

THE CIRCULAR

Bradford Railway Circle

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Editorial

Time marches on, and here we are at the last Circular of 2022. We have a full programme of 4-weekly meetings for the coming year at Bradford Mechanics Institute Library, thanks to our Hon. Secretary, and members have voted to make the 2pm start a permanent change. So it's "Right away" for 2023!

This issue contains a good variety of material, thanks to you, the members. Firstly, on foreign travel, there are two different members' "travelogues" of tours organized by Ffestiniog Travel (compare & contrast, as our teachers used to say), as well as some notes on the Palma-Soller railway in Mallorca.

We are beginning a series of photographic puzzles sent in by Robert Anderson – see his story on p.19 - and we have more book reviews. It all adds up to a respectable 24 pages, which is great news.

The Editor would like to thank all members who have contributed articles, photographs, or just odd pieces of information, for The Circular over the past year. Please keep on contributing, and if you haven't sent in anything recently, do have a go – all submissions are of interest.

Finally, may I add my wishes for a very Merry Christmas & Happy New Year to all members and their families.

The Italian Job (Part 2)

Peter Holden

Day 8, 29th April - Having consulted my European Atlas, we decided to spend the day travelling north from Roma to Viterbo Porta Romana on a 53-mile regional service. This entailed catching the Metro a few stops and then walking a short distance to Roma Ostiense Station. The line was mainly a commuter line with many station calls for the first hour, before we find ourselves climbing up into the hills through very lush farmland. Around halfway to our destination the train passed a very idyllic picturesque small town called Bracciano which has a fantastic castle overlooking Lago di Bracciano (lake). With this in mind, it was decided to take a break here on the return leg. Well worth the visit. Returning to Roma reasonably early we took a walk of around a mile to Porta Maggiore. Here there are remains of the City Walls, and more importantly a major tram interchange. Spotting completed, a tram ride around to St. Pietro to have a quick look at the Vatican. Following which, a restaurant for our evening meal was sourced before catching the Metro back to our hotel. What took an hour by tram only took 20 minutes by Metro!

Day 9, 30th April - We move on to Napoli. If you have never been to Napoli, DON'T! Catching the 10:25 fast train Roma Termini to Napoli Centrali we progress to our next 2-night stay. It was quite a scenic run through nice countryside. On arrival we endure the normal routine with the added bonus of trouble breaking out between the taxi drivers who wanted our business! Taxis took us around $\frac{3}{4}$ mile to our hotel. The hotel was fine other than it was in a dodgy area. It turns out most of Napoli is very dodgy. On arrival the hotel was surrounded by around 20 armed police and to be honest the staff were not too concerned about our arrival. Reason being the Napoli football team were arriving at the hotel for their pre match talks and so on? Hence the police. They played later in the day and beat Sassuolo 6-1.

Having left our cases at the hotel, we marched down through the Gaza Strip back to the station, which was around 20-minute walk. Here we eventually found the booking office for the Circumvesuviana Railway, where return tickets, sorry two singles! for the group were purchased for a run out to Sorrento. Sorrento proved to be the opposite of Napoli, it was clean, scenic and quiet. We spent a few hours looking around and having our evening meal. They say the pizzas in this area are the best in the world, I cannot argue, as they were very nice indeed. For some reason the chosen train back from Sorrento was packed, with this in mind we caught the next one, which would you believe was very quiet. I had noted that the line carried on to a terminus at Napoli Porta Nolana, needless to say we stayed on to the end. It was no further from our hotel. Whilst walking through the squalour and piles of rubbish in the streets, I decided that I would never return, and so it would be a good idea to cover the whole tram network (not much, 2 lines) and as much of the Circumvesuviana Railway as time would allow. This was not helped by the fact that our only full day there was a Sunday.



ETR086 at Sorento, 30 April 2022

Peter Holden



ETR219 at Bairo, 1 May 2022

Peter Holden

Day 10, 1st May - The main group were to have a late start and visit the Railway Museum. Following an early breakfast, I went out to the nearest tram stop. Sure, enough along came a tram which sadly only went halfway along the route. There are no timetables or anything reliable to help, so I set off to walk back. Along came another tram which did go to the terminus and then back along the whole line to the

far end adjacent to the waterfront. Here there was a timetable only issue was they did not run to it! Eventually a tram on the number 4 route turned up. It did indeed go the full length of the route, then disappeared around a corner never to return! Around an hour later a further tram turned up, went around the turning circle and headed back. On parts of the route there was a shared Bus & Tram Lane. My tram was following a bus, it stopped the tram didn't and ploughed into the back of the bus. Lots of coolant and liquids leaking out from the bus! The front of the tram was damaged as well. Very quickly a further bus pulled up and everyone got on board. Fortunately, it dropped me off back near the centre. Tram routes covered now on to some narrow gauge! The Ferrovia Circumvesuviana is a 950mm gauge system running on 1500Vdc. It covers 88 miles.

