

# THE CIRCULAR

Bradford Railway Circle

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## Contents

### Page

1	Editorial	
2	Netherlands & Belgium (Part 1)	Peter Holden
7	John Gallagher RIP	
8	Scunthorpe Steelworks 1997 photos	Frank Robertshaw
10	Book Reviews	
16	Members' Photos	
18	Photographic Puzzles	Robert Anderson
21	Special Traffic Notices	
22	Meeting Reports	Philip Lockwood
23	Secretary's Page	Peter Holden
24	Circle Diary 2023	

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## Editorial

Welcome to the first Circular of 2023, and a belated official Happy New Year! For this year's cover photo, we have a lovely atmospheric shot of *Clun Castle* in liquorice country, a long way from its home patch. Home wasn't GWR, though (the loco wasn't built until 1950), but BR Western Region. Thanks to Philip Lockwood for providing the shot.

The Circle seems to be recovering nicely as the pandemic gradually subsides. As our Secretary reports, we have enjoyed good attendances at recent meetings, with several new faces who we hope will join us permanently, and a range of excellent talks, more of which still to come. Additional meetings can also be slotted in, if speakers wish (contact our Secretary). And we have a full 24-page Circular again, thanks to some very interesting articles and photos from members.

May I draw readers attention to the new book-review arrangements (see p.16). Books will normally be offered only as e-books or PDF versions in future, though we will now be able to offer more titles than before, to more members.

The recent horrific railway accident in Greece reminds us how much safety depends on human actions. Many safety features are built into railway operation, but if the person responsible loses concentration, or ignores a warning, or overrides a safety feature, the result can be catastrophic. One wonders – could the new & expanding field of artificial intelligence be harnessed to avoid human failings on railways?

# Netherlands & Belgium 2022 (Pt. 1) Peter Holden

Subtitles for this visit could well be “Belgium Whilst Sober!”, or “The holiday that nearly didn’t happen!”

As Covid restrictions were pretty much a thing of the past, a 15-day trip to Netherlands and Belgium had been planned. Following which, on 31st May, I ended up with an unscheduled visit to Works for my tubes to be cleaned out, and stents fitted! The surgeon was a very pleasant young man of around 35 years. He came to see me on the ward following my operation. “Have you got any questions?” “Yes, I am supposed to be going on holiday next Tuesday to the Netherlands” “Out of the question, I don’t want you going anywhere near an aeroplane for around 6 months”. “What about a train, is that OK?” “Can you get a train to the Netherlands?” “Yes” “I don’t have any issues with that, it will do you good, just take it easy”.

Commencing on Tuesday 7th June, I left Bradford Interchange on the 10:22 Grand Central Service to Kings Cross, this service giving a reasonable arrival time. Andy Roberts was waiting to join me at Kings Cross. He had volunteered to be my sherpa for the holiday, as I was banned from lifting my suitcase. Following a pleasant afternoon / evening in the Royal Oak, Borough we made our way to Enfield to spend the night at Andy’s house.

## *Wednesday 8<sup>th</sup> June.*

An early start sees us heading by first by taxi to Oakwood Tube Station, then via the Piccadilly line to Kings Cross / St. Pancras. I always like to arrive in good time - it’s better to be an hour or so early than 5 minutes late! We enjoyed breakfast in the Barrel Vaults, Wetherspoons.

I decided to go for a reconnaissance to ascertain the state of play at the Eurostar check in. I had noted very long queues recently. Eurostar were insisting on 2 hours to check in, due to the extra Covid checks and of course stupid Boris’s insistence post Brexit that Immigration officers stamp and examine thoroughly everyone’s passports! They queues were indeed quite long.

I had a chat to a member of staff to ask if they provided any assistance for people recovering from a heart attack. They did, we were allowed to go through a far quicker check in procedure. Following which, the wheels came off well and truly. We noted that all the trains were delayed for around 60 minutes, ours included.

Eventually the people who needed assistance were taken by lift up to platform 5, where supposedly the 11:04 to Amsterdam was waiting. The train was indeed in the platform, however it transpired there was a fault on this train, so it was decided to find another train to replace it! After around 20 minutes we were taken back down in the lift to the waiting area which was now quite hot and stuffy with all the people waiting to board late running trains. A further delay, and we go up to Platform 8. (We all could have just made our way slowly around to the other platform, but that would have been too easy). Our departure from St. Pancras was around 90 minutes late. On

arrival into Bruxelles, we were told that passengers who were travelling on to Amsterdam had to change trains to the set on the adjacent platform. There were not a great number of passengers for Amsterdam, so this process was not too bad. As the Bruxelles Eurostar terminal is a dead end, this meant our train had to leave in the wrong direction. I found this to be a bonus as we would be traversing a rare route around Brussels via Simonis and Scheerbeek. We were now running 2 hours late by this time! (Eurostar later made a 50% refund to us for this delay).

