

THE CIRCULAR

Bradford Railway Circle

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Editorial

During the last few days we have been remembering Queen Elizabeth II. How was she celebrated by the railways? We can start with named locomotives - so there was 6201 *Princess Elizabeth* on the LMS, but there doesn't seem to have been much else, though for her Platinum Jubilee in May this year, the Severn Valley Railway painted 34027 purple and renamed it as *Elizabeth II*. Of course the Queen inspired the Eastern Region express The Elizabethan, which ran on the Kings Cross – Edinburgh route from 1953-1963. Might we now see an operational mainline locomotive named after her? And of course there is another new naming opportunity now, for a *King Charles III*. By the way, the Queen's grandfather King George V's coffin was carried by rail from Sandringham to London in 1936 – see photo on p.8.

The idea of free/cheap rail tickets is catching on in Europe – free trains in Luxembourg, free local services and others (except high-speed) in Spain, 9 euro tickets in Germany, and so on. There is also the £2 cap for single bus tickets in West Yorkshire. As rising petrol prices discourage private motoring, will the idea of encouraging the use of public transport catch on with British train operators?

I'm very pleased to report a 24-page issue this time, with some great articles and photos. Thanks to all contributors – keep it up!

The Italian Job (Part 1)

Peter Holden

Officially retiring from work on Wednesday 13th April 2022, I decided that it would be a good idea for Kay and me to book onto an arranged railway holiday to Italy for two weeks. We had visited Italy previously in 2014. On this visit we travelled extensively around the country utilising mainly the “slower services” rather than the high-speed ones.

“Trams and Trains of Italy” was run by Ffestiniog Travel. This was to be our first holiday with this operator. What initially attracted me to the holiday was it incorporated four cities and there was time to ride on the tram systems of each, also when re locating between the cities we would be using the high-speed lines and trains. Joining us on the trip were 11 other participants.

As with all such holidays I have been on over the years, everything is planned to run at a very leisurely pace throughout. The holiday price included all train travel from home and back.

Day 1 - Friday 22nd April.

We started by catching the 06:30 LNER through service from Forster Square to Kings Cross, formed of Hitachi rubbish 801 111. On arrival, we walked across to “The Barrel Vaults” at St. Pancras for a late breakfast before then making our way across to our designated meeting place at St. Pancras, in order to catch the 13:01 Eurostar service to Brussel Zuid. This train was formed with the first of the newer Siemens units 4001 & 4002. Having met and spoken to our Tour Manager, Ray, we made our way through the customs checks and waited to board the train. Although all the reserved seats on the holiday were allegedly booked as a block and no preference was given, we always ended up sitting backwards!

We were advised to grab a bite to eat in Brussel as it would be reasonably late when we were to arrive at our first hotel for the night in Köln. Would you believe it! I just happened to know of a very nice bar adjacent to Midi Station where a decent meal and beer are available. Our last train of day one was the 18:25 DB ICE service formed of unit 4611. Having “had a word” with our tour manager to make him aware that for the next two weeks, when and where available Kay & I would find a seat in the restaurant carriage. This we did and whilst sitting facing forward, we enjoyed a few drinks as the train traversed familiar lines though Leuven, Liège and Aachen. We had been advised that there was a door direct from the platform at Köln Hbf into the Ibis hotel. As we arrived, I could see clearly that this entrance looked to be permanently closed. Letting the tour party march off in that direction, Kay and I walked out of the station and entered the hotel by the main entrance, here checking in with very prompt efficiency. We were joined a few minutes later by the others. The Ibis was a bit tired and run down, but not too bad. The breakfast buffet the following morning was very good.

Day 2 - Saturday 23rd April.

Once again, a leisurely day of train travel. Today we continue our travels by boarding the 08:53 Euro City Train to Basel hauled by 101 010 DB electric pulling a fair rake of SBB stock. The train was in fact a through service from Hamburg to Interlaken. It had a Restaurant car. Well, all started out great but at the next station, Bonn, we were joined by hundreds of Borussia Mönchengladbach football fans on their way to an away match in Freiburg. German football fans are a regular issue when travelling on a Saturday in Germany, not the first time I have suffered their intrusion. I suppose it is preferential to them going to Poland mind! Not sure why they had not joined the train at Köln Hbf? The train suddenly was packed and noisy. They were reasonably well behaved, but they emptied the bar! Our main party were in reserved seats towards the front of the train. Apparently, the whole train was full, and their carriage was far worse than ours.