Kay wanted to spend the day visiting Pompeii. It was a lovely day and on that particular Sunday, it was free. Leaving Pompeii I carried on around the system. In a roundabout way you can go all the way around Vesuvius, but not on the same train. I managed to ride all the lines that were open on the day of my visit. Due to timings this however did take a while. Nevertheless, a good day's travel was enjoyed. The ticketing was a bit bizarre. You can only buy a single and there are no return tickets and no checks, therefore you don't have to buy many tickets. Kay arrived back slightly before me and had to fend off two attempted muggings on the way back to the hotel. Not good. It turned out that one of the group had his wallet stolen and a second had his camera taken. On return from the holiday, I questioned Ffestiniog Travel on why they had chosen such a location for the hotel, the original brochure advertisement used a hotel adjacent to Centrali Station. I never received an answer to this. As we were to have a reasonable early start the next day we called it a day after another wonderful pizza!



Tram 2899 at Torino, 2 May 2022

Peter Holden

Day 11, 2nd May - I am sure all were glad to board the 08:55 Frecciarossa from Napoli Centrali to Torino Porta Susa. A wonderful journey retracing our steps through Roma, and Milano arriving 15:08 having covered 580 miles. Bit of a difference of opinion on arrival as to which side of the station our hotel was. I knew where it was and set off! Once more a really good hotel overlooking the station and a few tram routes. The station is below ground level so only the arched roof was visible. Having checked in it was decided to go out and cover a few tram routes prior to finding some food. The earliest built trams here being from 1959/60 the newest from 2004.

Day 12, 3rd May - A free day in Torino to ride the trams. Wonderful! It was a nice sunny day, the trams were frequent and not too busy, so I was more than happy to cover as much as many routes as possible. One line I found to be of interest turned off the main road and headed through a truly massive industrial site. Sadly, it was now mainly derelict. I imagine it would have been mainly the Fiat car plant. Like many others, Fiat may now have some of their cars made elsewhere. It went on for around a mile even having its own steel works. I never saw the Fiat Building with the test track on the roof [as seen in the film *"The Italian Job"* – Ed.], as that was not on a tram route sadly. As the heat rose in the afternoon, Kay went back to the hotel. I carried on a while longer and then found a rather nice craft beer bar adjacent to the crossing of two tram routes. A few beers were enjoyed sat outside in the sun.



Gare du Nord, Paris, 4 May 2022

Peter Holden

Day 13, 4th May - Time to begin the journey home. Following a very early breakfast we board the 07:36 4502 a French TGV service through to Paris Gare De Lyon. The train was reasonably full. On arrival at the border station a group of armed customs officers walked through the train randomly checking passports and Covid Vaccine certificates. This only took around 20 minutes and we were on our way again. The line runs through a very scenic border region before reaching the high-speed section near Lyon. On arrival into Paris we had quite a wait for our taxis to be sourced before a quick transfer to our last hotel of the holiday which was just over the road from Gare du Nord. It was very modern if strange hotel. We had a balcony which overlooked the Station front. It was decided that we would have a farewell dinner that evening at a nearby Steak Restaurant. I had avoided Covid up until this moment. I ended up sitting next to a man who was coughing throughout the meal. With hindsight I should have left the group and moved to another table. Sure enough 2 days later I was ill, not too bad mind.



Gare de l'Est, Paris, 5 May 2022

Peter Holden

Day 14 5th May.

A free morning in Paris before boarding the 13:13 Eurostar to St. Pancras. After a leisurely morning we enjoyed a few Belgian beers in a nearby bar before checking in for our train. The Eurostar was one of the older Alstom units 3015 & 3016. They still run a few of these trains. Some prefer the older units to the newer Siemens units. The train ran to time, and we arrived back into St. Pancras at 14:30. Following our goodbyes this still gave adequate time to walk across to Kings Cross and catch the

15:33 service to Leeds formed of Hitachi 800 101. Last train of the holiday and indeed the 15-day Interrail Global Pass was to be the 17:57 Leeds to Bradford Interchange.

