

# THE CIRCULAR

Bradford Railway Circle

No.407 – 1<sup>st</sup> Quarter, 2024

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## Editorial

Happy New Year to all!

Our Secretary has had a well-deserved holiday, so your Editor has penned a main article, for a change. But with very little other material submitted, and no interest by members in reviewing e-books, it's a sadly thin issue this time – just 20 pages. That's a pity, after a good showing throughout 2023. Come on, you lot, don't be shy - share your news, thoughts, photos, etc. with the rest of us and let's keep our magazine going! Thanks, anyway, to those few who do take the trouble to submit material. I shall look forward to a full "In-box" in time for the next issue – copy date is around 12<sup>th</sup> June.

## Notes from an Infrequent Traveller Ian Button

In January, Northern Rail had a flash sale of £1 Advance Purchase tickets, and in February TransPennine Express followed suit. Tight conditions were imposed, limiting the dates applicable to a window of a few weeks some time ahead, and requiring that a ticket be bought for each service used. But the cheapness of the offer encouraged me to load the companies' apps onto my mobile and plan a few trips. Theoretically, tickets were available to non-digital customers, but only by telephoning their Customer Service numbers – station booking offices could not book these tickets for customers. Many elderly people aren't digital, so I think it's a shame to exclude them in this way. Anyway, I booked two trips with Northern for Lena & me, and then a further five for us with TPE. Both Northern & TPE apps were fairly easy to use, once you learned your way around, and it wasn't hard to identify which services still had the £1 tickets available. All the trips were planned as cultural days out; we chose to travel mid-week, as we're usually busy with other things on Saturdays & Sundays. Also, we decided to delay our starts until after 09:30 in order to use our bus passes. (I'm not an adopted Yorkshireman for nothing, you know – no, they have to pay me! (Apologies: that's a vintage "I'm Sorry I'll Read That Again" joke). So - here are some notes of our trips and my impressions of changes since I last travelled by train – no trips at all (except on heritage lines) since B.C. (Before Covid), and even before then very rarely since the millenium! Much has changed over the decades . . .

**Friday 12th January - Huddersfield-Sheffield.** A fairly short-haul trip with Northern to start with. A comfortable ride in our class 150 unit, fairly empty until nearing Sheffield. Up the hill to the City Museum, which has wonderful collections of silver and fine cutlery; there was also an interesting William Morris/Arts & Crafts/Bauhaus exhibition of art, textiles & furniture. The city's steel industry and cutlery-making history were of course reflected in the 1950's London-Sheffield steam service "The Master Cutler". Too soon it was time to retrace our steps to the station.

**Thursday 18th January - Halifax-Manchester Victoria.** Another shortish trip; initial slight delays worsened and we were 15 late into Victoria. We gatecrashed a mini-presentation on the platform: two gents being photographed in front of a display of Betfred ribbons & medals. (Betfred & Northern are co-sponsors of sustainable travel, the display says . . . ?!) After marvelling at the LYR tile map in Victoria, and all the pre-grouping destinations on the awnings outside, we aimed first for the Museum of Science & Industry, a good walk away at the old Liverpool Road station. Unfortunately, the transport collection was closed for refurbishment, and the other main part (textile machinery) was busy with parties of noisy primary school children, but there were plenty of interesting exhibits about various inventions. Then on past the old Central Station (now a Convention Complex), the ornate red-tiled Midland Hotel, and St Peter's Square (site of the Peterloo Massacre and many crisscrossing tram tracks) to the Manchester Art Gallery, which has an excellent collection of paintings.

**Thursday 8th February: Huddersfield-Liverpool Lime Street.** Snow had been forecast for late morning; it started while we waited at Huddersfield, and everything was fairly white as we passed through Marsden in our Hitachi class 802 set. Passing through the Edge Hill cuttings, vertical chasms cut in the solid red sandstone, reminded me this was one of Eric Treacy's favourite locations. We arrived about 15 minutes late, but no snow in Liverpool, it was just a bit rainy. There are three major attractions close to Lime Street station - we inspected the outside of George's Hall, and proceeded to the Walker Art Gallery, which has a superb collection. We spent so long at the gallery that we didn't have time for the World Museum – on another visit, perhaps. Back to Huddersfield and a tramp through the slushy streets to the bus station.