Arrival into Basel was at 13:33. From here we caught our next train, the 14:11, a Swiss service to Zurich HB a loco hauled set behind electric 460 033. Last train of the day was the 16:05 Zurich HB to Bellinzona, this train being formed of two 4 car EMUs. Bellinzona proved to be a rather nice small town on the Swiss side of the Italian border. This regional service arrived in to Bellinzona at 19:02. Our hotel was just over the road, which was very good as it was pouring down! Having checked in we made our way to a restaurant for our evening meal. It was excellent, the best meal I have enjoyed for ages.

Day 3 - Sunday 24th April.

It last! We are to arrive at our first Italian city, Milano!

Following a leisurely breakfast, we check out and wander across the road to the station. Before boarding the train, we visited a small chocolate shop in the station, this to use up our remaining Swiss Francs. With a few bars of chocolate and a couple of local craft beers from the fridge we make our way to the 11:14 to Monza. We were to use this train as it did not go through the newer Gotthard Base Tunnel, instead running via the older route. The train was heading to Milano Centrale, but our hotel was adjacent to a different station, so our change at Monza allowed us to arrive at Milano Porta Garibaldi Station. (Garibaldi being a very popular Italian revolutionary biscuit). All travel firms have their own quirks, and on arrival into Milano we encounter the first. Ray gathered the group together, telling us to wait together whilst he went off to find a Tobacconists, from where we would hopefully purchase local transport tickets for the group. This process was to be repeated on arrival into all our destinations, and to be honest was a bit of a bind. I used this time to Google the location of our hotel. This proved to be a good idea as no one else knew where it was!

The AC Hotel by Marriott Milano, our base for three nights, was both modern and very nice indeed. Our room was on the fifteenth floor and offered a great view over the station and adjacent tram routes.

I will point out at this stage that it is reasonably easy to travel by train from Bradford to Milano in a day, as opposed to two and a half days!



464 647 Milano PortaGaribaldi 24/4/2022

Peter Holden



Tram 1635, Milano 24/4/2022

Peter Holden

It was decided that we would meet at a nearby restaurant to have evening meal together as a group. Ray gave us a rundown of the next two days' activities. All went well including paying the bill.



Milano Porto Garibaldi, 24/4/2022

Peter Holden

Day 4 - 25th April.

Ray had informed the group to meet at a tram stop adjacent to our hotel, this to take part in the “Arranged tour of the tram network”. Well, already some participants had decided to do their own thing. All well and good, but they had not told Ray and we ended up waiting a while and they did not show up. It was clear that in reality very little thought or planning had gone into this. I appeared to be the only one with an up-to-date tram map.

Around lunch time Kay and I decided to leave the group and do our own thing.

Whilst having a tram riding day, I do like to make sure I cover a whole of a route, not just hop on and hop off with no real plan. We managed to cover around six routes out of the around 20 or so available. Milano has many vintage trams built from the late 1920s running alongside newer ones. They are clean and appear very well maintained. Following a very enjoyable day we made our way back to the hotel. We were to eat at the same restaurant as the previous night, but sadly it was closed. Back on the tram back towards the city centre and we visit “a traditional English pub” I had noted earlier in the day. Well, the food was way too good, and the beer was far too poor, but it certainly looked the part. We decided to call it a day after doing a further tram route.

Day 5 - 26th April.

The wheels well and truly come off!!

Today we are to travel by train to Genova to ride the small Tram and Metro systems there. This required a short tram ride across to Milano Centrale to catch the 09:10 Milano Centrale to Genova Piazza Principal.



Milano Centrale, 26/4/2022

Peter Holden

More of the group dropped out, deciding to ride a few more of the Milano trams instead. On arrival, others decided to make their own way to the metre gauge Genova / Casella line (with hindsight we should have joined them!).

Ray apparently struggled to obtain travel passes from the first tobacconists and went in search of another one. I decided to have a chat with the friendly Station tourist advisors. “We have come to ride on the tram system”. “There is no Tram System, it closed a few years ago”. Great!

Ray finally returned with travel passes, which now only covered the Metro and busses. I made him aware of the lack of trams. Having verified this himself, he then decided that we would have a ride on the train out on the main line to Savona and back as it was a scenic run. It was anything but! On our return Kay and I went off to do the one Metro line. This was very poor. A bit like riding seven stops on the Victoria line! We grabbed a bite to eat and made our way back to Milano. All in all, a wasted day.

Day 6 - 27th April.

A leisurely morning in Milano before catching the 12:10 Frecciarossa fast train to Roma Termini. This taking 3 hours and 39 minutes to cover the 353 miles. On arrival I decided to grab a few photos as the local travel passes were being sourced.