To sum up - the holiday was quite expensive. Ffestiniog Travel clearly had done a minimal amount of preparation and planning for the holiday, which I found somewhat poor. Things could have and should have been much better.

That said, I found Milano and Torino great cities with of course fantastic tram systems. If I get the chance, I may well plan a two-city holiday myself to these cities to further explore the nearby areas and the Tram and Metro systems.

I covered 3550 miles by train during the holiday.

Dresden Steam Festival Sep. 2022

Dave Peel

This is an account of a tour with Ffestiniog Travel, covering 21st-28th September 2022.



Class 52 2-10-0 52 8141-5 with Giesl ejector on turntable

Dave Peel

My trip to Germany - by rail of course - began at St Pancras and on via Brussels to Aachen (for one night), reaching Dresden the following day, where we stayed five nights at the same hotel, right opposite the station. The “Festival” lays on day & night photography of various main-line locos kept in the Eisenbahnmuseum’s half-

roundhouse, just out of central Dresden. Engines are steamed up and brought out sequentially onto the turntable and rotated 360 degrees, slowly and with lengthy stops when half-way round, prior to backing into their stall again. Considerable illumination of each loco is switched on for equivalent night shots to be taken (i.e. until 10pm). The site is quite large, with a good number of food/drink outlets and many stalls selling railwayana. Hundreds attend, and the “show” runs for two days and nights. It also includes cab rides up and down the adjacent yards. Notably, no external supervision at all appeared to be necessary!



Class 01 4-6-2 01 2066-7 - night shot on turntable

Dave Peel

A day-long steam-hauled excursion then runs on the third day, double-headed by two Pacifics already seen at the roundhouse. Destination was Berlin and back, from Dresden station, with a long stay at the Berlin Railway Museum – another half-roundhouse with turntable – in order to service both Pacifics and turn them round. Again, no restrictions on movements or what you photographed, and refreshments were plentiful. As on the outward journey, a water stop was made at Elsterwerda station coming back, with the Fire Brigade once more doing the honours.

The following day our group rode two of the public narrow-gauge lines (2' 6"), end-to-end, that are fairly close to Dresden; firstly to Kipsdorf and then to Radeburg,

behind 2-10-2T locos in both cases. Yet again the weather was warm & sunny throughout.



Watering stop on return from Berlin, 01 2066-7 behind 01 1519-6

Dave Peel



2-10-2T 99 1747-7 at Radebeul terminus

Dave Peel

The last full day of the tour was a sail – by paddle-steamer (of which Dresden and the River Elbe have many) - as far as Bad Schandau. Disembarking here, a local tram ride was undertaken before returning to Dresden in the evening by train.



Pier at Dresden with paddle-steamer of same name on River Elbe – 26/9/22 Dave Peel

Day seven began the return towards England, so back to Cologne for one night before day eight took us on to London. This was in the same easy style as the outward journey, until all 18 participants were again engulfed by the St Pancras swarm, and hoped to leave London as quickly as possible! I much preferred any of the stations in Germany, and Ffestiniog Travel deserve full marks for organizing a splendid tour (and the weather!).

Book Reviews

Review No.1 - Peppercorn – His Life & Locomotives, by Tim Hillier-Graves (Review by Jim Bennett)

This hardback book is published by Pen and Sword books Ltd (Transport). It comprises an introduction and acknowledgements, a prologue, seven chapters, references and sources and a comprehensive four-page index.

Chapter 1 - Born to be an Engineer

The Peppercorn family were firmly rooted in the middle class, His father, Alfred, studied classics at Jesus College, Cambridge, and was ordained as a Deacon after a two-year study at Gloucester College. He married Agnes Ann Watts - her father was a sheep and cattle breeder in Australia with business interests in Germany and Britain. Watts came back to England and after his death his wealth was cascaded down to his children, one of which was Agnes.

Arthur Henry Peppercorn was one of 14 children. He attended Hereford Cathedral School which did not have a science course. It did have compulsory sport and an active Combined Cadet Force where Arthur was well trained in warfare. An academic career was not an option so where could he go to train as an engineer? Various railway companies offered apprenticeships, and he chose the Great Northern Railway. His family had sufficient funds to sponsor a Premium Apprenticeship. In 1905 he was interviewed by Henry Ivatt, the G.N.R. loco superintendent and was accepted at Doncaster. Being a Premium Apprentice was a status not necessarily given to other young men entering the trade. Attending evening classes was compulsory plus direct tuition by Ivatt and the Works Manager Francis Wintour plus a growing friendship with Oliver Bulleid. Ivatt selected certain apprentices as guests, one of which was AHP. Oliver Bulleid forged a close relationship with Ivatt when commencing his apprenticeship, he became a family guest and eventually married Ivatt's youngest daughter in 1908. Oliver Bulleid finished his apprenticeship in the year AHP arrived. In 1910 AHP finished his training.