**Friday 16th February - Huddersfield-Newcastle.** Our longest trip, using the excellent class 803 stock – better display screens, window-blinds, between-seats mains power (for laptops & phone-chargers). I hadn't stopped at Newcastle since my father took me on a marathon Gloucester-London-Newcastle-Sheffield-Birmingham-Gloucester train trip about 60 years ago, and a friend of his met us on the platform, carrying a long parcel containing a magnificent salmon trout that he had caught, for my mother to cook for our next few days' suppers! But back to the present day - first call was the Discovery Museum, a huge place originally built as Newcastle Co-operative Society's warehouse. This has many displays describing the development of the city from pre-Roman times, and there is also space inside for some large exhibits – in prime position was *Turbinia*, Parsons' revolutionary [*pun intended!*] craft that astonished the Admiralty toffs when it gatecrashed the Navy Review and far outran



Armstrong-Whitworth model of train-ferry *Baikal*, Discovery Museum, Newcastle 16/2/24  
NB Propellers at both ends, wagons behind cutaway sides, and carriage-end peeping out at right

all the other ships. In another part of the museum was Armstrong-Whitworth's beautiful model of the famous Russian icebreaking train-ferry *Baikal*. After being designed & built on Tyneside, the ship was dismantled for shipping to St Petersburg, then overland to deepest Siberia, where it was reassembled to provide the link across Lake Baikal between the Western and Central sections of the Trans-Siberian Railway. I could have spent longer in this wonderful museum, but we also wanted to see the Laing Art Gallery, and this too was an excellent location, with silver and ceramics exhibitions, besides many impressive paintings - a legacy of the city's 19th/20th century wealth. On the way back, excitement as it was announced at York that our train would not be going any further, and everyone should head for another one that was ready on Platform 7. I was impressed to see that all the seat reservations had already been transferred to the new train - an easy task in this digital age! - so we occupied the same seats.

**Thursday 22nd February - Huddersfield-Saltburn.** The new X1 Halifax-Huddersfield bus service was running (replacing the old 503 but now rerouted, avoiding West Vale). Anyway, this trip was during the diversions due to engineering work between Huddersfield & Leeds (Morley station etc) - passengers to & from Dewsbury had replacement buses. Our train approached Leeds via Horbury Junction, Wakefield Kirkgate, Normanton & Woodlesford - a very roundabout route, though it took no longer than normal services. (There's always plenty of recovery time for TPE trains, no doubt to minimise repayment claims after delays.) Class 185 units are fine, but no mains power points, no window blinds, poorer display screens. Fairly full to York, but pretty empty after Northallerton. Views of the Newport lifting bridge and the Transporter Bridge at Middlesbrough, a few ships in the Tees-side docks, and much evidence of industrial desolation around Redcar (ex-SSI steelworks) and new Teesworks construction including one absolutely massive warehouse or shipyard shed about 6 football-pitches long - possibly the £450m future SeAH factory for offshore wind-turbine foundations (it will be the world's largest such factory). The climate was bracing at the seaside - we had time to explore this half-forgotten little Victorian resort - the Upper Promenade has some impressively tall 19th century yellow-brick terraces and large detached houses - presumably boarding-houses originally, and now mostly seaside holiday lets & hotels. A modern bandstand has interesting wrought ironwork depicting local views, and a board describes the old iron Halfpenny Bridge that used to span the deep valley. We walked down to the Lower Promenade and along the old pier (it was about high tide). Here a sea-fisherman was just casting his rod (but too literally - he accidentally let go of the rod at the critical moment and it rose & fell in a graceful arc - into the deep water! Said fisherman was last seen setting up another rod in order to fish out the first one. Across the Lower Prom is the Cliff Lift (built 1883/4), the oldest working water-balanced funicular in Britain. Unfortunately, it wasn't running, as it was far off-season, though the two cars were visible on their separate tracks; there was also a notice saying that there had been a fire in one of the stations, putting the service out of action (maybe the notice was still there from last summer). The Miniature Railway was also closed for winter. Up the



Saltburn-by-the-Sea cliff lift, 22/2/2024



Part of NER tile map at Saltburn, showing pre-grouping lines, 22/2/2024

many steps, past the Fossil Garden (some large ammonite specimens from the cliffs) and back through the town to the station. The old station buildings are being refurbished, they are now retail outlets (the station is unstaffed). However, the original North Eastern Railway tile map still survives on the north wall outside. What was presumably the goods yard is now occupied by Sainsbury's; there is an interesting mosaic mural on the outside wall. The 185 unit back home was pretty empty to Northallerton again, but progressively fuller, especially from Leeds (well, it was rush-hour by then).

