, who talks about plates & film packs, the latter being expensive. Then again D & P, composition of location, avoiding telegraph poles, mill chimneys etc.

Overseas Railways, as seen by readers - eight pages of information from around the world.

Pertinent Paragraphs. (I like that title.) Comments & observations from readers. Of interest - the LNER had on the Saturday before August Bank Holiday, 47 additional main line & excursion trains in and out of Kings Cross. The following Saturday this number rose to 52.

LMS engineering works include widening at Mirfield (Yorkshire) for improving facilities between industrial Lancashire & principal Yorkshire towns. Strange wording?

What the Railways Are Doing – many interesting snippets . . .

Firstly, about Yeadon - an excursion ran from Yeadon to Morecambe on 21st August. Access to the train was limited as only one coach at a time could be fitted next to the platform. The branch from Guiseley is usually only for goods traffic. It doesn't give any details of the train or who was conveyed.

Leeds Central observations over 1hr 30mins - engines noted included LMS (LNW section) 4-6-0, Midland compound, a 13000 class 2-6-0, LNER 4-6-2, Great Northern 2-6-0 & 4-4-2, GC 4-4-0, NE 4-4-0 & Immingham 4-4-0. A pity there aren't more details.

Model Railways - Manchester Model Railway Club had a lecture given by a signal inspector entitled "Facing point locks & detectors". They must have been keen in those days!

LNER A3 *Call Boy* (built in April 1930, and numbered 60099 in BR days) on 16/8/1930 completed 28 days continuous running between Edinburgh & Kings Cross. 24 weekdays were on the Flying Scotsman, non-stop, and four Sundays were on a stopping express. It covered a total of 11,000 miles of which 9,400 were non-stop between the capitals. No details of the times or average speed were given.

Railway Staff - the magazine gives details of some LMS staff movements. Mr. G. Morris of Carlisle (Lancaster) to be District Signal & Telegraph Assistant, Bradford (Sowerby Bridge). This could have been promotion for Mr. Morris. There are 17 other similar positions listed around the LMS with people moving around the region, such as Gloucester to Watford, Chester to Warrington, Derby to Bedford. Then there is a Mr. J. A. Turner, Head Office Inspector, Bradford (Forster Square) to Passenger Agent, Bradford (Exchange & Forster Square): also supervises Bowling Lane Booking Office. That sounds a very interesting & important position.

So I hope that you found some of these extracts interesting. For those of you that aren't aware you can find most back issues of all railway magazines at the VCT premises at the bottom of Ingrow yard. My thanks to Mortons Archive (Railway Magazine) for allowing me to extract snippets. Plus a BIG thank you Editor Ian for sorting out my attempts at producing suitable items for the BRC magazine, The Circular, keep up the good work (please).

[Images reproduced by permission of Mortons Archive]

Book Review

Ian Button

LNER 4-6-0 Locomotives - Their Design, Operation & Performance, by David Maidment

Here we have another excellent volume in the Locomotive Panorama series from Pen & Sword. This book deals with all the 4-6-0 locomotives inherited by the LNER at grouping in 1923, as well as the classes built by the company prior to nationalisation at the start of 1948. Besides classes withdrawn before the LNER renumbering in

1942, it includes all those assigned the "B" class code (for 4-6-0's) in the renumbering scheme - for example the B1's that many members will remember as numerous throughout our area.

The book is put together as follows, including seven detailed chapters about the locomotives and their designers :-

Introduction - Until the beginning of the 20th century, railway companies relied on 4-4-0 & 4-4-2 types for express work, but as more power became necessary to handle increasing loads & faster timings the 4-6-0 type was evolved. GWR Saints & Stars were the first really successful examples; Drummond (LSWR) and Experiment (LNWR) types were less successful; the Caledonian also used the arrangement. However, this book is concerned with types that ran on the LNER.

Chap.1 - Engineers (4 pages) Brief biographies of Robinson (GCR), Holden (GER), Wordsell (NER), Raven (NER), Gresley (GNR/LNER) & Thompson (LNER)

Ch.2 - Great Central pre-LNER classes (9 classes, 98 pages) This chapter in the review copy was sadly mistitled using 4-6-9 instead of 4-6-0, and for technical reasons this carries through onto every page of the chapter. Hopefully sales copies have this error corrected. That aside, we learn that the classes were often assigned to fast freight (e.g. fish & perishables traffic, especially to London), and to fast passenger services. Consequently, there are several logs (unsurprisingly all passenger services except for one), though few were made in wartime.

Ch.3 - North Eastern pre-LNER classes (later B13/14/15/16) - 37 pages. These locos ran on fast freight and excursion passenger services. We learn that some B16/1's were allocated to Mirfield in 1960 for coal trains & summer Saturday excursions, but were replaced by B16/3's ten months later when the last of the former type were withdrawn.