We were all split into 3s and put in taxis to our hotel which was near the Colosseum. It turned out to be a wonderful old hotel, our room was on the top floor with a sizable balcony overlooking the Colosseum. Having done my research prior to leaving home (unlike Ffestiniog Travel!), I knew where decent food and beer could be found. We ate at a very nice roof top restaurant and then had a few drinks in a nearby bar,

following which, a walk around the Colosseum. I noted that the tram route which passed near to our hotel and the Colosseum was a bus substitute!



Milano Tram 1597, 27/4/2022

Peter Holden

Day 7 - 28th April

I informed Ray that we would do our own thing for the next two days, as Kay wanted to visit various religious sites. To be honest there are not too many trams in Roma, and I had covered the whole network during our 2014 visit.

Having travelled by metro to Basilica San Paolo Metro station, Kay went to visit said Basilica, whilst I stayed in the station and took a few photos.



Unit MB107, Basilica S.Paolo, 28/4/2022

Peter Holden

Following this break, we made our way out using the Metro line to the Mediterranean coast at Christopher Columbus. It was an interesting place – being at the end of the line it had passed all the “popular seaside venues” already and was in fact a quiet spot. A short walk across to the seafront found a complex comprising of swimming pools sun beds and a rather nice fish restaurant (no chips in sight, or mushy peas!?!). I guess it was out of season so not too many people around. Lunch was taken overlooking a beautiful blue Mediterranean Sea.

Following lunch, I was not feeling too good. This I put this down to the heat. Kay went for a paddle, and I sat in a bus shelter in the shade.

Retracing our steps back to the Colosseum Metro stop. Kay went off looking for another religious site and I made my way very slowly back to our hotel having to stop a few times on the way. I now know that at the time I was having my second heart attack! All appeared well after an hour’s rest, though.

[to be continued in next issue]

King George V Funeral train (1936)



Funeral train for King George V, passing Cambridge LMS shed, headed by LNER B17 (Sandringham) No.2847 *Helmingham Hall* - 1:20pm, Thu 23rd January 1936 (photo by J C Button)

Heads are bowed, lady watchers nearby are clad in black, gentlemen in the left background appear to be hatless. The locomotive carries full Royal headcode discs.

A Day Out Chasing Steam in the Lower Reaches of the Settle & Carlisle

Tom Ickringill

7 September 2021

Jim Bennett and I arranged to go out for a day's photographing and videoing after a long period of time being stuck in our local area due to lockdown restrictions etc. Our first objective was to combine seeing both steam and the 'Staycation Express' on the Settle Carlisle, and, then to see any freights that may be running.

We headed for Hellifield and the road overbridge just before the village. We got neatly parked up, stretched our legs and casually watched the lambs and cows trying to keep cool when another vehicle pulled up. "Oh! We've got company". It was Gordon Edgar, who had also come out for the same reason as us. We duly discussed where we might be going, and, to our joint dismay, we then discovered the steam wasn't running and had subsequently been cancelled. Jim and I decided to stay put and Gordon stated he would venture further up the drag. Soon the southbound Staycation Express came into view on its run down to Skipton, powered by two class 43 power cars, top & tail.



We then moved up to Helwith Bridge to see the Kirby Thore – Tees Docks which had ventured North early doors. This was powered by 66061.



Shortly after this the Staycation was again due, but this time heading north towards Appleby.



Our next port of call was Arcow quarry, a new venue for me. We knew that the earlier morning train had already departed to Blea Moor, powered by 66726, to run round its' stock, to then return to Hunslet. We were aware a second freight was due into Arcow, which had ample time to reverse into the sidings beforehand. Jim told another photographer what was going to happen, and he duly got his camera at the ready (something new for someone else also).

66728 duly arrived and, after gaining permissions, commenced reversing into the quarry sidings. Whilst in the sidings, the Leeds-Carlisle passed, using 158581. We watched the proceedings until we were aware that Arcow - Hunslet was due. At this juncture, both 66726 and 66728 were caught on camera.



Our next port of call was back to Helwith Bridge to see the southbound Carlisle – Crewe departmental, which could be anything!!! This was running to time, powered by DRS 68033, hauling three p-way trucks.



Nothing else was due for a while, so we ventured back to Hellifield where a strange working from Windermere – Hellifield was due, via the Little North Western. To our surprise, this was a brand-new Colas tamper, DR 73909 *Saturn*, which proceeded to

park itself up for the duration, after a lengthy process of freeing the points, with more than one official having a go.



The last action, for us, was the Colas 70 powered Carlisle – Chirk logs. A shrill horn sounded as the 70 approached the station, 70816, then awaiting the signal for the right of way down the Blackburn line. A nice plume of exhaust was emitted as the 70 powered into action and then, proceeded passed Hellifield box to continue its' onward journey.



After the day's excitement, a cup of tea was next on the menu, together with a welcome piece of bilberry crumble, Jim doing the honours. Scrumptious!!! A good day out!!!