**Friday 1st March - Huddersfield-Durham.** A wet day. Sleet & rain began as we left the house, and a sudden gust wrecked the umbrella before we even reached the bus-stop! It was a day without Northern trains, owing to an ASLEF strike (also affecting other companies' services); anyway, the Liverpool-Newcastle TPE service with Hitachi class 802 units was early arriving and on time departing from Huddersfield. We found our reserved window/table seats already occupied by a party of five lads spread across the two tables, but they amiably reorganised themselves. It turned out that they were also on £1 tickets from Liverpool to Newcastle & back, using the train as a meeting-place while they had a cheap day out drinking & talking together (they had brought plenty of their own liquid refreshment). Plenty of out-of-use strike-bound Northern trains were parked at various places along the route; there was nothing of interest at the NRM, apart from 47 798 *Prince William*. On arriving at Durham, we boarded the very handy No.40 bus direct from the station to Palace Green, the location for all of our targets - the castle (viewable only at a distance unless you pre-book a guided tour), the cathedral, the university's Archaeology Museum and the UNESCO World Heritage Site's visitor centre adjoining the 17th-century Costin's Library. There was plenty to see in a small area, so we didn't get very wet flitting between the buildings. The cathedral is magnificent, much larger than it looks from the railway viaduct high above the town; it contains the tombs of both St Cuthbert & The Venerable Bede. We didn't have time to explore the narrow streets of little old-fashioned shops below the main site, but welcomed the dry bus ride back to the station. Here a notice announced there would be no trains from Durham over the coming weekend, only rail replacement buses: but no information about the reason (strike or engineering work? - I did see plenty of welded rail lying ready alongside the main line further south). A 4+5-car CrossCountry unit on a Newcastle-Plymouth service left ahead of our TPE class 802, but it kept out of our way. The train was fairly full at first, but emptied gradually on the way to York, where more passengers boarded, and it was fairly full from Leeds as it was rush-hour. But we didn't see the five lads again - I hope they hadn't been so busy downing Newkie Browns that they missed their train!

**Thursday 7th March - Huddersfield-Hull.** Another chilly day at the seaside! A worrying start - our train from Huddersfield was reduced to one three-car class 185 set, so our reserved seats in coach F no longer existed! Fortunately, we were able to



bag an empty table, so all was OK, and in fact the train gradually emptied. It was “all stations” to Leeds, but after that only stopping at Selby & Brough. Hull Paragon is a lovely station, spacious and colourful. In 2023 it celebrated 175 years since being



Hull Paragon entrance 7/3/2024

built. The mahogany ticket booths and some old signs have been saved, albeit behind locked doors in the “community space”. We headed first for the Ferens Art Gallery, and then to the Museums Quarter (hardly even a quarter of an acre!), where we spent some time in the Streetlife Museum (featuring transport and shops). The Museum has Britain’s oldest surviving tramcar (from the Ryde Pier Tramway) and an excellent collection for bicycle enthusiasts including one ingenious vintage model with a propshaft instead of a chain! (This idea has just been reinvented in the Netherlands, according to a recent “How Do They Do It?” TV programme.) Hull once had 141 cycle shops - probably helped by the totally flat landscape around. Time to head back to the station – a proper 6-car set this time, but maybe an older version, as it had no USB or power-points for phones, there were paper seat-reservation cards, and the TV screens only showed TPE adverts. And the toilet was half-wrecked – the seat had come off its hinges! Only 1h 17m for the return trip, passing Neville Hill Train Care Centre for the last time, not even stopping at Dewsbury, and never particularly full, so a comfortable trip, and pretty well on time.

**Overall impressions from all our trips** – My main thought (non-railway) was sympathy for the farmers across the north – their fields still flooded, crops underwater,

tracks reduced to quagmires! But back to railways . . . I think it was an excellent idea of Northern & TPE to hold their ticket sale – we wouldn't have used the trains otherwise, and wouldn't have seen all the museums and art galleries. We'd certainly go again if the chance arose – maybe even making trips to Edinburgh or Glasgow, though unless we got up very early and came home very late there would be little time there for culture, it would be just for the journey.

**Comfort:** excellent – seats clean & comfortable. More tables would be better, obviously to be aligned with windows.

**Ticketing:** Truly my first encounter with electronic ticketing - but how quick & efficient! Upon buying a ticket online, it is emailed to your smartphone, so you can pass the ticket gates & show it to on-board inspectors whenever required – marvellous! But what happens when your phone battery expires . . . ?

**Reliability:** pretty good on the whole. When it wasn't (twice in 14 journeys), the Delay/Repay scheme worked well, though the “automatic” option only works for one-ticket purchases– if you buy two or more tickets, you must use the manual option and add each extra ticket.

**Performance:** incredible acceleration, especially in class 802 sets, which must be hitting 40/50mph before leaving platform ends! Quicker journeys are great, but too often it's impossible to catch the names of stations you are passing through.

**Information/Communication:** excellent, especially in the later stock, with real-time displays of journey progress. Additional info about improvement projects, new stations being built, etc, would add interest and might encourage passengers to use trains more often.

**On-board facilities:** USB phone-charging sockets and mains power sockets were new to me – very useful; toilets were sometimes rather high-tech, with arrays of buttons for opening & locking the door, flushing, etc. - a bit confusing for some people, perhaps.