Ch. 4 - Great Eastern (later B12) - 44 pages. This class were used on London-Norwich expresses & Harwich boat trains, and the LNER deployed a number to north-east Scotland. Also, though this is not mentioned by the author, two were assigned as Royal Train engines in the 1930's, based at Cambridge for royal journeys to and from Sandringham. The class turned out excellent performances, and many logs appear in this book. Later on, they were used for fast commuter services from Liverpool St-Southend. One example survives in preservation - 61572 on the North Norfolk Railway.

Ch. 5 - Gresley B17 Sandringhams & Footballers - 44 pages. These were built by North British/LNER (Darlington Works)/Robert Stephenson. Two were modified with streamlining A4-style. They were used for Cambridge, Norwich & Southend services from Liverpool St & Kings Cross. Plenty of logs are given, as well as some of the author's personal experiences. Two preservation locomotives are mentioned – both are new-build projects: 61662 *Manchester United* and 61673 *Spirit of Sandringham*.

Ch. 6 - Thompson B1 - 51 pages. The first loco appeared in Dec 1942 and was named *Springbok*. They were designed for mixed-traffic work, and were built by North British, Darlington Works, Gorton Works, and Vulcan Foundry, until 1952. Forty were named after antelopes and LNER directors. The design, based on a higher-

pressure (225 lb/sq.in.) boiler proved very successful, and the class was spread around LNER lines in England & Scotland; a good number of photos & logs appear in the book. The last survivors of the class worked from Low Moor - 61306, 61337. The author includes some personal experiences. Locos 61264 (on the NYMR) and 61306 remain in preservation.

Ch. 7 - Thompson rebuilds (B7/3, B3/3, B2) - 14 pages. During WW2, Thompson succeeded Gresley and wanted to standardize locomotive parts as far as possible. The B7/3 project never progressed beyond the drawing board - the author explains that the new B1 design was already proving a very successful mixed-traffic loco. If that is so, his claim that Thompson undertook the B3/3 project as a replacement for the B7/3 does not seem very logical. In the event, though, only one B3 was rebuilt with the 100A (B1) boiler, as the old loco (3-cylinder design) chosen was too lightly constructed to take the stresses of a 2-cylinder machine, and the locomotive frame cracked. The B2 project, rebuilding ten old B17's with the B1 boiler & cylinders, resulted in no significant gains, so the second batch of ten authorized were never built. This chapter has several photos but no logs, though the author is able to add a few personal experiences.

Colour section - 29 pages covering all types

Appendix - for each class: dimensions & weight diagram; statistics for each loco: numbers/renumberings, names, dates built/rebuilt/withdrawn, first/last depots etc)

Bibliography

Index - by class; also two indexes of photos (by location and by loco number)

The author chose a huge subject in deciding the scope of this book – some 800 locomotives in all (although more than half comprised a single class, the B1's) – so it must have been a very demanding task. However, he succeeds very well - the book is about the right length and is full of relevant information, including statistical details of every loco. There are also plenty of logs to interest the performance enthusiast. The author cannot provide as many personal recollections as he does for GWR classes in other volumes of the Locomotive Panorama series, but his memories from around London in the late 1950's and 1960's, and the photos of his 00 scale models of several types covered, add the necessary human interest to the book. The photographs – some 400, including a colour section - are well-chosen and have detailed captions and, as always from Pen & Sword, the book is beautifully printed, and the photos reproduce well. Also, the dust-cover has a nice photo of B16/3 61444 at Doncaster. There is slight inconsistency (seen in many Locomotive Panorama books) with Atlantic being spelt with capital A, but Pacific with a small p. But that and the unfortunate typo affecting Chapter 2, are the only criticisms that can be made. Otherwise, an excellent book for steam and LNER/Eastern Region enthusiasts.

LNER 4-6-0 Locomotives - Their Design, Operation & Performance, by David Maidment - 380 pages, c.400 photos; ISBN 152677254X; price £35

Request & Corrections

Michael Leahy

I have been taken to task by a non-member [*Enrol him immediately! – Ed.*], because my photograph in The Circular No. 395, at the top of page 3, of Black Five 45158 doesn't mention that it is in fact a namer - *Glasgow Yeomanry*. Apologies for the omission.

Also it has been pointed out by a member, that in issue No 399 page 6, bottom photo, the location is actually Apperley Viaduct.

Now a request - a few years ago we had a Circle visit to Israel Newton's, the engineering firm at Idle. I didn't take any photographs at the time. It closed down & no doubt the former site is now a housing development. The Idle area has a magazine "The Trumpet", published about every 2 months, covering varied local topics. Its Editor would be very pleased to receive copies of photographs taken on that visit for publication in the magazine. If anyone can assist, I can put them in touch with the Trumpet's Editor.