At last, we arrive in Amsterdam. A quick change of train and we are departing on the 18:24 service to Arnhem Centraal. Our hotel for the next four night was to be the Ibis Styles Arnhem Centraal. It was just outside the station which was good as there was a spot of rain on our arrival. Having checked in, we ate nearby at an Italian restaurant which proved to be quite good.

#### *Thursday 9th June.*

Following a very good buffet breakfast we begin our first of many day trips by walking the very short distance across to Arnhem Centraal. This involved walking past, would you believe, a trolleybus terminal! We had planned various days out and routes, these to cover lines previously not traversed by one or both of us.

We began the day on the 08:41 service to Deventor, this being the first train on our journey across the border into Germany. We changed trains firstly onto the 09:30 to Enschede, then the 10:32 to Munster (Westf) Hbf. On crossing the border, it was noticeable that the vast majority of passengers, on this now quite busy train, all put on their FFP2 Face Masks as per DB regulations. We did likewise.

The train was very busy, possibly due to DB offering passengers a €9 ticket allowing travel on all but IC and ICE trains for one month. Andy made use of such a ticket during our trip.

Following a short stop in Munster during which I captured an image of a DB class 111 electric in a rather colourful livery depicting a countryside scene with a nice blue sky, [see Circular 401, p.24 – Ed.] we head north with the idea of returning into the Netherlands via a different route, boarding the 12:05 Munster to Rheine, here changing onto the 12:49 to Hengelo. Facemasks now off we continue our travels, beginning to cover a few required lines in this area of the Netherlands. As mentioned in my previous article, in the Netherlands they mainly operate a clockface timetable, so most trains are half hourly. This does make things easier.

We continued our day with a series of short journeys by catching the 13:46 Hengelo to Zutphen, the 14:36 Zutphen to Apeldoorn, the 15:00 Apeldoorn to Amersfoort Centraal, the 15:29 Amersfoort to Utrecht Centraal, the 16:14 Utrecht Centraal to Rhenen and returning to Utrecht on the same set which formed the 17:08 from Rhenen. Our last train of the day was the 17:53 Utrecht to Arnhem.

The weather was reasonably warm, and on our return we ventured to the older area of Arnhem, where there were plenty of decent eating establishments to sample. I carried on with my healthy options of salads where possible, and sampled various alcohol-free beers on offer. The salads were fantastic, not so the majority of alcohol-free beers.

Still feeling a bit tired, I took myself off to bed quite early, leaving Andy behind to have a few more drinks.

*Friday 10th June.*

We began a cross country journey using mainly secondary lines, beginning by catching the 08:08 Arnhem to Tiel. Here our intended train turned up so late it formed the next service! This did not help our planned day at all! We continued on the 09:23 Tiel to Geldermalsen then onto the 09:43 Geldermalsen to Dordrecht. Our intended next service was cancelled! We found a café in the station for an impromptu coffee break to await the next service in 30 minutes. This too was cancelled, apparently there were track issues. After discussion we continued via a different route which would take in most of the intended lines, but in a different order. So, we departed Dordrecht on the 11:21 to Rotterdam Centraal, here changing onto the 11:54 Rotterdam to Woerden. Andy chose at this stage to continue on this service to Amsterdam Centraal and visit the De Wildeman bar for a few drinks, whilst I changed trains to cover my required lines, most of which Andy had already covered on a previous visit. We continued with the 12:37 Woerden to Leiden Centraal, the 13:20 Leiden to Haarlem, and the 14:45 Haarlem to Alkmaar, here catching the last train of the day, the 14:44 Alkmaar to Arnhem. Andy boarded this train as it called at Amsterdam Centraal. Once again, we found a very nice restaurant / bar to finish the day.

*Saturday 11th June.*

This was our last full day in the Netherlands as we planned to transfer the following day to Liège via Maastricht. Having noted that the line between Maastricht and Liège was closed the following day for weekend engineering work, it was decided that we would head down to the Maastricht area to cover a few needed lines.



189025 at Eindhoven Centraal, 11/6/22

Peter Holden

Thus, we begin the day catching the 08:23 Arnhem to Tilburg, here changing onto the 09:53 Tilburg to Eindhoven Centraal, this being one of my required lines, and continued on the 10:27 Eindhoven to Sittard, the 11:15 Sittard to Kerkrade Centrum, the 12:07 Kerkrade to Heerlen, the 12:23 Heerlen to Maastricht, the 13:01 Maastricht to Roermond, the 14:03 Roermond to Nijmegen and our last train for the day was the 15:28 Nijmegen to Arnhem.