Book Reviews

The Golden Age of Yorkshire Steam and Beyond – Memories of the 50's, 60's & 70's – Barnsley, Leeds, Doncaster, York, Darlington & Penistone – edited by Peter Hadfield (review by Jim Bennett)

This softback book is published by Pen and Sword Books Ltd (Transport imprint). It comprises the memories of eight steam enthusiasts in the 1950s and 1960s. There is a small section that describes journeys from Barnsley in the 1950s, another section deals with the rationalization of services during the 1950s and finally a short conclusion. It is edited by Peter Hadfield who is one of the authors along with his own photos taken at the time. The eight authors are Gerald Darby, Ken Gambles, Malcolm Parker, Jeff Hodgson, Peter Hadfield, Aldred Bostwick, Michael Watkin and Brian Mathers. There are 200 black and white photos in the book and one colour picture on the rear cover. What I like is that five of the authors have contributed their own photos taken at the time. Some of the photos span two pages which makes them panoramic views, which I like. There are also plans of various loco sheds including Royston, Doncaster and York. There are also tabulations of locos allocated to York M.P.D. in 1957, 1959 and 1961, the respective totals of locos allocated are 161, 160 and 202 respectively. The introduction introduces each enthusiast with photos as a lad and then as an adult with a brief description of when and where they worked.

Royston Shed 1962 - 1967 by Gerald Darby

Gerald Darby started work at Royston shed in 1962 as a cleaner. This work included engine cleaning, pit cleaning and barman's work (replacing fire bars after cleaning which meant climbing into the firebox). He later became a fireman, but left the railways in 1967; he did return later to work as a signalman.

Cudworth Station and Beyond - 1950s, by Ken Gambles

Ken Gambles lived in Cudworth and started collecting numbers in 1956. Cudworth was a good location for freight and "namers" on the named expresses including the "The Thames Clyde", the "Waverley" and the "Devonian". Eventually he branched out and visited Normanton, then Leeds and eventually Doncaster. Finally, after witnessing the end of the Deltics, the Peaks and 40s he returned to see the dereliction of Cudworth.

York Station & Visits to Darlington and Doncaster - 1950s and early 1960s, by Malcolm Parker

Malcolm Parker lived in Haxby which is near York. He started his trainspotting days viewing trains on the York to Scarborough line. He luckily visited Dringhouses which is south of York station when his Dad was playing cricket there. He cycled to Beningborough to view trains on the race track from York to Darlington. His memories of York station describe the arrivals and departures and give the current and previous platform numbers which means a lot more when Pacifics were attempting to depart north from platform 9 on the bend. On page 65 he mentions a train that figured a lot in my trainspotting days, namely the 7.15 to Leeds, which by the time it passed Dringhouses was the "half-past". He ably describes the comings and goings at York which I remember well. The description of these regular events covers 13 pages. Malcolm then turns his attention to visits to Darlington and Doncaster Works.

A Train-spotter's Paradise - 1950s - 1960s, by Jeff Hodgson

Jeff Hodgson describes Cudworth as a train-spotter's paradise. He then goes on to describe the comings and goings in detail, listing the locos seen and best times to see them. He then branched out to visit Royston, Normanton, Leeds, Malton via Leeds and York, also Doncaster with unofficial visits to the Shed and Plant. He finished trainspotting in 1963, but the interest was rekindled in later life.

Stairfoot, Barnsley to Doncaster, The Centres, The Specials & Barry, by Peter Hadfield

Peter Hadfield started spotting at Stairfoot where passenger traffic was minimal but freight plentiful. After a visit to Scotland he got his parents' permission to visit Doncaster, with older friends. Stairfoot station had closed by then so it was by bus and a train trip via Barnsley Court House station to Doncaster. The photos in this section are nearly all by Peter.

Penistone 1950's, by Aldred Bostwick

Aldred Bostwick features Penistone in the 1950s which is where his trainspotting hobby started, steam and electric locos were to be seen.

Barnsley & Beyond – 1950's, by Michael Watkin

Michael Watkin describes Barnsley and beyond in the 1950s. Train spotting started at Barnsley shed plus visits to Penistone and Cudworth and progressed to Wath by cycle to see the EM1 electrics and occasionally the EM2s. He visited Doncaster and saw the Blue Deltic and visited Leeds including Holbeck shed. In 1960 he emigrated to Australia with his parents, this explains why there are some photos of *Flying Scotsman* in Australia.

The Smoke, The Smell, The Steam - 1948 – 1955, by Brian Mathers

Brian Mathers was born in Barnsley and Stairfoot was where he did his spotting. Progressing to Cudworth he saw the named expresses; Hemsworth was next after a cycle ride and finally to Doncaster. His spotting days finished in 1955.