Chapter 2 - Growing to Maturity

When AHP finished his apprenticeship, he was offered a permanent post without a trial period, at Colwich depot near Nottingham. In 1912 he applied to join the Institution of Mechanical Engineers. When Gresley became the GNR's Carriage and Wagon Superintendent it would appear that he took young recruits and helped them whenever he could - one of which was AHP - one of the lucky few. AHP therefore knew Gresley socially and his children and was treated as one of the family. AHP did not spend much of his training time working as a draughtsman or in the drawing office. For most of his career he was committed to production engineering. In 1912 armed with his membership of the Institute of Mechanical Engineering he was transferred to Ardsley depot near Leeds as Assistant District Loco Inspector. By 1914 he had been transferred to New England shed at Peterborough as assistant to the District Locomotive Superintendent.

In 1916 AHP joined up in the war and was Commissioned and attached to the Engineers Training Unit Battalion. From 1917 to 1919 he served with the Chief Mechanical Engineer's Department at various depots in the UK. He became an inspector, which meant work at the docks, railways and at the front line in France and Belgium. The effectiveness of material and machinery could only be truly assessed by Engineers witnessing it in action. The C.M.E. was designated F.W.8. The scale of the F.W.8. operations included the design of 3000 steel bridges, the supply of 27000 Nissen huts, 10 million steel posts and 13,000 million sandbags and getting them to

the front. As winter 1919 approached he left the services and had a secure unidentified post waiting for him.

Chapter 3 - All Change

Appointments flowed, he started as District Locomotive Superintendent at Retford Shed, then in 1920 Assistant in charge of the wagon works at Doncaster, then in 1921 Assistant to the Carriage and Wagon Works Superintendent in Doncaster (the Superintendent was Bulleid) and in 1927 he became Works Manager of the carriage and wagon works at York. He married in 1927 and by 1932 was posted to Stratford as Assistant Mechanical Engineer.

Chapter 4 - Peppercorn in his own words

At Stratford he had 500 locos and rolling stock to manage. He renewed his membership of I.Mech.E., which he had let lapse when sent to war. He also became the Loco Running Superintendent - Southern Area - based at Liverpool Street at the same time as the post at Stratford. Gresley then decided to make AHP Running Superintendent on a full-time basis at Liverpool Street.

Chapter 5 - Rising to the Challenge

AHP was promoted to take over the works at Darlington as Mechanical Engineer North Eastern Area (this included workshops at York, Gateshead and Shildon). When Gresley died in 1941 Thompson was appointed C.M.E. and AHP was posted to Doncaster as Mechanical Engineer and Assistant C.M.E. Thompson was direct to the point of rudeness, whereas AHP remained the diplomat, managing people and resources in a managed way, especially when negotiating with the unions. AHP immersed himself in wartime production. During 1942 he met Dorothy Louch and they got married in 1948, a year or so before his retirement.

Unfortunately, express engines needed more maintenance so in wartime they deteriorated more quickly and suffered breakdowns. The loco department decided that locos with three cylinders and Gresley's conjugated valve gear were suffering more than the other types. In Scotland the main concern was the six P2s, crank axle failures occurring in 1939, 1942 and 1944. A third of all railway staff were exclusively involved with the production of munitions, many of the staff worked 60 or 70 hours per week, at Darlington Works for example fifteen gangs were on repairing locos and repaired 300 locos during the war (heavy repairs).

In 1945 AHP was part of the joint L.N.E.R. and L.M.S. delegation sent to the U.S. for two months to witness their locomotives and ways of working. On 1st July 1946 AHP succeeded Edward Thompson as C.M.E. with the clouds of nationalisation on the horizon.

Chapter 6 - Chief Mechanical Engineer

When Thompson retired in 1946 30 Pacifics with 6' 2" driving wheels had been ordered. A further order for 16 Pacifics with 6' 8" driving wheels was also sanctioned. However, this was increased to 39 in May 1946 by the Board with a

further 10 added the next month (i.e. the A1s 60114 to 60162). In 1947 AHP and his team settled down to deliver 49 A1 Pacifics and 35 A2/3s. These Pacifics may be remembered as Thompson and Peppercorn locos, but they were really developed in the capable hands of the Chief Draughtsman and his team.