This reasonably early finish gave plenty of time for a spot of exploration! I have been to Arnhem many times and never seen "The Bridge" possibly as it may be too far? So, I was determined on this nice hot afternoon to have a walk to this famous site. It was not too far from our base. On arrival we had a quick look around a museum / shop dedicated to the fallen. I can't help noticing many of the memorials to fallen services personnel around the world appear to have been funded on the main by countries other than ours! This possibly being no exception named "The Airborne at the Bridge", "Airborne" being the USA term for the Parachute Regiment.

Following this moving visit, we continued to explore the town eventually finding a large modern bar selling a very interesting and vast selection of beers. Unfortunately, they ran a wonderful modern system whereby you could only order a drink by downloading an app to your phone and placing an order online. We left!

Following yet another excellent salad and a drink at a bar with a far more inclusive method of ordering and paying, I called it a day.

### *Sunday 12th June.*

My early finish to the previous day gave time for me to study various timetables I had to hand via the internet. Having discovered that although our intended route to Liège was indeed closed beyond Maastricht, we could in fact still travel to Maastricht as planned, continuing on a cross-border service to Aachen Hbf. Then onwards to Liège changing at Verviers Centraal. So, our day begins with the 08:23 Arnhem to s-Hertogenbosch, changing on to the 09:09 s-Hertogenbosch to Maastricht, the 11:19 Maastricht to Aachen Hbf, the 13:04 Aachen to Verviers Central, and lastly the 14:07 Verviers to Liège Guillemins.

Our second hotel for 4 nights, Hotel De La Couronne was situated just across the road from Guillemins station. Unfortunately, on arrival our rooms were not ready. I had made a request for high up rooms overlooking the station. The staff did offer us other rooms, but we decided to keep the same rooms. Leaving our cases and making our way back to the station to catch the 15:33 Liège to Namur, where we visited a few bars known from previous visits. The best one was la Chapitre, a fantastic small bar situated behind Saint-Aubain's Cathédrale. I decided that now was the time to indulge in some of my weekly alcohol allowance! A very enjoyable time was had before making our way back to Namur Station to catch the 19:32 return service to Liège. On our return our rooms were now ready, they did indeed offer a splendid view of the magnificent modern station.

*Monday 13th June.*

I awoke early so decided to enjoy the view from my bedroom window prior to breakfast. One train caught my eye. I was convinced it was being banked up the very steep incline from Guillemins Station towards Leuven / Brussels. I could see there were no jumper cables connecting the rear loco to the train and the coupling appeared to be stowed. Many years ago, most trains were banked out of Liège, but I thought with the advent of the more powerful modern electric locomotives this was now a thing of the past. They do however sometimes couple a loco at the rear to save running round at the destination station.

Andy had suggested that we travel south to visit Luxembourg, so following a good buffet breakfast it's on our way to the station to travel via a lesser used route to Luxembourg.

Beginning our travels, we catch the 08:16 Liège to Marloie, then the 09:28 Marloie to Libramont, the 10:09 Libramont to Bertrix, the 11:07 Bertrix to Arlon, and the 12:29 Arlon to Luxembourg.



08517 at Bertrix, 13/6/22

Peter Holden

A short break was taken here. Public Transport in Luxembourg has been made free, and would you believe they have recently opened a tram route from outside the railway station to Kirchberg / Luxexpo - a 22-minute journey. Well, it would have been rude not to take up this kind gesture of free travel whilst there, so we made a return journey before heading back. I noted a map, advertising extensions to the tram system. It has taken them years to complete this first route, so I won't be holding my breath! Our final train of the day was the 14:16 direct service from Luxembourg to Liège. Many trains that were previously loco hauled are now in the hands of EMUs, this

being one such service, one of the newer Siemens units of which there are many in service now.

*Tuesday 14th June.*

Andy was keen to cover the line between Liège and Maastricht that was closed two days previously. So following breakfast we make our way across to the station and boarded the 07:40 to Maastricht to begin yet another full day of train travel. A very quick change and we depart Maastricht at 08:31 to s-Hertogenbosch, then the 10:12 s-Hertogenbosch to Roosendaal. From here an interesting cross-border service the 11:21 to Puurs was caught, bringing us back into Belgium. From here the 13:01 to Leuven, again a rather unusual cross-country service. From Leuven an Intercity Oostende to Eupen service was utilised to reach Pepinster, this being the junction for the short but interesting Spa Branch. The 15:01 brought us to the terminus station of Spa-Gerondstère which is slightly further than the main Spa station.

During our previous visit to Spa, I had noted a funicular railway climbing up the hill from the town centre to the summit, where I believe the original Spa Hotel is situated. Of interest is the fact that the 2 parallel running lines up the hill are independent of each other! The one on the left is for "The Public" and the one on the right is accessed only from the Radisson Blu Palace Hotel, Spa. I understand the hotel had funded the refurbishment of the railway. Well worth the trip. It was starting to get a bit hot in Belgium as the week continued.