The journeys from Barnsley in the 1950's

This section describes the routes and stations and locos to be seen on the routes from Barnsley. They are Barnsley to Sheffield; Penistone to Barnsley Court House to Doncaster; Barnsley to Leeds; Barnsley Court House to Penistone; Barnsley Court House to Cudworth; and Barnsley Court House to Sheffield Victoria. The final section describes the rationalisation of services during the 1950's.

There is a short Conclusion by the editor and a summary of the book and information about the editor.

I thoroughly enjoyed the book, it is well written and is an easy read, so much so that I had to go back and study the photos.

The Golden Age of Yorkshire Steam and Beyond, Memories of the 50s, 60s & 70s, Barnsley - Leeds - Doncaster - York - Darlington - Penistone ; Edited by Peter Hadfield - 168 pages, 200 photos ; ISBN 9781526765888; price £ 14.99.

British Trolleybus Systems, Yorkshire - An Historic Overview, by Peter Waller (review by Peter Holden)

I found this book to be a most enlightening insight into a form of transport I know very little about. I did grow up in Wibsey alongside the No. 45 trolleybus route, and have many memories of these buses in service until they disappeared from Bradford and indeed Britain in 1972, I was 12 at the time and by this had moved to Odsal. I do recall them descending St. Enoch's Road into town at very high speeds. I noted at Sandtoft a while ago that the speedometers only went to 30mph which did surprise me!

The book following a slightly shaky start where in the introduction it describes this book to be covering "Northern England, Northern Ireland and Scotland" (Another book in the series of possibly 5), then continues to give excellent coverage of the many systems that were operated in Yorkshire. Some I had no idea ever existed! The systems are listed in alphabetical order commencing with of course Bradford. A good place to start as Bradford was the first and last system and probably the largest in our area. Throughout the book we are told that major changes would often be implemented at the whim of new managers who when taking charge liked to stamp their authority. We know this was the case in Bradford and also in many other locations. Without doubt, along with not joining the two rail lines in the city centre, getting rid of our trolleybus system was an equally farcical and unforgivable decision by the powers that be in our city.

It is clear that the author is also a huge fan of tram systems, however he does in this work point out the clear benefits the trolleybus has over the tram.

Following a very well researched history of each system the author goes on to include a full fleet list of all trolleybuses owned and operated in each area and lists all routes

with introduction and withdrawal dates also included. It is fascinating to read about the movement of trolleybuses between areas, especially when closures took place. Some cities and towns clearly only dipped their toes in the waters of trolleybus operation as an experiment, Halifax with only one short route was an example. (I had no idea Halifax had trolleybuses).

Area systems listed alphabetically: - Bradford, Doncaster, Halifax, Huddersfield, Keighley, Kingston-Upon-Hull, Leeds, Mexborough & Swinton, Rotherham, South Yorkshire PTE (never ran!!), Teesside Railless Traction Board and York.

All in all, an excellent book which is well worth a read. An enlightening view into yet one more British tragedy, in which given our present situation re global warming and so on we in Bradford can look back and say "If only we had listened to Stanley King!!

**British Trolleybus Systems, Yorkshire - An Historic Overview, by Peter Waller
Published by Pen-and-Sword, 250 colour/B&W pictures & maps. ISBN:
9781526770615; price £30**

Britain's Preserved Trams – An Historical Overview, by Peter Waller (review by Philip Lockwood)

This book, from the publishers Pen-and-Sword, aims to cover tramway preservation in the United Kingdom. Peter is to be congratulated in compiling details of trams, from examples which are little more than garden sheds to trams which were only recently withdrawn from service. Where possible, there are photographs of the actual tramcar in service.

The photograph credit list reads like a Who's Who of well-known tramway enthusiasts. I suspect this has more than a little to do with the author's connections at the Online Transport Archive. Having lived all my life close to Leeds, I was fortunate to have ridden on the last surviving Swansea and Mumbles tram in the short period when it was in use for the Leeds Students rag event. Sadly, it was not to survive, along with other Leeds tramcars. Unfortunately, this was not something peculiar to Leeds, tramcars along with railway coaches would appear to a strong magnet for vandalism. Returning to happier times many of the tramcars are now secure in the various museums, notably the National Tramway Museum at Crich.

So, in conclusion this work by Peter should be on the bookshelf of any tramway enthusiast where it will be a valuable source of reference.