Chapter 7 - Finale

By the end of 1949 all the A1s and the A2s were in service. AHP retired after 44 years after entering the works as an apprentice. He retired on 31.12 1949. On 3.3.1951 he died, his retirement lasted barely 15 months. He was the last C.M.E. of the London and North Eastern Railway. He started in the old Great Northern Railway. In many ways it fell to Peppercorn's widow, Dorothy, until her death in 2015 to remind the world of her husband's considerable achievements, her efforts receiving wide coverage in the wake of the decision to build a new A1 Pacific, no. 60163 *Tornado*.

I enjoyed this excellent book, it is well written, very detailed and full of technical information. It would have been beneficial if I had understood the pros and cons of different valve gear assemblies. Obviously AHP had a springboard in his career with being a Premium Apprentice and coming from a public school was well spoken and soon mixed socially with Ivatt and Gresley. He had a meteoric career and as a production engineer would have been a major asset during WW2. His dramatic career ended suddenly because of his health and being a lifelong smoker.

Most of the high-quality photographs I have never seen before. There are 253 black and white and 44 colour pictures as well as drawings and charts. Yes, there are photos of the Peppercorn class A1 - 14 different locos and 8 photos of different Peppercorn A2s.

Peppercorn- His Life and Locomotives, by Tim Hillier-Graves, published April 2022 by Pen & Sword (Transport imprint) www.pen-and-sword.co.uk, 264 pages 250 colour & B/W illustrations & diagrams, hardback, ISBN 9781526729859, price £40.00

Review No.3 - The Snowdon Mountain Railway, by Peter Johnson (Review by Philip Lockwood)

This latest book by the publishers Pen and Sword in the series Narrow Gauge Railways covers the Snowdon Mountain Railway, the author Peter Johnson once again dealing with the topic. Like Peter's previous book, about the Welshpool and Llanfair Railway, this book follows in a similar layout. Excellent maps on the front and end pages will be found most useful. The book follows the story of the railway from its initial conception right up to the latest developments with the new summit station. I particularly like the reproductions of early colour scenes taken at the turn of the century. The book is printed on high quality paper and runs to a total of 264 pages, profusely illustrated both in monochrome and colour. There can be few railways that experienced such a calamity on the opening day when the locomotive left the track

and plunged into a ravine and became a total wreck!

The line seems to have recovered well and has always appeared to be a profitable venture, and indeed is always an costly journey. Your reviewer first visited the line in 1958 and has since walked up the line and travelled on the train a couple of times. To any narrow-gauge enthusiast or a lover of this part of Wales, this book should find a place in their bookcase.

The Snowdon Mountain Railway, by Peter Johnson, published November 2021 by Pen & Sword www.pen-and-sword.co.uk , 264 pages, 200 colour & B/W illustrations, maps & track diagrams, ISBN 9781526776099, price £35.

Review No.2 - The History of the London Underground Map, by Caroline Roope (review by Peter Holden)

A most interesting book indeed for those of us who have an interest in Railway Cartography.

This book is far more involved than the title would suggest. It is in fact a history of the London Underground itself - from the very beginnings, through many intercompany squabbles and bickering, all the way though the amalgamation and onto the present day.

As such it is not just a history of the 1933 Harry Beck map, which it states (as did Beck himself) is in fact technically a diagram, not a map!). But is in fact a history of other maps that have come and gone as well.

Beck would never have imagined that his work would become such a massive icon, not only in London but across Britain and around the world, being reproduced on clothing, bags and so on. Apparently the “App” version of the map for phones and the like has been downloaded 20 million times! It possibly has to be one of the most recognised designs ever to come out of Britain.

The book is very well researched throughout covering above all the growth of the network, it’s cultural and architectural contributions and indeed how various maps played their part in the marketing of the Underground, as in “Metroland”.

Beck was employed as a draughtsman in the signalling department of the Underground Electric Railway Company and most of his work on “The Map” took place in his own time. He was sacked at least twice during the Great Depression of the 1930’s, but thankfully was re-employed.

The book works its way through the many updates Beck made, as new stations, lines and extensions arrived on the scene. All had to be incorporated onto his original map, which it must be said was at first rejected by the powers that be, possibly as it was too radical a change to adopt at first.

To sum up, this book is a fantastic piece of research which is easy to follow and understand throughout. Well worth a read in my opinion.