**Conclusion:** Train journeys are still very interesting & great fun, even if normal tickets are rather expensive.

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## It's a gas

**Ben Burrows**

Railway-related notes from the Historic Gas Times magazine (HGT below)

From HGT 86 – The GWR installed its own gasworks at Swindon in 1876, designed to supply 1.38 million cubic feet of gas per day. By 1901 gas consumption had increased by 50% on the previous year and it was decided to provide electric power to the works railway. High-speed gas engines coupled to DC generators, 19 in all – including one for the gas works. The sawmill also had a 4-cylinder vertical gas engine rated at 350 hp at 200 rpm, giving 220 kW at 250 volts. Its producer gas was made from the sawmill wood waste & sawdust. The GWR claimed that its gasworks was the largest private gasworks in the world, producing 3 million cu.ft./day (and 110 tons



of coke). The nationalisation of the gas industry required closure of the works and the connection of the GWR works to the South West Gas Board's works at Gorse Hill by a 24" diameter main in 1959. BR sold a 2½ million cu.ft. gas holder to the SWGB for £50 but it was found to be rotten and BR were required to repair it.

The works originally used water from the North Wiltshire Canal, but when they started to charge £200 (per year?) for it, GWR's CME Daniel Gooch decided in 1858 to provide a well yielding 11,000 gallons per hour for the works.

The railway works also had an oil-gas plant especially to make gas from crude oil because it has a higher calorific value (1323 Btu/cu.ft. - coal gas was only 600 BTU/cu.ft.) - it was to be compressed to 140psi and put into cylinders for the lighting of railway carriages and stations.

In HGT No.87 (June 2016) Duncan Beaumont told how he used to go with his father on Saturday mornings often following the "Beaumont Street Flyer" – the Gas Dept coal & coke train as it wound its way from the Huddersfield Corporation Gas Department's works in Leeds Road to the sidings at Newtown goods yard, led by a man with a red flag. I assume that this was all on Corporation tram track.

In 1959 he started work at the gas works and had the "grand tour" of the works, being shown the surviving horizontal retort house ("t'op stack") which was still run by a DC powered charging machine which ran on rails the length of the retort house. It was driven like a tram, taking power from twin overhead bare copper conductors powered by twin mercury arc rectifiers, as the rest of the works had gone over to an AC supply, put in when other retorts had been replaced by vertical retorts which were fed continuously with coal and didn't require a charging machine.

Harrogate Gas Company bought *Barber*, a narrow-gauge locomotive built by Thomas Green & Co of Leeds in 1908. It ran on a 1.6-mile track to the works, and had a cut-down cab to enable it to do this. It survived, and after restoration was reported in the HGT to be running on the South Tynedale Railway at Alston. The HGT supplied a replacement whistle by a donation from their Gas History Fund. HGT also reported that *Bon Accord*, built in 1897 by Barclays of Kilmarnock, and used for hauling wagons to Aberdeen gasworks, was now owned by Grampian Transport Museum and was based on the Royal Deeside Railway near Banchory, not far from Aberdeen. HGT No.89 (Dec. 2016) commented that more than 100 Barclays locomotives had survived (see also HGT 77 p.2).

Pleck gasworks at Walsall – West Midlands Gas Board purchased a 0-4-0 steam locomotive – a "modern" vertical-boilered model made by Sentinel of Shrewsbury, probably chosen because it could burn coke. It was painted maroon, and carried on the side the logo of the West Midlands Gas Board, and was No.9632 of 1957, probably the last steam loco that Sentinel built. In 2018 it was on the Chacewater Light Railway, but doesn't carry the WMGB logo.

Another item from the HGT concerns Cramlington in Northumberland. The Flying Scotsman passed the village daily in 1926 during the General Strike, driven by a “blackleg” crew. Some striking miners decided to take action. On 10th May West Colliery miners removed a section of track and the train was derailed. Fortunately, no-one was injured. Nine miners were convicted of malicious damage and received sentences of up to eight years. Asked “What if anyone had been killed?” the ringleader replied “We’d have been hanged, of course” – so desperate had their lives become that they felt they had nothing to lose. Cramlington was designated to become a “New Town” and is the home of Pipe Line Integrity International.

In addition to the above there was an illustration of the “Joy” gas-powered vacuum-cleaner advertised in 1921. The “Hoover” first appeared in 1908. No doubt the “Joy” takes its place alongside the gas-powered radio.

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## Book Reviews

### **Four-Coupled Tank Locomotive Classes Built by the GWR, by David Maidment (review by Ian Button)**

Here we have the latest in David Maidment’s excellent series of Locomotive Portfolios. After a short Introduction, there are five chapters:

Chapter 1 The Engineers (4 pages) – Brief biographies of those who designed the locos featured - Gooch, Armstrong brothers Joseph & George, Dean, Churchward & Collett

Chapter 2 The Broad Gauge Locomotives (9 pages) – Leo, Corsair, Metropolitan & Hawthorn classes & Dean’s Convertibles. Excellent photos in this and the next chapter, many of them from the Manchester Locomotive Society’s renowned archives. Chapter 3 Standard Gauge Locomotives built by GWR before 1923 (72 pages) – types designed at Swindon and Wolverhampton, plus various experimental designs.