Britain's Preserved Trams – An Historical Overview, by Peter Waller, pub. Pen & Sword, 2021, 160 pages – ISBN: 9781526739018, price £25

The Hornby Book of Trains - The First One Hundred Years, by Pat Hammond (review by Ian Button)

Members will no doubt have seen the recent interesting TV series about Hornby, showing how their latest products are designed, developed and brought into production. This new volume marks the centenary of the first Hornby Train in 1920. The author is an expert on the history of the brand and has also drawn on information gathered by the many enthusiastic collectors, as well as from official Hornby sources. In past decades, a number of publications titled Hornby Book of Trains have appeared – firstly the original annual 1925-1939 series - classic and colourful, then the Triang-Hornby Book of Trains in 1969 and another Hornby Book of Trains in 1979. But this volume, of nearly 450 pages, is the ultimate reference book. Instead of being divided into a few chapters, it covers every year individually (except for the war years when the factory switched to government work). Every product is described and illustrated, and there are notes on tooling and on the company's many ups and downs. For each decade there are also summaries and lists of notable dates.

The history of Hornby's links to other brands is also very well covered, including Bassett-Lowke, Corgi, Wrenn & Dapol, and there is interesting material about linked products such as Thomas (the Tank Engine) & Friends and Battle ...

With such an enormous number of products to cover (nearly 200 different named locomotives are listed from the 1972-2020 period alone) one cannot expect the author to delve very deep into each one, but the essential points are there, and nothing significant can have been missed.

The indexing is also very comprehensive, amounting to 18 pages divided into periods: Hornby Series (O-Gauge 1920-1962), Hornby Dublo (1938-1964), Triang-Hornby (Rovex 1965-1971), and Hornby Railways/Hornby/Hornby Hobbies (1972-2020). In each of these there are references to all the locomotives (and their numbers & names), rolling-stock items, power and other accessories, lineside, etc. What better Christmas present could a Hornby enthusiast wish for?

**The Hornby Book of Trains - The First One Hundred Years, by Pat Hammond,
published by Key Publishing (an imprint of Pen and Sword Books), 2022, 448
pages. ISBN 9781913295219; Price £25**

Postscripts

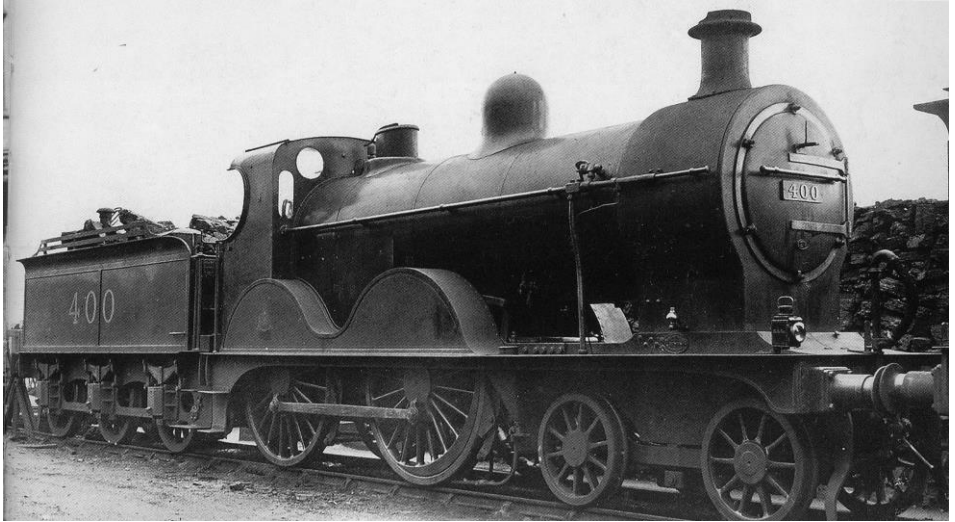
Ian Button

New information has come to light on a couple of matters that I mentioned in the last issue.

1. Locomotives numbered 400

In my piece in the last issue, I mentioned LMS 400, a Midland Railway Johnson-designed 483 class 4-4-0. This was built in 1912, was rebuilt by Fowler, and was classified 2P by the LMS. However, I could find no photo of the loco on the internet.

But what should surface in a book recently received from Pen-and-Sword for review (David Maidment's "Midland Railway and LMS 4-4-0 Locomotives", in the Locomotive Portfolios series) but a photo of just this locomotive! Here it is . . .