The History of the London Underground Map, by Caroline Roope, published August 2022 by Pen & Sword (Transport imprint) www.pen-and-sword.co.uk, 224 pages 32 colour illustrations, hardback, ISBN 9781399006811, price £18.00

Review No.4 - Cornish Railways - Part One (Saltash-St Austell) & Part Two (St Austell-Penzance), by Craig Munday (Reviews by Peter Holden)

I have decided to combine reviews for both of these softback books, as they are in the same format, and by the same author, each covering half of the far west route from Saltash to Penzance.

Craig began his photography in the Duchy at an early age using basic cameras, while he was living at Hayle, and he began working for BR as a signaller in 1989. As he says, there was a remarkable variety of both trains and traction at that time throughout the County.

These two books in my opinion are a marvellous example of the essential combinations required to produce an excellent photographic record of the subject. Living locally this gives the author the opportunity to know where to be at the right time, in the right location, with the right weather conditions and of course the right train. With the added bonus of knowledge gained through his work. Craig's dedication to the art of Railway Photography is indeed exemplary, he quotes that the family would have to postpone meals on sunny days until he returned from photting missions, adding that he would often disappear to go out for a photograph.

The two books follow the same format moving geographically from the Devon border at Saltash to the far extremities of the Railway in Penzance, clearly titled paragraphs take the reader along the route. Of course, taking in the many marvellous branch lines along the way. He makes no excuses for the fact that many of the shots are not ¾ frontal, instead moving at times well away from the subject to capture the train within the scenery. It is indeed a wonderful County for scenery.

It is easy to forget what an immense variety of train workings have taken place during the period covered by these books, but like me, you will be astonished at the amount of variety that has been captured throughout these books. From humble small freight to through the multitude of passenger service trains to the one-off special workings. It would be impossible to pick out a favourite photograph, the overwhelming majority are simply great!

If I were to be slightly critical, I would suggest that possibly a larger format for the books would help some of the photographs as it could be said that in a few instances the train is some distance away and difficult to make out among the beautiful scenery. These shots in my opinion would have been better visually if they were twice the size. Also, perhaps the books could have been combined into one larger format hard back possibly?

That said all in all I would give these books 10 out of 10. The photographs are excellent throughout and the captions provided give all the required information for each individual photograph.

Cornish Railways - Part One (Saltash-St Austell), by Craig Munday, published April 2022 by Pen & Sword (Key Publishing imprint) www.pen-and-sword.co.uk, 96 pages 180 illustrations, softback, ISBN 9781913295714, price £15.99

Absent Friends

1. **Stuart Baker, OBE** - Members will probably have seen in various railway magazines, tributes to Stuart Baker, who sadly died in 2020. Stuart was a member of the Circle for many years, and gave us a number of talks, most recently about the various projects that he was involved in at a very high level in the railway industry. Stuart was also the author of the well-known Rail Atlas of Great Britain & Ireland. He was an inspiration to those who knew him, and it is fitting that, with agreement from his family, Stuart's memory will be preserved by the naming of the proposed Baker Viaduct over the canal and River Calder near Ravensthorpe, as well as Baker's Junction at the east end of the viaduct – both important elements in Network Rail's Trans-Pennine Route Upgrade.
2. **Bruce Anderton** – Only long-standing members will recall Bruce, who died just a couple of weeks ago. But Bruce played a very important part in Circle activities – being a printer by trade, he typeset and printed The Circular for a number of years, producing a very high quality magazine for us, and setting a high standard for his successors to try to follow. Bruce's good nature and sense of humour are remembered.

We extend the Circle's condolences to family and friends of both gentlemen.

Member's Enquiry

Long-standing member Duncan Eccles has been in touch to ask if anyone has for sale any old plastic reusable 35mm plastic slide mounts. He is always looking to buy them, as he still uses film for stills, although he uses digital media for video. Any plastic slides which are reusable should be OK. The best ones are the old Agfa blue and white ones with corner fastenings. Some labs used plastic mounts which, once sealed, cannot be reused, but most did not. Please contact Duncan direct if you can help – his contact details are : duncan.eccles@tiscali.co.uk, or tel.01535 630075. Thank you.