Departing from Spa station and boarding the 16:41 as far as Pepinster, this gave a nice connection back onto an intercity service towards Liège. We disembarked at Angleur on the outskirts of Liège, where we enjoyed an excellent meal in Le Vaudrèe bar which is a short walk from the station. The bar had been refurbished and extended since our last visit many years ago, including a rather nice glass upper floor room. But on this occasion, it must have been unbearably hot in there, hence no one was using that area. I called it a day, catching the 19:53 for the short distance to Liège. Andy stayed a while longer before his return.

*[to be continued]*

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## **John Gallagher RIP**

Member Duncan Eccles reported recently that a friend, who is an ex-neighbour of his, told him that, sadly, ex-Circle member John Gallagher has passed away. He must have been nearly 100 years old! Only long standing BRC members will have memories of him, as he has not attended meetings for many years.

Also, we were sad to learn of the recent death of Adrian Shooter, a lifelong railwayman who became the highly respected boss of Chiltern Trains, and author of several railway books. He is one of the few who were celebrated by the erection of a statue in their own lifetime (in Adrian's case, at Marylebone Station).



# Scunthorpe Steelworks 1997

Frank Robertshaw

Some photos of a Circle outdoor visit (a Tilly Tour) in 1997







# Book Reviews

## **Railway Centre York - A Pictorial & Historical Survey, by David Mather (Review by Jim Bennett)**

This hardback book is published by Pen and Sword Transport. It comprises seven chapters, a bibliography, with 69 black and white photographs and 152 colour photographs.

### *Chapter One - The Steam Era and Beyond*

**York Station** The chapter begins with the events leading up to the operating of the first railway station in York in 1841, all thanks to George Hudson This terminus was within the York City walls. Increased traffic meant the terminus was replaced by a through station in 1877, this involved demolishing the small loco shed to the south. In 1878 a large loco shed was built to the north of the new station.

**50A York North Depot** - This section deals with the large shed built in 1878 which eventually comprised 4 turntables. This was changed in 1954 when two turntables were demolished and replaced with a straight shed. There are plenty of photographs of steam on and off shed.

**York's Wider Railway Heritage** - This section describes the establishing of workshops in York from 1842 which eventually employed 5000 people. It describes the demise of the carriage works and the brief ventures prior to 2002 with mention of the storage of Rail Head Treatment trains and the Freightliner wagon repair works.

**Not Forgetting Chocolate** - This section describes the rail involvement with Rowntrees' Cocoa Works and the rail freight serving the works.

**York's Other Station** - The Derwent Valley Railway originates in York on the "Cattle Market Branch" and is described briefly with the later use of steam with "Hardwick" and "Joem". There is no mention nor photos of the 0-6-0 steam locos and diesel shunters that worked the line.

### *Chapter Two - The Diesels Take Over*

**Disappearing Signal Boxes** - Various photos show some of the signal boxes and level crossings near York.

**The National Railway Museum Comes to York** - A detailed account ensues leading up to the closing of the Transport Museum at Clapham, London and the opening of the NRM on 28th September 1975. This included taking the exhibits from Clapham and the then York Railway Museum located at Queen Street. This section mentions the "Railfest - 2004" and that in 2012 held at the NRM and the "Mallard 75 - The Great Gathering" in 2013.

**Shunters** - Photographs of "08" and "03" shunters that were to be seen in York.

**Diesel Multiple Units** - Mostly colour pictures of 101, 110s, Pacers, Sprinters, Turbostars & Desiros, 195s, 220s and 222s that used to be seen in York but also include a history of the units when and where they were built.

**Main Line Diesel Locomotives** - This section gives a detailed history of each of the classes to be seen in York over the years including classes 20s, 31s, 37s, 40s, 45s, 46s, 47s, 50s, 55s, with plenty of colour photographs.

*Chapter Three - Inter-City 125s Enter The Scene* - This section details the history of the class 254s and their subsequent developments with colour photographs of their numerous liveries.

*Chapter Four - Express Freight Haulage* - This has a description of the class 56, 60s, 66, 67, 68 & 70s and their various liveries.

*Chapter Five - Anglo-Scottish Electrics* - Class 91 - The development of the original 91/0 & the later class 91/1 is described and their performance data, liveries and nameplates are illustrated.

*Chapter Six - Steam Has Never Been Far Away* - This section describes the re-birth of steam in colour & the establishment of the preserved lines in Yorkshire, and the steam excursions "The Yorkshire Circular", & "The Scarborough Spa Express".

**The Azumas** - East Meets West - The introduction of the Azumas in 2019 & their performance & routes are described.

**The "Nova " Family** - This section describes the introduction of the Nova 1 & Nova 3 sets.

**Future Plans** - This describes the anticipated development work north of York station, the improvement at York Station inside and out and the " face-lift " to the NRM and the major redevelopment of land for residential and commercial use north of the station.