[Reproduced by kind permission of Pen and Sword]

2. Ian Allan abc's

Curiosity about the full range of abc's got the better of me, and with the benefit of one of the main search engines, and a well-known online auction website, and an international bookselling site, I started making a list. I got to 90-odd different titles covering about 80 years, and it seemed I had hardly scratched the surface! So I paused, amended my search, and discovered treasure! An index to all the abc titles was published in 1991 – ISBN 095189210X. The internet seems to name it "A Complete Guide to the abc Pocket Books", but examples on sale (both second editions) show it as titled "A Complete Guide to Ian Allan Publishing". Part 1 is described as "Ian Allan abc Pocket Books" and a picture of a Combined Volume (1950's?) showing a Crosti 9F (maybe Part 1 is railways only), and Part 3 as "Road Transport", with the cover of a 1950's Buses & Coaches abc. Maybe the author decided that the full range of Ian Allan Publishing was just too huge to cover! Anyway, I didn't buy either item, but I then looked for information about the author – H G (George) Burbage-Atter. Incredibly, the most informative source was a Bradford T&A obituary of 31st July 2017, announcing his cremation at Nab Wood Crematorium after his death at the age of 82!! Does any member remember this gentleman? He is certainly a hero in my eyes, as his index detailed all the printings, cover pictures, etc, of every Ian Allan abc ever issued!

Quizzes

John Holroyd

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

GRIND IN BOLT	BRIDLINGTON
STAG SCORES	CROSSGATES
AT WHITE SAIL	SLAITHWAITE
PATHE CLOWN	CHAPELTOWN
FLICKED LIME	MICKLEFIELD
SLOSH A MULLET	SOUTH ELMSALL
GAG RAVER	GARGRAVE
HIDE BARBEL	RIBBLEHEAD
HH FUN CONCERT	CHURCH FENTON
HUGE BIROS	BRIGHOUSE
BRIDE GOES BY RW	SOWERBY BRIDGE
MODERN DOT	TODMORDEN
HOLY DR TOMMY	MYTHOLMROYD
BLAB YET BOON	BOLTON ABBEY
ELGIN BREAM	LEEMING BAR
DRIER ME	REDMIRE
FLOODED ROWS	WOODLESFORD
TORN TALL HERON	NORTHALLERTON
BT CREAKS	STARBECK
PINK GRICE	PICKERING
HOLD A TANG	GOATHLAND
UPENDS YEW	NEWPUDSEY
ROT AFTER GASH	EAST GARFORTH
A TESTY CLOWN	CLAYTON WEST
HELP ANT SMOKER	SKELMANTHORPE
DAILY HENGE	HEADINGLEY

A third puzzle – this one concentrating on Scottish branch lines, their termini and their junctions of origin.

WE HAND CLOAK
HEATED REP
DOTH MENU
FOUR DOMIR
LINT BOORS
TINY HAT GULL
ACTS IN MOBS
THICKER BROWN
HEAL SHOCK FOLLY

LABEL RAT

YES SWAM BY

HOB CALL

HARM NICK

AILING BULL

BREED A FLY

YACHT LO

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Special Traffic Notices

Would members please take note of the following points :-

- **Fire Precautions.** Please familiarise yourselves with the positions of fire exits and extinguishers at Bradford Mechanics Institute Library.
 - **Members' Discounts.** In return for free advertising in The Circular, members receive 10% discount on cash purchases at Frizinghall Models and Railways, on proof of Circle membership (e.g. a valid Circle membership card). See inside rear cover of The Circular for details.
 - **Contributions to The Circular.** Original material, preferably in electronic format (almost any PC word-processor, preferably Microsoft Word or text format, but not Microsoft Works, please), or by email to ianbutton1@btinternet.com) or typescript – the Editor can scan & OCR (optical character recognition) typed pages.
 - **Railway Magazine bound volumes.** Any member wishing to read any volumes (we have c.1929-2010) should contact Eddy Lumb.
 - **Pictures for The Circular.** Photographic material submitted for consideration for reproduction in The Circular is accepted at the owner's risk. Landscape format is preferred for half-page reproduction, obviously, although if the photo is spectacular a vertical format full-page layout may be possible, or the picture might be used for our Circular cover picture.
 - **Disclaimer.** The opinions expressed in The Circular are not necessarily those of the Editor or the Committee.
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Bits & Pieces

Michael Leahy

One of the cottages at Blea Moor is up for sale – reputedly one of the remotest in the country - see <https://www.dailymail.co.uk/femail/article-11142801/The-UK-remote-three-bedroom-cottage-sale-300K.html>

When a certain member of the Circle was working at Skipton station (25 years ago approx.) he was asked by a member of the public if it was possible to convey building equipment, doors, window frames etc on the trains to Carlisle & drop them off opposite the cottage that he had just bought. The request was turned down.

The Ribbleshead empty stock in the early morning used to convey two water cans for the signal box staff at Blea Moor & the first unit to Lancaster also dropped off 2 cans of water at Settle Junction signal box.