No. 400 on the Railways

Ian Button

For my personal contribution to Circular 400, I thought I would investigate locomotives numbered 400 that members might recall. Not so easy, though! The obvious first example is D400 – first of the class 50 locos, built at Vulcan Foundry in Newton-le-Willows in 1967. The D prefix was dropped in 1969. In the 1974 TOPS renumbering, there are no "000" number slots, so the loco was renumbered 50050; and it was named *Fearless* in 1978. Peter Holden kindly provided photos of this loco. The engine was withdrawn in 1994 after working the final class 50 railtour (together with 50007). It is now preserved and resides at Washwood Heath between tours and appearances on heritage lines.



D400 at Exeter, 6 August 1991

Peter Holden



D400 (50050 *Fearless*) at Thornaby, 20 September 1992

Peter Holden

So what about steam? Going back in time, the Midland Railway/LMSR had a no. 400 (BR number 40400) - a MR Johnson-designed 483 class 4-4-0. This was built in 1912, was rebuilt by Fowler, and was classified 2P by the LMS. I remember seeing a couple of 2Ps (40537 & 40540) in store at Gloucester Barnwood shed in about 1960 – perhaps other members can also recall examples in the north.

The GWR is represented by a Taff Vale Railway A class 0-6-2T no. 400. The TVR was absorbed by the GW in 1922 but the loco was unhelpfully renumbered 386. It was a Hawthorn-Leslie loco built in 1920 and withdrawn in 1956.

The Southern is represented by Drummond 4-4-0 class S11 no. 400, built in 1903 and withdrawn in 1954. For details, see <https://sremg.org.uk/steam/s11class.shtml>.

Unfortunately, neither LNER nor Irish railways can come up with any steam locos numbered 400. And taking a broader railway perspective, we see there are no TOPS class 400 multiple-units, and no reference can be found to any milepost on British Railways numbered 400. Casting the net even more widely, South Australian Railways had a 400 class - their 4-8-2+2-8-4 Garratts – see https://en.wikipedia.org/wiki/South_Australian_Railways_400_class.

As a last attempt to dredge up 400 statistics, my 1961 Combined Volume says that some Class 08 shunters (in ranges D3000-3116, 3127-3136, 3167-3438, 3454-3472, 3503-3611, 3652-4094) were rated at 400hp with English Electric motors, whilst locos with different engines were only 350hp. However, either Ian Allan was wrong, or the EE-motored examples were derated – later CVs show all the locos as 350hp.

Quizzes

John Holroyd

Here are the answers to the anagrams of former Yorkshire stations.

ANOTHER SALE. EARLSHEATON
VAN RACERS. RAVENSCAR
NEAT SOLID TAN. STAINTONDALE
TRAM OF HELP. AMPLEFORTH
PLOVER HEART. ALVERTHORPE
INGOT TO RENT. OTTERINGTON
RANG TO HINT. ARTHINGTON
ABOUT MONTHS. HUTTONS AMBO
EARLY BRACK. BATLEY CARR
ENGLISH GO REST. SIGGLESTHORNE
DAFTER TOBY. BATTYEFORD
GRANT POINT. PATRINGTON
PORTLY RECON. BOLTON PERCY

[Apologies for the error here (one R should have been a B) - PORTLY BONCE would have worked better. NO CYBER PLOT intended (in more ways than one!).]

WINS WEB KEY. NEWBY WISKE
HOUR ROBBED GIG. BOROUGHBRIDGE
A WHITE HAT GUEST. HUSTHWAITE GATE
GOUT BANNERS. BURTON AGNES
STROKE A MINK. KIRK SMEATON
LEVER DANCED ROYALLY. CALVERLEY AND RODLEY
GROWN EMERALD. WORMALD GREEN
LACED AS WORTH. CASTLE HOWARD
PAT WHITE MASH. HAMPSTHWAITE
TACK ECHELON. CLECKHEATON
ROB DEEP CORGI. COOPER BRIDGE
LONGEST GRICE. CRIGGLESTONE
CLOWN HUT GIRL. CULLINGWORTH

Now - another set of station anagrams. This batch deals with stations that are all currently open and within Yorkshire. Answers in the next issue.