### My Comments

The contents of the book could have been expanded to include a description and photographs of the original Queen Street Museum in York. If Peter Tuffrey can publish an excellent black and white photo of the re-opening of the museum in 1947 in a recent " Yorkshire Post" article, then there must be archive photos available of the original museum. There is no mention of an exhibition held at the old York station in 1951? which included locos and rolling stock. There was no mention of an exhibition held in York station in 1977 when the centenary of the station was celebrated including a Deltic with the "Winged Thistle" headboard as used on a Deltic powered express at the time. The sleeve describes a varied selection of high-quality pictures - I thought some of the colour photos were of mediocre quality.

**Railway Centre York, A Pictorial & Historic Survey by David Mather ; ISBN 978 1 39909 0360 ; 144 pages ; 221 photographs in all ; price £ 30.00.**

**English Electric Class 50 Diesels from the Western Region to Preservation, by Peter J Green (review by Graham Norton)**

This publication is essentially a numerical record of the author's photographs of English Electric Class 50s from the 31st of March 1975, when the author was somewhat dismayed not to bag a Western, to late 2020, when his enthusiasm was now somewhat elevated! There are a number of pictures supplied by Paul Dorney, acknowledged by the author, which fill some gaps. I assume most of these gaps were between 1975 to the early 1980's when his interest was re-established by the introduction of names and the large logo livery.

The book starts with a picture of an unidentified 50 at Dawlish on the Paignton to Paddington service in 1975 - this was the first picture the author ever took of a 50. It then proceeds numerically through each member of the class adhering to TOPS numbering starting with 50 001. This method keeps the book quite simple if used for reference, the only complication, if it is a complication, is that, for the uninitiated, it might appear that 50 001 was the first loco to be constructed and 50 050 the last, which as most people reading this will know was not the case, 50050 being the first of the class numbered as D400. It is also worth pointing out that the class were not all delivered to BR in numerical order, although loosely speaking that is how it panned out.

By its very nature this book is essentially a photograph album featuring every locomotive in the class, rather than a publication that majors on technical content. Consequently, what the book does do, is show off the class at a huge number of different locations, many of which have now changed beyond recognition, for example Didcot now bereft of its power station. There are 263 black and white photographs with 219 in the sequence 50 001 to 50 050, 8 on preserved railways, 33 on railtours and 3 pictures of locos being scrapped. There are a further 40 colour pictures, 35 of the class, 4 of nameplates and the final picture is of 1801, the first of a class of 10 very similar locomotives built for the Portuguese railways between 1968 and 1969.

I am sure this book will be of great interest to not only class 50 fans but other enthusiasts as well given the number and quality of the photographs contained within it.

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**Narrow Gauge Panorama: Steaming along the Rustic and Narrow, by James Waite. Pub. Pen & Sword, Price £40. (Review by Frank Robertshaw).**

In his introduction, the author states that in the book he has tried to present an imaginary view of a journey around the world. He has succeeded in doing this although enthusiasts do not usually need an imagination as they have seen the real thing. When I was asked to review this book, I was expecting to read about trains in little-visited places, with derelict locomotives that I had never heard of. How wrong I was! There are wonderful colour images from all over the world, a lot of which I had ridden on. There is a good narrative to go with every image which is in everyday

language which is easily understood, and not too technical. A point is made that a lot of narrow-gauge railways are there for us to enjoy, thanks to the hard work of unpaid enthusiast workers, equally a lot of foreign railways are earning their keep again, and this is encouraging.

There are a lot of images of locomotives standing on plinths never to run again, but I liked to see the photos of working locomotives with plenty of steam and black smoke. Some are moving at speed and are very impressive. There are plenty of these to enjoy in this book.

I particularly enjoyed the images of the Ffestiniog Railway. I had always been interested in main line trains since I was at school and spent evenings trainspotting at Severn Tunnel Junction instead of doing my homework. Years later a friend came to see me and told me that he had been to visit Portmadoc, and I should visit it. I did do the same year and that set me off with a special interest in narrow gauge railways which has stayed with me since. I liked the images of all the Welsh Narrow Gauge railways portrayed in this wonderful book especially the ones of the Ffestiniog Railway.

This book has no index system but this does not matter because there is so much fun flicking pages to find what you want, and I guarantee that the reader will stick with the book long after they have found their page.

**Narrow Gauge Panorama: Steaming along the Rustic and Narrow, by James Waite. Published by Pen-and-Sword UK. ISBN 978 1 52677 621 1. Price £40.00.**

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### **The English Electric Class 37/4 Locomotives, by Fred Kerr (Review by Peter Holden)**

This work is basically a brief history of how the class 37/4 came to be, followed by Fred Kerr's own photographic record of the sub class at work around the country. The class were conceived to fill a gap caused by a shortage of DMUs around the time prior to privatisation. The thirty-one locos were converted to include electric train heat (ETH), for passenger work in Scotland and Wales. As more Sprinter and Super Sprinter trains became available, the class moved on to predominantly freight work. Following a brief introduction, the book settles down to Fred's pictorial record of the class at work.