Chapter 4 Locomotives built by GWR after 1923 (42 pages) - This group includes the only locos likely to be remembered by present-day enthusiasts - it covers the six 1101 class dock shunters, and two Sentinel locos (one is preserved); but this chapter concentrates on the charming little 1932-built 0-4-2T 48xx class (renumbered 1400-1474 in 1946) fitted for auto working and ATC. Two were used in filming “The Titfield Thunderbolt” in 1953, and the class survived on the Gloucester-Chalford auto trains until 1964 – your reviewer remembers them very well, seeing them frequently in the bay at Gloucester Central when travelling to school or for shopping. Also the 20 similar 58xx class, mostly without auto/ATC fittings. The book provides an excellent set of photos of these 0-4-2T types – they were natural favourites for enthusiasts, being seen on disappearing branch lines and rural auto-train services.

Chapter 5 Preservation (9 pages) - Six locos have survived to preservation - four 1400 class, a 1926 Sentinel (now at Quainton Road) and a steam rail-motor (at Didcot).

The book concludes with a colour section (not surprisingly, only the 14xx class are covered), an Appendix (34 pages listing all locos, with a selection of details such as weight diagrams, dimensions, renumbering, building, rebuilding & withdrawal dates, first & last allocations, etc.), and finally a Bibliography, and Indexes to text and photographs (the latter by location and loco number).

All in all, this is an excellent book – well-written by the author and beautifully illustrated with plenty of photos. The production quality from Pen and Sword is top-class, as always. A worthy addition to the Locomotive Portfolios series, and recommended for any GWR enthusiast’s bookshelf.

**Four-Coupled Tank Locomotive Classes Built by the Great Western Railway, by David Maidment, published by Pen & Sword (Locomotive Portfolios series); 200 pages, nearly 300 photos (50 in colour). Published by Pen & Sword, Barnsley, (Transport imprint), 2023. [www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk); ISBN 1399022563; Price £30**

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## Ben’s Bits

## Ben Burrows

The bus enthusiasts might like to know of a road name in Eastbourne that I came across – Ecmoad Road. This curious name was that of the place it led to – Eastbourne Corporation Motor Omnibus Depot!

In 1941 I visited a friend who had a 1938 “Knockout” Annual. I remember seeing the limerick with a slight railway reference :-

With railways not being content  
Old fatty by air-express went  
He fell by mistake  
Into Windermere Lake  
And they thought it was raining in Kent!

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## Photographic Puzzles – Pt.6

## Robert Anderson

Firstly, a postscript regarding the Part 4 photo of the derailed V2. Robert was very impressed by Philip Lockwood’s photos of the recovery – the only ones he has ever seen. He writes :-

*“In my clues I was deliberately vague as to which train 60954 was working so as to not provide too many clues. However, to complete the story I give these below”*

Since September 1961 V2s had been granted authority by the LMR to work the 1.5am (01.05) York Dringhouses to Liverpool Walton fully fitted Class 'C' freight which ran via Diggle. It was booked to stop at Huddersfield for water so would face a standing start at the foot of the seven-mile-long slog at 1 in 105 to Marsden. Bet it sounded good at Slaithwaite, especially if the loco was off beat! The engine returned on next day's 12.30 am (00.30) Walton to York Down Yard class 'E' freight also booked to run by Diggle and it would be this train 60954 was hauling in the incident at Mirfield. This train ran 'as required' and the loco returned home to York light engine if not required. However, Richard Greenwood has a most interesting photograph at Smithy Bridge on the L&Y main line on 23rd December 1961 of the 10.30 am Liverpool to York express rushing through behind 45698. Careful composition has included V2 60877 light engine waiting in the Goods Loop for the express to pass: no doubt on one of those occasions when its return working did not run. Were V2s therefore passed to work over the Calder Valley main line as well as Diggle or was this one of those behind the scenes "turn a blind eye and hope for the best" movements. Very shortly after this incident the use of V2s on the Liverpool-York working was discontinued.

Now, after an encouraging response to Part 4, sadly, we received no contributions or comments regarding the last pair of puzzle photos in Part 5. However, Robert's notes & additional info are appended.



Photo 11 – ex-LNER Raven 4-6-0 class B16 61423, and ex-LMS Fowler 2-6-0+0-6-2 Garratt 47974 at York 28/6/1952 (nearly 72 years ago!). A bizarre combination of 61423 and 47974 pass round the back of York station, presumably *en route* from York shed to Dringhouses Yards to work their respective southbound freight trains.

Clue 1. Where else could such a combination occur!

Clue 2. For the eagle-eyed, note the original NER roundhouse behind 61423's tender.



Photo 12 Ex-LMS “Jubilee” 4-6-0 45621 *Northern Rhodesia* & ex-LNER J71 0-6-0T 68250 at York 28/6/52 (same as previous photo). 45621 of Millhouses MPD presumably waiting to work forward with a Newcastle to Bristol (or similar), and station pilot veteran 68250 (built to a design introduced in 1886). This loco lasted till early 1959 at the ripe old age of at least 70. There were only four stations on BR (York, Darlington, Newcastle and Normanton) where this pairing was even remotely possible and this location is far and away the most likely.