GRIND IN BOLT
STAG SCORES
AT WHITE SAIL
PATHE CLOWN.
FLICKED LIME.
SLOSH A MULLET.
GAG RAVEN

HIDE BARBEL
 HH FUN CONCERT
 HUGE BIROS
 BRIDE GOES BY RW
 MODERN DOT
 HOLY DR TOMMY
 BLAB YET BOON
 ELGIN BREAM
 DRIER ME
 FLOODED ROWS
 TORN TALL HERON
 BT CREAKS
 PINK GRICE
 HOLD A TANG
 UPENDS YEW
 ROT AFTER GASH
 A TESTY CLOWN
 HELP ANT SMOKER
 DAILY HENGE

Ian Allan abc's

Ian Button

We all remember the familiar abc's of British Railways locomotives, don't we? The regional booklets, locoshed books and our treasured Combined Volumes. But this publisher issued many other titles in the abc series – covering (besides trains) cars, aircraft, buses, commercial vehicles, motorcycles, warships, tankers, liners, freighters, tugs, the army, the police, etc. The range seems huge (does anyone have a full list?), and many titles appeared annually – certainly “ours” did. I even came across the Ian Allan abc of Practical Photography recently – a booklet in the usual format, it probably dates from the 1950's. It is not much more than alphabetical notes about techniques and how to photograph various subjects - there is (only) a paragraph on train photography, illustrated by a shot of 35018, and advising us to use fast shutter speeds, or else take static views in stations. I have searched the internet, but I can find no other example of this title for sale anywhere - perhaps it just wasn't popular, so examples are rare now. But it is rather superficial and there were many more detailed books available.

While we are on the subject of Ian Allan, did you know that they are the official publisher of Freemasonry literature?

Meeting Reports

Philip Lockwood

5th May - Swiss Narrow Gauge East of Geneva, by Ray Wilkinson

Tonight's presentation by Ray covered the often overlooked smaller railways to be found along Lac Léman. Much will have changed since Ray's visits, and I suppose some of the character has been lost along the way. Because most of the lines start from the lake side and climb to great heights, rack is often employed. The MOB whilst being of narrow gauge and adhesion only could probably be classed as almost a main line, climbing out of Montreux in a series of switchbacks through the vineyards with the view across the lake to the mountains on the French bank. Ray has a detailed knowledge of not only the railway system but also tramways and the trolley bus systems which have in many cases replaced them. The area is one that I only know slightly, but tonight's presentation certainly brought back memories for me, particularly the visit to the Blonay-Chamby museum line which seems to have examples from most of the local lines plus examples from further afield. So, thanks Ray, for a most entertaining and informative evening. VOT by Ian Button.

1st June - The Peter Fox Collection (Part 2), by Andrew Barclay

Tonight we enjoyed a return visit by Andrew with the second part of the Peter Fox collection. This was quite a mixed bag, predominately pictures taken when BR trains were in a mainly blue livery. I certainly found this quite a dull livery but it is surprising after the passing of time how nostalgia increases the interest. At the other end of the scale, a picture of the Ashover Light Railway, which must have been taken in the 1950's. The audience were able to assist Andrew in identifying many of the locations. It must be remembered that the pictures were in most cases passed to Andrew without any notes; many would appear to have been taken in the Sheffield/ Chesterfield area, although we did stray as far as the Lymington branch and the Isle of Wight. So an interesting selection of pictures taken by the late Peter Fox who probably was better known as a transport journalist rather than a railway photographer. We must thank Andrew for travelling from Sheffield to present the show. He did mention that he has sufficient material for a further show, so we may have a repeat visit in the future. Vote of thanks by Ian Button.

Secretary's Page

Peter Holden

I hope that this note finds you in good health.

Sadly, I have missed our last two meetings. Firstly, due to being on holiday in Italy and then, before our last meeting on 1st June, I was removed from traffic and had to make an unplanned visit to The Works for emergency repair work. Apparently, my tubes were somewhat blocked and needed urgent attention.

Happy to report, I am now back in service with a few restrictions being in place. Presently I am on a holiday in Netherlands and Belgium. In view of the above there really is not too much I can report on at this moment in time. It will be good to hopefully attend our next meeting. It would also be great if a few more venture out into the new normal and make a return to BRC. As said many times our new venue appears popular with all who attend. So please do make the effort to come along.

Forthcoming Meetings

John Holroyd will be presenting a selection of his remarkable slides from his visits to India on **Wednesday 27th July**. As ever we should be in for a treat as John enlightens his audience with the sights not only of steam locomotives at work on the railway, but also the people and places visited whilst capturing his marvellous images of India.

On **Wednesday 24th August**, Chris Taylor is to give a presentation featuring his recent “Stateside Wanderings”. If previous talks are anything to go by, Chris will no doubt be bringing along a first-rate collection of images of his visits to the USA. It is always great to see some of the more unusual views which Chris manages to find. This talk should be well worth seeing.

Julian Halstead is making a welcome return visit on **Wednesday 21st September**, when he will hopefully be presenting “Tracks Abroad” This being the talk Julian was due to present during the Pandemic, which had to be postponed. Julian always gives a well-researched and informative talk on his chosen subjects. I am sure this presentation will prove to be no exception.

Cheers
Peter

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.

	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