The separate areas or sections are: -

1. Scotland.
2. England.
3. Wales.
4. Charter Services.
5. Freight Services.
6. Direct Rail Services.
7. Colas Rail.
8. Preservation.

Fred is without doubt a very competent photographer and his record of these locomotives at work is first rate.

However, in the reviewer's opinion the book could have possibly been improved if the author had filled in the gaps in his personal photographic record with a few pictures from other photographers. As said, the quality of the pictures is first rate, sadly not so the accompanying captions which at times are very repetitive, to say the least. Again, one could question the inclusion of many shots taken of the same train on different days, in exactly the same location, the only difference being the number! Evidently these were local to Fred, being taken around the Southport & West Lancashire area.

I must say that the author's coverage of the class at work in Cumbria is comprehensive, and also a great deal of effort has been made to capture a wide range of services in varying, often scenic locations.

Not present in this work are shots of the locos at work in the Norwich area or indeed working the Cardiff-Weymouth trains.

All in all, a very good photographic record, well worth a read.

**The English Electric Class 37/4 Locomotives, by Fred Kerr, pub. Pen & Sword, ISBN: 9781399096133; Price £25.00**

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### **Transport Curiosities 1850 – 1950, by John Wade (Review by Roger Hepworth)**

If you have ever been stuck in traffic and wished that your car could sprout wings and soar Chitty Chitty Bang Bang-style above the roadworks or if you have dreamt of travelling in a steam-driven monorail train, or even thought about travelling to the centre of the Earth, then this is the book for you.

In this lively volume, the author takes us on a trip through a century of highly innovative and unusual inventions, some of which were actually built, although many have been consigned to the dustbin of history as great 'might-have-beens'. Virtually every page is lavishly illustrated with diagrams, contemporary engravings and photographs.

Chapter 1, entitled 'Travel on Tracks', takes the reader, as the title implies, through various possibilities involving train travel, from literally horse-powered locomotives to futuristic-looking propeller-driven railcars – some of them using monorails.

Included are descriptions of the many and varied schemes for overhead monorails, pneumatic railways and road-rail vehicles. Some of these, such as Brunel's South Devon Railway scheme, the reader will have heard of, but most of the information was new to your reviewer. Rubber-tyred railcars, pedal-powered 'velocipedes on rails' and the many and varied forms of elevated railway are all covered, as well as a projected London to New York railway via Siberia! On a more practical note, Magnus Volk's famous 'Daddy Long Legs' in Brighton is described in detail.

Chapter 2, 'Travel by Land', describes many fanciful ideas for the development of the motor car, powered variously by steam, petrol, electricity, rocket power and even wind. Cars were designed in all shapes and sizes, one design resembling an airship,

while another was in the shape of a railway steam locomotive. The reader learns of flying cars and amphibious ones, able to travel equally well on land and water. Many decades ahead of its time, we learn of an early design for a self-steering car, as well as a design for a petrol-driven scooter, in appearance not unlike today's controversial electrically driven machines. Early versions of today's motor home are described and illustrated. Cycles are covered, from the familiar two-wheeled 'penny farthing' to three- and four-wheeled versions, powered either by pedals, a rowing motion involving oars, a propeller or even a sail. Winged cycles which could fly also put in an appearance as well as a motorcycle made from aeroplane parts, powered by a propeller.

Chapter 3, 'Travel over and under Water', takes us into the world of ships, some very large, like Brunel's 'Great Eastern', a steamer which was actually built and became a successful cable-layer and some very small, such as a hand-powered mini-submarine, which, again, was actually put into operation. Cars come on the scene again, often looking more like boats and we even learn of a pedal-powered water bicycle. Petrol-driven sledges for travelling over ice are described, one of which claimed to have reached a speed of 150mph. A one-vehicle ferry boat from 1915 is illustrated, powered by the car it was carrying. It is said to have achieved a speed of 8mph when used for a short trip across a bay in Washington. Other curiosities described are a motorcycle sidecar which converted to a boat and a 12-foot boat in which two 1927 English adventurers planned to cross the Atlantic in fifty days. The sole power which the craft possessed was a windmill in the front, geared to a propeller at the rear. The author asserts that, perhaps thankfully, there is no evidence that the crossing ever took place.