Here are this issue’s puzzle pictures . . .



Photo 13 – At which major northern city (now electrified)? Clue. This view showing the three chimneys which are of historical importance has recently become obscured

by property development but every member of the BRC will have seen this view many times over the years.



Photo 14 – Location?

Clue 1. The lines in the foreground are part of a very busy three mile stretch of railway running between two major junctions where main lines of the former LNWR and L&Y joined and then later diverged.

Clue 2. This train has dived under the most westerly of these two junctions and is now on a steeply graded line built solely to bypass this congested three mile stretch of railway between these two junctions. It is at the point where this line was remodelled by BR in 1969 and 1970 to join the lines in the foreground. Of the route beyond the locomotive there is now little or no trace.

So come on chaps, perhaps a little easier this time – send in your answers/comments.

(Photos 11-14 are © Copyright of Robert Anderson Archive ©)

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## More Ben's Bits

San Diego has the world's largest operating model railway. It is 262 feet long, representing 28 scale miles.

The San Diego & Arizona Rail Road was finished in 1919 and was connected to the Transcontinental Rail Road on a route through very mountainous country, and was known as "The Impossible Railroad".

# Huddersfield Railway Circle – Programme 2024

All meetings at Huddersfield Town Hall. 19:30–21:15.

Secretary: Chris Davis, 1 Cleveland Grove, WAKEFIELD, WF2 8LB

Tel: 01924 369525 (mobile 07990 802897) email: [chrisdavis19527@gmail.com](mailto:chrisdavis19527@gmail.com)

## Date Subject/Speaker

Wednesday

Apr 10<sup>th</sup> - Neville Hill Depot, Diary of an Escapee - Peter Holden

Apr 24<sup>th</sup> - A Tale of Two Stations (Morley & White Rose) - Philip Lockwood

May 8<sup>th</sup> - Heritage Railway round-up - Mike Swift

May 22<sup>nd</sup> - On-site visit to Huddersfield Station with Network Rail (Members only)

Jun 5<sup>th</sup> - Some of My Favourite Steam Locomotives - John Whitwam

Jun 19<sup>th</sup> - My Railway Career - Nigel Petre

Jul 3<sup>rd</sup> - The Ralph Martin collection, part 1 (original slides)

Jul 17<sup>th</sup> - Members' Open Evening (short slide and digital presentations)

Jul 31<sup>st</sup> - Deltics Over the Pennines - Mark Allatt

Aug 14<sup>th</sup> - Railroad wanderings across the Pond - Chris Taylor

Aug 28<sup>th</sup> - Trans-Pennine loco hauled - Robert Clarke

Sep 11<sup>th</sup> - Colour Rail 1964 - Paul Chancellor

Sep 25<sup>th</sup> - Railways in the Cornish landscape - Stephen Gay

Oct 9<sup>th</sup> - The Huddersfield & Sheffield Junction Railway (Penistone line) - Alan Lewis

Oct 23<sup>rd</sup> - Switzerland's Bernina Line - Philip Lockwood

Nov 6<sup>th</sup> - 69th Annual Dinner

Nov 20<sup>th</sup> - A Railway Photographic Selection - Anthony Hicks

Dec 4<sup>th</sup> - From Ossett to Penzance via Wick - Roger Hepworth

Dec 18<sup>th</sup> - Chairman's Evening (presentation & social gathering) - Robert Clarke

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## Notes & Rumours

An anonymous writer sent in this information earlier this year :-

“Crossley's scrap yard at Shipley is being cleared. The two derelict diesel locos rotting away in the corner of the compound have gone. I did email them to ask if they have been cut up but haven't received a reply. One version of the rumour says that Network Rail is taking over the site (for what reason?). Another version of the rumour says that Northern Trains is taking it over, electrified sidings will be put in & it will be used for stabling their units.”

Answer - On 14<sup>th</sup> March the T&A reported that Crossley's site will become a £100 million Train Care Centre as part of the TransPennine Route Upgrade. It will replace Neville Hill TCC while that is temporarily closed during TPRU work.



And a recent contribution from Michael Leahy :-

“I recall that it was once said that a Eurostar Depot would be built at Forster Square. That vanished as quickly as it appeared. Now, we hear about that extra platform at Forster Square, to be built by May 2025, using land taken off the back of the shopping units delivery area in the shopping mall. Then there's the NEW station to be built in Bradford on a new line something like the old Bowling Junction to Laisterdyke line. Sorry, but Ha, Ha, Ha! There's a saying “if it sounds to be good to be true .....””

