

THE CIRCULAR

Bradford Railway Circle

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Editorial

A few corrections – firstly, apologies to the Rev. Tony Newnham for misspelling his name in the meetings list in last issue. Secondly, alert readers may have spotted that last issue wasn't the first of 2009 as I announced therein – just the last of 2008. And third, the Outer Circle trip in the last issue was an accidental repeat of a report made a couple of years earlier. Either nobody noticed the last two points, or those who did were too polite to mention them! I hope 2009 will be less accident-prone for the Editor (in more ways than one – JWH will know what I mean!).

Thanks to all contributors to this issue (including a few new ones). We have a thought-provoking plea from Victor Lee about how to improve our presentations; and an article (A Yorkshire Rover...) from one of our distant members, Andrew Roberts. Also, another two-parter from Dave Peel (I envy his global wanderings). I have a bit of material left over for the next issue, but I still need more to fill it up, so please get busy and send me your thoughts, essays, comments, etc.

Lastly, for those with internet access, a couple of interesting links – www.lostrailways.westyorkshire.co.uk and www.subbrit.org.uk/sb-sites/stations. Happy surfing!

Land of the Rising Sun

Dave Peel

Having travelled to Vladivostok by rail in 2006 - tantalisingly close to Japan - it only remained to bridge the gap in 2008 and finally arrive at another of our 'must see' destinations. That small gap is of course about 6000 miles from the UK, but was closed in relatively few minutes as we flew in, more or less directly over Vladivostok to land at Kansai International Airport (Osaka) after the 12 hour flight.

The sighting of this new-ish airport encapsulates much that you need to know about modern-day Japan. Although comprising some 3000 individual islands, four of these contribute the overwhelming majority of Japan's 127 million people and the largest and most heavily populated of these four is Honshu. This island is itself 80% forest, mountain and agricultural land, so that only the coastal fringes are developed and land is scarce particularly in the large quantities airports require. Kansai is therefore built on reclaimed land in Osaka Bay and is connected by road and rail to the mainland.

The holiday on which we then embarked was again out of the Great Rail Journeys brochure and featured a six-venue tour with train travel connections between the centres. So naturally we immediately set off from Kansai by coach, heading towards Kyoto for our three night stay. The 90 minute run was almost entirely on motorway, much of it elevated, and through a densely packed urban environment all the way. And we drove on the left, a real surprise.

Kyoto was for many centuries the capital of Japan, and because of this was spared the carpet bombing the Americans inflicted on other Japanese cities during the second World War. Whatever archeological treasures or other monuments to past eras survived this war were however soon erased by the Japanese themselves. Or at least smothered by surrounding them so tightly with semi-high rise sprawl as to make them virtually invisible. True, on our first full day we did visit the magnificent Golden Pavilion (Kinkakuji Temple), the impressive Nijo Castle (a World Heritage Site) and the extensive Kiyomizu Buddhist Temple complex, though only the Castle was anything like centrally located.

What was centrally located however was our hotel and, a mere five minutes walk away, Kyoto's futuristic railway station. I don't think any station old or new has impressed me more than this one. Not so much the platforms, which are on three levels, nor the vast number of retail outlets incorporated within the development, but the way in which these are built into, pass through and generally embrace the cathedral-size concourse. From here the western end of the development is accessed by taking several consecutive escalators, some in the open air, to a roof garden overlooking not only the station approaches, but the whole of Kyoto as well. Similarly the eastern end boasts a high-level restaurant, theatre, five-star hotel and wedding venue, all directly connected by escalators to the concourse. For those with the stomach for it, the two ends are joined by a covered aerial walkway spanning the chasm to the concourse far below. It's a stunning concept, well executed, and a hugely popular high-class venue for locals and tourists alike. Additionally the north and south station entrances (the tracks run east-west) form a pedestrian thoroughfare through the centre of the complex whether you're using the trains or not. The whole place is, in

short, user-friendly and after our sightseeing tour during the day we had no problem with dining here at one of the many quality cafes available.