Chapter 4, 'Travel by Air' completes the book. The reader is reminded of the cigar-shaped inter-war airships which were actually built, such as the ill-fated German 'Hindenburg' as well as the equally tragic British R101. Some less practical suggestions are described, such as a one-person flying machine from 1877, illustrated by a man described by the author as flying 'high above the ground, suspended from voluminous parachute-like wings' and supported by 'large spherical balloons, presumably filled with lighter-than-air gas'. An 1894 version of a modern-day hang glider is illustrated and described. This device apparently worked, its inventor making flights from natural hilltops, as well as a specially built one near Berlin. Many and varied were the designs for what we now call heavier-than-air machines. Some of these are recognisable predecessors of today's aircraft, but many more of those described and illustrated seem, to today's reader, to be very strange with their various multi-wings, bat-wings, flapping wings – in one case using genuine turkey feathers, hand-and foot-operated levers, steam-driven propellers and other exotic variations. The development of the flying boat in the inter-war period is well covered and this final chapter is nicely rounded off with a description of the successful trialling of a vertical take-off aircraft, 1931-style.

This book is clearly the result of exhaustive research and comes with an interesting introduction, a list of picture credits and a useful index. Owing to its highly varied subject matter, the work is ideal for dipping into at odd moments. However, the



chapters are written in a highly readable narrative style and your reviewer soon proceeded to read it from cover to cover. This volume deserves a place on the bookshelf of anyone interested in the development of transport in all its forms and also of the connoisseur of the historic and the bizarre.

**Transport Curiosities 1850 – 1950 by John Wade, published by Pen and Sword Books Ltd. ISBN 978 1 39900 397 1; Price £18.**

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### **Books for reviewing**

Pen and Sword very much appreciate the reviews that members write, but they have recently informed the Hon. Editor that, except in special cases, they can only offer PDF or e-book versions for review in future. As their portfolio has expanded (their current catalogue now lists around 1000 titles across all subjects) the time & expense of handling & posting hard copies is just too much for them.

From the Circle's point of view, some members may be disappointed to lose the tangible benefit of a free book, but on the other hand it enables the Editor to widen the scope as well as to include armchair members in the scheme. He won't need to pre-select suitable titles, and they will be available to all, not just to those who attend meetings. Lists of recently added railway titles can be emailed to members from time to time (I suggest quarterly), and respondents can choose one or two from the list (not more, please) and preferred format. The e-book or PDF versions can then be emailed free to them in exchange for a review. First come, first served, though!

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## **Members' Photos**

Work in conjunction with the new station site at Morley, 1/1/23. Philip Lockwood



A Wonderful Trio!

Michael Leahy



Canadian Road Signs

Michael Leahy



## More Photographic Puzzles

Robert Anderson

Only one Circle member, Duncan Eccles, has contacted the Editor with comments on the photos in our last issue. His and Robert's own ideas are as below :-



Photo 1 – Comment from Duncan Eccles: “May be at Huddersfield. I have a photo taken there, albeit from a slightly different angle, which depicts the same number of roads, and same style of roof, together with a telegraph pole with a single wire from the top . Also, the diesel shunter was allocated there.”

Answer from Robert Anderson: Huddersfield MPD viewed from the viaduct end. Probably taken in 1958/1959 when (and this is the clue) D3375 was the only 08 allocated to this depot. [*So, spot-on, Duncan! – Ed.*]



Photo 2 - 52121. Robert Anderson's comment :- So what's so special about this photograph taken probably late 1958? The scene is Sowerby Bridge MPD which was the locomotive's home depot. It received an Intermediate Repair at Horwich works in 1959 when it received the new Lion & Wheel emblem. It soldiered on to become the oldest active L&Y locomotive in Yorkshire having been built in May 1891 and withdrawn in either November 1962 or December 1962, depending on which source of information you consult, at the ripe old age of 71. It was arguably also the oldest active BR owned steam locomotive allocated in Yorkshire. However, all this pales into insignificance when one notices the white circle on the cab side. This was normally associated with the Wakefield based WD 2-8-0s some of which bore this white circle on the cab side indicating they were a 'Bonus' engine which worked the tightly timed heavy coal trains from the various collieries in and around the Dearne Valley. These locos had to be kept in better condition than the other WDs as these were most arduous duties for which the engine crews were paid a bonus to encourage them to run the trains to time. Now this is the question - why should such a small and elderly loco allocated to Sowerby Bridge bear this white circle? Be warned, I don't know the answer to this question myself. *[Over to you, the members . . . - Ed.]*



Photo 3 - This is one of the few negatives actually identified, albeit simply as Bradley. It shows a commendably clean Royal Scot on what is probably one of the morning Liverpool to Newcastle expresses racing along in early 1958. The line is curving, which suggests the precise location is between Bradley Junction and Spen Valley

Junction. I think the overbridge visible through the trees is Station Road. The train is on the down fast which indicates it will be going via Mirfield and not the 'New Line'.

Here are the next three images to intrigue you – locations & approximate dates, please, with any interesting information you would like to add. Email (or post) your guesses to the Editor (contact details inside front cover).