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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), 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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## New books from Pen & Sword

Here are titles issued by our friends at Pen & Sword since the last list (in Circular 405) If any member is interested in receiving a free electronic copy (PDF file) of any of the following titles, in return for writing a review for Pen & Sword (suitable for publishing in *The Circular*, so railway-related titles preferred), please let me know.

Lothian Buses by Fred Kerr

The Clapham Train Accident by Greg Morse

Allied Railways of the Western Front - Narrow Gauge in the Ypres Sector  
by Martin J B Farebrother and Joan S Farebrother  
The London Mini and Midi Bus Types by David Beddall  
A History of British Rail Engineering Limited by Richard Marks  
The Shropshire & Montgomeryshire Light Railway by Peter Johnson  
Buses in the Border Towns of London Country 1969-2019 (South of the Thames)  
by Malcolm Batten  
Model Building and Super Detailing by David Ashwood  
Railway Towns by David Brandon  
RMS Queen Mary by David Ellery  
A History of Ship Launches and Their Ceremonies by George Hodgkinson  
The London Enviro 200 by David Beddall  
The Great Eastern Railway, The Early History, 1811–1862 by Charles Phillips  
The London Underground, 1968-1985 by Jim Blake  
Western Region Steam Locomotive Depots by Laurence Waters  
Railway Travel in World War Two by Peter Steer.  
The Southern Region (B R) Class 73 and 74 Locomotives by Fred Kerr  
The Railways of Bradford and Leeds by Peter Waller.  
The Keighley and Worth Valley Railway by the author Peter Waller.  
Branch Line Britain by Paul D Shannon  
Flying Scotsman, and the Story of Gresley's First Pacific Locomotives  
by Tim Hillier-Graves  
The LMS Princess Coronation Pacifics, The Final Years & Preservation  
by David Maidment  
The A4 Pacifics After Gresley by Tim Hillier-Graves  
William Adams: His Life and Locomotives by John Woodhams  
Northampton's Trams and Buses by David Beddall  
Gresley's Master Engineer, Bert Spencer by Tim Hillier-Graves  
Colonel Stephens Light Railway Locomotives by Brian Janes  
High Speed Trains to the North of England by David Mather  
Britain's Changing Train Liveries by David Goodyear  
Honda: The Golden Age (Isle of Man TT 1959-1967) by Matthew Richardson

For more info on the above, and more titles to choose from (Pen & Sword seem happy to offer us any transport title in return for a subsequent review publishable in The Circular) head over to <https://www.pen-and-sword.co.uk/Transport/c/65> and explore.

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## **AGM Notes - Wednesday 24th January 2024**

The Annual General Meeting should have taken place on Wednesday 13th December 2023. However, due to our meeting room being out of commission on the above date it was decided to postpone the AGM until Wednesday 24th January 2024.

The Meeting commenced at 14:00 and The Secretary opened the meeting, welcomed the attending members, and read out Rule 8 of The Circle Constitution.

**Apologies for Absence.** These had been received by the Secretary from Bill Jagger, Eddie Lumb, Peter Mann, John Holroyd and Robert Anderson.

**Officers' Reports.** Members had been circulated via email The Officers Reports and The Balance Sheet prior to the Meeting. These documents were also visible on the screen prior to and during the meeting. No questions or objections were raised. John Atkinson proposed we accept the reports *en bloc*, and Richard Walker seconded.

**Election / Re -Election of the standing Officers.** The Secretary had received no new nominations for, and no notification of anyone wishing to stand down. Sadly, once again there were no offers from the floor to take on any of the vacant positions of General Committee, Publicity Officer or Financial Examiner. Frances Atkinson proposed we re-elect en-bloc Peter Holden, Richard Walker and Graham Norton. This was seconded by David Barker.

**Any Other Business.** The Secretary had received by email a request from member Michael Leahy that the Circle Committee look into the possibility / costings of digitising Circle documents presently in the Archives stored with Vice President Eddie Lumb. Following a general discussion on the matter it was decided that the Committee will discuss further and make a decision at the next General Committee Meeting and report back to the membership.

**President's Closing Address.** Philip Lockwood thanked all the officers for their work over the year and thanked the members for attending during the year. The Meeting closed at 14:26.

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## Meeting Reports

## Philip Lockwood

### 7th February - An Old-fashioned Slide Show, by Alan Ward

Alan travelled from the wilds of Giggleswick to give his presentation today.

We had a good attendance to view excellent slides in medium format.

The large transparencies, certainly giving excellent quality, coupled with Alan's skill in composition, made for an excellent show.

Living now close to the Settle and Carlisle railway, Alan included a good number of pictures taken at various locations along the line. Although steam locomotives were shown I have the feeling that Alan probably prefers more modern traction. The show took us to many locations, York and the Railway Museum, heritage railways including the Worth Valley and the North Yorkshire Moors lines, and nearer home the Yorkshire Dales Railway. Travels further afield included visits to the USA, visiting the narrow-gauge systems in the West.