Moreover all dining places are eat-in only. You simply don't see the Japanese consuming ANY food or drink out on the street in public. Which does of course almost eliminate litter at a stroke, especially when combined with what appears to be a total absence of newspaper shops. Seemingly Japanese people read very few newspapers, and when they do they certainly don't leave them lying around. The end result is that the whole of the station precinct is immaculately clean, bright, welcoming, friendly and feels very safe. Sadly hardly any of these virtues apply to large city centre stations in the UK, in stark contrast. Another eye-catching sight was the several teenage school sports teams assembling in the station complex – before 08.00 on a Sunday morning mark you – in full school uniform and without a supervising parent or teacher!

Kyoto also has an underground system and during the evening some of our group returned (with the local guide: buying tickets is a problem if you don't know where you're going) to sample the underground and participate in a night-time walking tour of the busy side-streets a few stops out from the centre. After separating at the end of the walk we again easily found a suitable restaurant on our own and subsequently returned ourselves to the hotel via the underground without difficulty.

The following day saw us all at the station again, this time to take the 09.00 local train to Nara, a 35 minute ride on the Kintetsu line. Nara is a small compact city, also a former capital, is set against a backdrop of tree-covered hills and contains another World Heritage Site that's well worth a visit. So off we walked to see Todaiji Buddhist Temple. This is not only the largest wooden building in the world but also houses two immense bronze statues of the Buddha, over 50 feet high. The close-by Shinto Shrine is also very old, dating from the eighth century and the whole area is overrun by free-roaming deer. After lunch at MacDonald's (eating in, and far quicker than a 'local' alternative since we were short of time) we boarded the 14.35 train back to Kyoto for one the real highlights of the entire holiday.

It was an optional extra, and to my great surprise Diana and I were the only two participants. Only a short taxi ride from Kyoto station (we walked back) stands the Umekoji Steam Locomotive Museum, opened in 1972 to commemorate the centenary of railways in Japan. The main building is the former steam shed (3' 6" gauge) and dates from 1914. It comprises the original 20-stall semi-roundhouse plus electrically operated turntable with several other open roads fanning out from this, a few sidings and a short piece (half a mile?) of running track. This track is used by live steam thrice daily and we arrived just in time to catch the last 'shuttle run' of the day. The stock consisted of two 'toast rack' converted bogie freight wagons, well filled, pushed towards central Kyoto and pulled back again by 2-8-2 D51 200 in immaculate condition. The engine then retired to the roundhouse via a couple of slow spins on the turntable for the benefit of the fairly substantial crowd. This contained a good proportion of children none of whom, it was noticed, were chasing around aimlessly, or noisily! I then happily set about photographing the two dozen or so locos, those in the stalls having their smoke boxes illuminated by the warm glow of the lowering

light. A memorable session! Beside the D51 in steam that day, one of the two C62 class 4-6-4's standing together in a siding was also said to be operational. These engines were the largest and most powerful passenger type, built in 1948. Four of the engines in the stalls were connected cab-to-cab by a walkway at that level, and the rear of the roundhouse was adorned with a large collection of number plates and works plates. An operating model railway and an extensive young children's play area were also provided, all hands-on and very family orientated. The small (!) shop, ticket office and entrance hall were actually located inside one of Japan's first stations, Nijo, a wooden building transported to the site and re-erected for the purpose. This also contained a compact exhibition hall with no fewer than 16 educational sites, all related to the steam locomotive. Amongst these was a full-size 'stoking practice device' to teach prospective firemen how to shovel coal efficiently, and in contrast, a touch screen electronic encyclopedia of Japanese engines paired with the sound each made when working. A wonderfully atmospheric couple of hours – the rest of the group didn't know what they were missing!