Photo 4 - Which shed is this? An array of locos from diverse parts of the country.



Photo 5 – Where & roughly when?





Photo 6 – Again, where & roughly when?

The above six photos are © Copyright of Robert Anderson Archive ©

## 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](mailto: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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## Meeting Reports

## Philip Lockwood

### 11th January 2023 - Just Trains, by John Whiteley

This was our third afternoon meeting and by far the best attended for some time - we even managed to sign up a new member. The show by John was a compendium of pictures taken far and wide both showing modern images but with a good few more historical ones. John mentioned that he does not have a good head for heights - this didn't appear to stopping him climbing signal gantries in order to obtain the master shot.

For some reason the venue's own projector appears to have a problem with colour cast, something we will have to look at for the future. For your reviewer this didn't really detract to much from the excellent selection of pictures. During the Covid lockdown John occupied his time by colourising a number of his monochrome images. This is a new slant to his photography, and he has produced some stunning images of steam and early diesel traction.

It is some time since John last visited the Circle - hopefully it won't be too long before he can visit us again.

### 8th February - Sixty Years Back, by John Holroyd

A large audience for this afternoon's slide presentation by John Holroyd, taking us back 60 years to 1963. Like all John's shows his many and varied interests make it quite difficult to write a report on the meeting. I have decided the best way is to highlight things which particularly interested me. We started with a visit to Derbyshire before moving on to trolley buses; a visit to Blackpool to ride on the new at the time railcars; the Humber steam driven paddle steamers bringing for John memories of family holidays at Cleethorpes; nearer home, a BR excursion with the steam locomotive *The Great Marquess* running in the Yorkshire Dales with a late arrival home. Moving on, a glimpse of the forerunner of the East Morvern and Wick railway in the loft at Gildersome; a holiday in Scotland showing some of the worst tenement buildings in Glasgow; and at the opposite extreme the *Maid of the Loch* paddle steamer on Loch Lomond; traction engine rally at Ossett and motor cycle events at Post Hill. John joined the RCTS and was soon on a holiday to Austria. Back home, another RCTS excursion to Scotland with the "Three Summits Railtour" a tour I also rode on - I well remember the spirited return run over the Ingleton line behind A4 Pacific *Golden Eagle*.

So be it a gas lamp in a Leeds street, an industrial tank engine, or even a brick wall - John manages to interpret it in his own special way.



Thank you, John, for a most enjoyable show. Vote of thanks by Ian Button.

### **8th March - Excursions 60 Years Ago, by Roger Hepworth**

On a cold and snowy afternoon Roger gave his talk about travels sixty years ago. In his usual inimitable style, we started with an up-to-date preamble describing his travels over the last few days, before moving on to the main event. This started in Bradford, looking at the demolition of Exchange station, and the still only just intact Forster Square station. How the surroundings have changed - we saw the power station on Canal Road with its now almost unique wooden cooling towers. We then moved on around the country on many excursions travelled on by Roger, often riding in the rear coach with the window down in order to get better pictures. The thing which makes Roger's shows of great interest is that it is not just a series of locomotive and train pictures, but photos of the general scene. Roger's particular interests include gas lamps, often seen at railway stations and also in the back streets of Bradford. Images taken sixty years ago were often contrasted with more recent images taken at the same location showing that in most cases "Improvement and Modernisation" have not been to the best.

We finished up as we started, back in Bradford.

Thank you, Roger, for a most enjoyable show. Let's hope we can have more in the future. Vote of thanks by Bill Jagger.

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## **Secretary's Page**

**Peter Holden**

Happy New Year!

Great news to report in this issue - attendances at our first two meetings of 2023 have increased noticeably with 30 attending on Wednesday 11th January and 28 on 8th February. We have been advertising our meetings more widely of late, which may account for the increase. Long may this continue.

It was fantastic to see Dorothy and Brian (Ben) Burrows at our last meeting, and we have also been joined recently by several other members who had been absent for quite a while - also great! Welcome back!

We have had a couple of issues regarding our new venue, which your Committee will try to deal with, but that said, the overwhelming majority are saying that they far prefer the venue and the 14:00 start time. Should you be reading this article and you have not been attending since the pandemic, you will of course be more than welcome to come along to our meetings.

(From the last issue) It has been suggested that we could hold extra meetings during 2023 possibly on evenings 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 will give my apologies now as I will not be at our meetings on 8th March, 5th April and 31st May this year.

We have some very interesting talks coming up in the next few months, none more so than two in a row from Granville Dobson, ex Low Moor Fireman who enjoyed a long career on the railways.  
See you soon!

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## 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 all the meetings below start at 2:00pm.**

	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

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Finally, something from one of Ben's Christmas crackers :-

Q - "What mode of transport could give you a nasty cold?"

A - "Atchoo choo train!"

Thank you & goodnight!