10.10 Palma to Soller – late departure from Palma

Michael Leahy

Venturing abroad for the first time since the Covid lock down, we decided on a visit to Mallorca. For anyone who hasn't visited the island, there is plenty of railway interest, the best being the Palma to Soller electric service. The 3ft. gauge line was opened in 1912 & electrified in 1929, power being by 4 locomotives. The locos actually have passenger seating in them which are more comfortable than the wooden seats in the carriages, or at least they were when I travelled on the train a few years ago. The down side in October 2022 was the requirement to wear masks on the trains & buses. As a result, we decided to give the train journeys a miss this time. We saw people refused access to buses because of the lack of wearing a mask. Another down side to watch out for is the number of cruise liners tied up in dock for the day. Further information about the history of the lines is available in the book "Railways in Mallorca", by Martin Bairstow, published in 2010.



10.10 Palma to Soller – a fresh coat of varnish?

Michael Leahy

Quiz Answers

John Holroyd

Here are the answers to John's third puzzle – this one concentrating on Scottish branch lines, their termini and their junctions of origin.

WE HAND CLOAK	WANLOCKHEAD
HEATED REP	PETERHEAD
DOTH MENU	THE MOUND
FOUR DOMIR	MUIR OF ORD
LINT BOORS	ORBLISTON
TINY HAT GULL	TILLYNAUGHT
ACTS IN MOBS	SAINT COMBS
THICKER BROWN	NORTH BERWICK
HEAL SHOCK FOLLY	KYLE OF LOCHALSH
LABEL RAT	BALLATER
YES SWAM BY	WEMYSS BAY
HOB CALL	BALLOCH
HARM NICK	MARKINCH

AILING BULL	BALLINLUIG
BREED A FLY	ABERFELDY
YACHT LO	LOCH TAY
OFTEN OVAL	ELVANFOOT
WATER TOWN NEST	NEWTON STEWART
LONG MAN TILLED	DALMELLINGTON
TRAP ROCK PIT	PORTPATRICK
HIT LOOSE SUM	LOSSIEMOUTH
ROOF REST	FORTROSE
SLATE GAS CLOUD	CASTLE DOUGLAS
I'M LEAVING	MILNGAVIE
HARP EFTS FRET	STRATHPEFFER

Christmas Puzzles

Robert Anderson

Robert recently contacted the Editor about a “find” of old photographic railway negatives. Robert tells the story in his own words :-

Some years ago I received a phone call from a concerned drinking friend, that the house of a local railway photographer (a gentleman named Terry Buckley) who had died was being emptied by his son and that the skip was already there. I rushed across and my informant had rescued the collection of albums and negatives, which I gratefully shoved into my “grip”, and after a quick chat with the son regarding copyright I hoofed it back home. This is where disappointment crept in – out of the thousand or so negatives, less than 200 had a visible image, but out of those I feel some would be of interest to members of the Circle.

There were no details with the negatives, so Robert is providing some images, for members to think about them over the Christmas period, and perhaps come up with some interesting information about the locomotives, and any ideas about when & where the pictures might have been taken. Robert has some ideas and info from his own researches, but your Editor is putting members in to bat first, so to speak, and notes will be compared in the next issue.

Please email (or post) your guesses to the Editor (contact details inside front cover). Here are the first three images (more will follow in the next & later Circulars) :-



Photo 1 - Probably taken in 1958/59. The diesel shunter is believed to be D3375.

The next photo was probably taken in late 1958 – any ideas where? Any interesting info about the loco – e.g. the significance of cabside “O”?





Photo 3 - Early 1958 – where?

Above three photos are © Copyright of Robert Anderson Archive ©

Postscript re Ian Allan abc's

Ian Button

Long-standing member Brian Myland has come up with information about the Shipley gentleman (H G Burbage-Atter) who published the catalogues of Ian Allan abc's that I mentioned in the last Circular. Apparently, Mr B-A used to run a stall at local model railway exhibitions, selling abc's and other printed material. I certainly remember such a stall, but I never knew about the owner's *magnum opus*. Thank you, Brian!

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.

Meeting Reports

Philip Lockwood

21st September 2022 – “Tracks Abroad”, by Julian Halstead

This was our first trial afternoon meeting of the Circle, gaining a couple of non-regular attendees and possibly missing some of our regulars. Our speaker Julian entertained us with a very well presented travelogue of his journey with a friend across the USA. Starting in Chicago, a city Julian preferred to New York. with a look at some of the unusual skyscrapers including one that defied the forces of gravity! The journey westbound on one of the classic American trains involved spending many days at a time firstly through endless great plains dotted with grain silos before reaching the Rocky Mountains, and then journeying through the Cascade tunnel 7.9 miles long before reaching the west coast at Seattle. It was an interesting fact that most of his fellow passengers were either the elderly, military or people who disliked flying!