Thank you, Alan, for a most enjoyable show. VoT by Ian Button

## **21<sup>st</sup> February - The Isle of Wight & Back Twice in a Day, by Robert Clarke**

An intriguing title for the talk - had Robert managed to get an all-day rover? No - this was planned, together with Huddersfield's editor Phil, as a 2-day trip to join a tour of Eastleigh Works. Due to the scheduling of rail strikes, the tour was then postponed, but the pair's hotel was already booked, so what to do? They chose separate itineraries on the first day, Robert spending the time exploring Portsmouth's naval history. He was able to see much to interest him, including the first steam powered battleship *HMS Warrior*, the modern aircraft carrier *Prince of Wales* and by chance the veteran paddle steamer *Waverley*. Whilst looking round Southsea the arrival of a hovercraft proved the lure to make a first-ever "flight", or should that be a "hover" across the Solent to Ryde on the IOW. Robert met up with Phil the following day, travelling once again by more conventional means to the island to travel the much-truncated railway system, Phil being anxious to see the newly arrived stock on this system.

The visit coincided with the lying-in-state of Queen Elizabeth II so on returning to London our travellers noted the vast number of mourners around Westminster Abbey and Buckingham Palace. The only advantage was that rail strikes had now been called off! It was interesting to your reviewer to see how things had changed on the Isle of Wight, since having first visited in 1966, just in time to witness the last year of steam and to travel to Ventnor by train.

After a fair amount of travel around the capital making full use of Phil's detailed knowledge of the underground, Robert and Phil made their way home.

As a sequel the visit to Eastleigh was eventually made on a later occasion.

A most well informed and entertaining talk. VoT by Ian Button.

## **6<sup>th</sup> March - Steam Days in Scotland, LMS Lines by Steve Armitage**

Steve was welcomed by a large audience for his presentation of steam north of the border. It seems quite amazing just how many railway companies operated in pre-grouping days. Steve started by showing pictures of all the Chief Mechanical Engineers of the companies prior to grouping.

A wonderful collection of images, which Steve has spent many hours bringing them up to top quality as shown this afternoon. In many cases although the pictures were excellent, difficulties identifying locations has meant much research on the internet. It was interesting to learn that many pre-grouping locomotives became non-standard in the eyes of the LMS, resulting in many classes being prematurely withdrawn and thus denying some very elegant locomotives the chance to continue in service and survive into the preservation age.

We must thank Steve, and of course the photographers, for making sure that images survive for future generations.

Vote of thanks by Ian Button.

## Secretary's Page

Peter Holden

A late Happy New Year to all our members and their families.

I suppose the only big news item to report in this issue was, as you will be aware, the temporary closure of the Bradford Mechanics Institute Library following a car crashing into the front of the building. It is beyond me to see how this could possibly have been an accident, also as to why anyone would deliberately do such a thing. So, best just put it down to “Bradford”. We are now back in the building and hopefully repairs will be carried out to the damaged front of the building soon.

It was good to recommence our meetings on 24th January when we held our postponed AGM. (See reports in this issue of the Circular). Big thank you to Chris Taylor and Robert Clarke for bringing along some great pictures for the Members’ Pictures show following the AGM, and to Philip Lockwood for manning the door (possibly the first time Bradford Railway Circle has needed a “Bouncer”?).

We are hopefully to hold a further visit to the Keighley & Worth Valley Railway to take part in one of their “Haworth Haddock” trains again this year. Although as I write this KWVR have not as yet confirmed the dates, we will hopefully be looking at some time around Saturday 13th July. [*Peter has recently advised us that this date is now confirmed – Ed.*] We may also plan other events - further information will be issued as & when available.

We have agreed along with some of our good friends at other local railway groups, to publicise each other’s meetings. This can only help to attract more people to attend meetings. There are presently around 8 people who regularly attend both Bradford and Huddersfield Railway Circles, why not join them? So, Ian has updated our website with links to Jubilee Refreshment Rooms website and attached a copy of Mirfield Railway Society and Huddersfield Railway Circle’s forthcoming meetings.

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## Circle Diary 2024

Please watch the website <http://www.bradfordrailwaycircle.co.uk> . Meetings are held at Bradford Mechanics Institute Library every 4 weeks, starting at 2pm.

	May 1	Fifty Years Back	John Holroyd
C	May 29	Stately Trains	Stephen Middleton
P	June 26	A Mixed Bag of Trains	John Whiteley
	July 24	50 Years of Scottish Railways & Travel	Chris Davis (date swap)
C	Aug. 21	East Coast Main Line in Diesel Days	Dave Peel (date swap)
P	Sep. 18	AMTRAK’s California Zephyr	Julian Halstead
	Oct. 16	Steam Memories from the David Lane Archive	Ben Gordon Taylor
C	Nov. 13	Where Would You Like to Go?	Anthony Hicks
P	Dec. 11	AGM plus Members’ Night	

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

P - Publication – around the end of March/June/September/December