46115 at Church Fenton, 2nd Sept 2022

David Tillotson

Meeting Reports

Philip Lockwood

30th June – Australia, by Bill Jagger

A well presented presentation by our Hon. Treasurer, describing his visit to Australia. Bill explained that the country has three different track gauges. 5ft3ins, 3ft 6ins and 2ft gauge,

A good part of the talk described his experience of travelling on the Ghan, the train named after the Afghan cameleers who preceded the railway. This train, over 1640feet long, is billed as the world's longest passenger train. It is divided into four-carriage sections including sleeping accommodation, restaurant, lounge and bar car where free

alcoholic drinks were served for the entire journey! A visit was made to the fabled "Alice Springs", much larger than I imagined.

By way of contrast a visit to the "Puffing Billy" line built to the 2ft gauge to see not only a Beyer Garrett locomotive but also a number of Baldwin 2-6-2 locomotives which had a striking resemblance to the Baldwin 2-4-2 locomotive on our own Lynton and Barnstaple line.

A most interesting and informative presentation for which we must thank Bill.

Vote of thanks by Ian Button.

27th July – India - a Pot-Pourri, by John Holroyd

A return to India this evening for a show by John with the title India - A Pot-Pourri. Comprising what the film industry would call "out-takes", as the name suggests the show consisted of images which had in most cases not featured on any of John's previous shows. Tonight's show covered three visits made in the company of Gavin Morrison. On the first trip, the flight out from Heathrow was delayed for a considerable time, which allowed for an impromptu visit to Finsbury Park shed, Gavin apparently knowing the shed foreman! This first visit had to be arranged by letter to gain appropriate paperwork, as of course it was before the days of Email. Anyway, the paperwork smoothed the path for access to most of the installations and in many cases to company guest houses. One particular visit even including a couple of private sleeping cars for participants' use. In other situations, accommodation could best be described as "basic"!

As usual with one of John's shows it was often the unusual that became the attraction, be it one for the "Cow Dung Enthusiast" or enthusiasts being photographed whilst photographing. John even managed to be photographed on a camel.

There is too much to include all the details in this report, but I must thank John for yet another excellent show.

VOT By Philip Lockwood

24th August – Stateside Wanderings, by Chris Taylor

Tonight Chris presented a show based on his several visits to the USA. We covered an impressive number of states from New England in the east to California on the west coast. The presentation shown mostly in wide screen showed the impressively long trains in a wide variety of liveries. From baking hot dried-up river beds to snow over the Christmas period. It appeared that waiting for trains often required much patience, with many running very late, especially the Amtrak passenger services. There was a particular highlight for me, and I would imagine also for our editor Ian, both of us fans of the late O Winston Link who photographed the last major railroad to use steam power, The Norfolk and Western – he often used massive flash apparatus. This was the visit to Roanoke and the N & W museum, with images of the Y6 Mallet and the streamlined J class locomotive - to my mind the most impressive of all American locomotives.

As excellent presentation, all prior the the two Chris's setting off for a further visit to the States, hopefully gathering more images for a future show. VOT by Ian Button.

Secretary's Page

Peter Holden

Since the last issue of the Circular, we have held the first of our funded outside visits. On Tuesday 16th August 11 Circle members had a great day on the KWVR. It would have been nice to see more members attend, but the ones that did enjoyed the nice weather and the day's train travel. We had steam loco 85 and diesel D0266 all day. Our next Members' funded event will be a second visit to the KWVR to take part in the "Howarth Haddock" on Saturday 17th September.

I have asked attendees at our last 2 meetings for members' views on whether we should revert to meeting every 2 weeks or stay as we are now meeting every 4 weeks. Only one member bothered to get back to me. I guess this shows the general apathy from some towards BRC now!

We are to trial 2 meetings commencing at 14:00 instead of our normal 19:30. My understanding is that if they prove successful, (i.e. if more turn up!), we will move to 14:00 for all meetings.

As ever, should any member wish to present a talk next year, please get in touch.

Also, if you come across a possible speaker BRC would be interested in, please do pass on the speaker's contact details to me.

Forthcoming Meetings.

Oct.19th.	Journeys of a Canal Travelling Man.	Paul Monahan.
Nov.16th.	Zermatt for the Matterhorn. (14:00 start)	Robert Clark.
Dec.14th.	AGM plus members night.	
Jan. 11th	Just Trains	John Whiteley
Feb. 8th	Sixty Years Back	John Holroyd



Above the Regent's Canal - EMR InterCity leaving St Pancras

Michael Leahy

Circle Diary 2022-2023

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

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	
	Jan.11	Just Trains	John Whiteley
	Feb.8	Sixty Years Back	John Holroyd

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

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



Colourful DB electric 111074, 9 June 2022

Peter Holden