Julian and his friend managed the whole travel experience with just a back pack but was careful to have packed a supply of Yorkshire tea bags!

The quality of photography was excellent and Julian gave a well polished presentation. Perhaps we could invite him back for the return journey Eastbound.

Vote of thanks by Ian Button.

19th October – “Journeys of a Canal-Travelling Man”, by Paul Monahan

Tonight, in a change from our usual railway shows, Paul Monahan gave an illustrated talk about his and his wife's life on the canals. His early interest in canals had been sparked by an old photograph of working boats including a Fellows Clayton and Morton steamer. The decision to purchase a somewhat run down short narrow boat and convert it into something they could live on had echoes of Tom Rolt and his narrow boat "Cressy". Not satisfied with just living on board the decision was made to

go into canal transport, and a working narrowboat was purchased and used to transport coal, sometimes in sacks, but often by the lorry load - this creating its own problems when water levels were low!

A most fascinating evening and something completely different for the Circle.

Vote of thanks by Ian Button

16th November - Zermatt For The Matterhorn, by Robert Clarke

Another successful afternoon meeting, with a couple of potential new members. The talk by Robert featured a holiday in Zermatt. I would suggest that Zermatt might not be the ideal location for the average walker, having myself covered much of the route taken by Robert a few years ago. What you can expect, well portrayed by Robert, was spectacular scenery with the ever present Matterhorn mountain as a backdrop.

Zermatt would probably not necessarily suit the average railway enthusiast wishing to cover a larger section of the transport system as the town is very much at the end of the line. But for the enthusiast of mountain cog railways and cable cars there is plenty to explore providing you are not on a tight budget! For the seasoned walker used to the high altitudes reached, plus some very unspoilt villages once you leave the central area of Zermatt I can certainly recommend Zum See.

Robert obviously enjoyed most of his holiday in Zermatt, apart from his over enthusiastic attempt to photograph the Gornergrat Findelin viaduct!

A most enjoyable show with excellent photography accompanied by Robert's witty commentary.

Vote of thanks by Ian Button.

Secretary's Page

Peter Holden

As we approach the end of another year, we can look back at a reasonable year at Bradford Railway Circle. We have enjoyed some very good talks and our two visits to the KWVR were excellent. I am not at all sure as to why more of our members did not bother to turn up to these funded events or indeed to our indoor meetings. But the main thing is that we make sure the ones who do make the effort to leave the house enjoy what we do. Long may this continue.

Following a consultation of our members regarding the start times of meetings I can report that around 2/3rds of members voted to move our meeting start time to 14:00. We had a very good turnout for the second of our 14:00 trails on Wednesday when we enjoyed an excellent Swiss talk by Robert Clarke. Hopefully moving forward, we can maintain this level of attendance.

As a result of the above, all our core thirteen meetings next year will start at 14:00. We have booked all dates and times with Bradford Mechanics Institute Library. It has been suggested that we could hold further meetings during 2023 possibly on an evening in summer. Should any member wish to give a talk or suggest a talk (either at

14:00 or 19:30) please do get in touch. If the venue is available, we may well hold further meetings.

I can also report that your Committee have voted in favour of extending the free membership renewal for one more year, so renewal for 2023 will once more be free.

BUT!! Please do reply to Bill Jagger to state that you wish to remain a member moving forward, if you do not, you will no longer remain a member.

Best wishes for Christmas and the New Year.

Peter

Circle Diary 2023

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

Please remember that meetings in 2023 will start at 2:00pm.

	Jan. 11	Just Trains	John Whiteley
C	Feb. 8	Sixty Years Back	John Holroyd
P	Mar. 8	Excursions 50 Years Ago	Roger Hepworth
	Apr. 5	A History of Low Moor MPD	Granville Dobson
	May 3	My Footplate Experiences	Granville Dobson
C	May 31	Toronto & Vancouver 1981 plus vintage steam	Dave Peel
P	Jun. 28	Neville Hill Depot, Diary of an Escapee	Peter Holden
	Jul. 26	In Search of Big Steam in Spain	Mike Swift
C	Aug. 23	From the Back of the Cupboard	Steve Batty
P	Sep. 20	French and Belgian Steam	Colin Boocock
	Oct.18	WCML, Part 3. Preston to Glasgow	Steve Armitage
C	Nov.15	Railways in the Lake District	Martin Bairstow
P	Dec.13	AGM plus members night	

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

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