Tomorrow was to be the group's first ride on the shinkansen ('new main line'), and as breakfast was booked for 06.30 and we had not fully adjusted to the eight hour time difference from the UK, an early night was called for. Our bags were to be transferred to Hiroshima by road, so we made an un-encumbered walk to the station next morning to catch the 08.30. These trains are generally 16 coaches long and the platform has a continuous barrier along the edge except for 'gates' opposite the coach doors, which of course always match up! However the wisdom of sending passengers' luggage in advance was apparent as it still took some time for our entire group (35) to embark, and these trains do not hang around even in stations. Experience has shown that tour groups with large unwieldy bags play havoc with train timetables, and Japanese trains should never, ever, be late. It was certainly true that within the spacious interiors (these trains run on 4' 8½") there was little provision for much luggage, most people travelling very light indeed. This train was a Nozomi ('hope') from Tokyo to Hakata formed of an N700 set, the latest in the 'bullet train' series and one of the few on which a Japan Rail Pass was not valid, not that we had one! (The original 1964 bullet train – as per the NRM – was classed as '100 series' and has progressed through the 300 and 500 series examples to the current configuration. These all work on 25kV ac 60Hz, overhead). A trolley service moved up and down the train and, surprisingly, there were smoking ROOMS in three of the 16 cars.

Arrival in Hiroshima was on time and we were straight away taken by coach to the A-bomb Museum Exhibition set in the Peace Park and facing the one building left standing after the explosion of 6/8/45. The area is yet another World Heritage Site and there's an equivalent Site in Nagasaki that commemorates the event of 9/8/45. The surprise is not so much how many died in an incandescent instant but how relatively quickly the area was rebuilt and became habitable again.

[To be continued]



Sunday 12th October 2008 – Umekoji Working Steam Museum, Kyoto. 2-8-2 class D51 no.200 runs onto the turntable at the end of a day's operating. Most numerous class of all JNR locos, 1115 were built from 1936 onward. 35 were later equipped with Giesl ejectors. (3' 6" gauge) D. Peel



Monday 13th October 2008 – 08.30 for Hiroshima pulls into Kyoto station. Formation is 16-car "Nozomi" ("Hope") 700-series "bullet train". Note continuous platform barriers except opposite carriage doors. D. Peel



Saturday 18th October 2008 – 4-car emu entering Yunnoto station on local service (3' 6" gauge). Track on left is 4' 8½" gauge, so rear coaches are running on mixed gauge track
D. Peel



Sat 18th October 2008 – Yumoto: observation car (3' 6" gauge) ("Romance" car) at rear of Tokyo-bound emu. Note high-level driving cab
D. Peel

A Yorkshire Rover & Beyond

Andrew Roberts

Friday 15th August 2008. The first of my eight days began at St Pancras, where I met Peter, who had earlier come down from Bradford to Kings Cross. We boarded the 10.25 HST to Sheffield and went straight to First Class, as Peter had obtained cheap tickets. On arrival we headed for the Kelham Island area, where there are two fine pubs, the Fat Cat and the Kelham Island Tavern, after lunch returning to the station. Peter's idea of travelling back to Bradford via Huddersfield sounded good. A visit to the Head of Steam and the sight of *Union of South Africa* on a special – great!

Saturday 16th August. The day began by meeting Paul and Alan at Interchange. Our first stop was to be Dewsbury, with a change at Hebden Bridge. A visit to the Station buffet seemed appropriate – here we met Chris, who had come up from London. We trekked across town to a pub Peter couldn't find earlier – the Leggers Inn, a converted hayloft next to a marina within an industrial area. A strange smell surrounded the place – no more comment. Our next stop was Marsden, via Huddersfield – the pub to visit here was Riverhead Brewery Tap, with Ossett and other fine ales. Returning to Huddersfield, a quick pint in the King's Head and then off to Brighouse and the Red Rooster, another out of town pub well worth the walk. In town is the Black Swan – a basic pub, but with Alan's pool skills and paper aircraft flying everywhere – what a place! Time for home, so back to the station and Interchange.

Sunday 17th August. A relaxing start at Forster Square, heading for Keighley via Shipley for the Worth Valley. The early trains are dmu's, so a return trip and back to Damems was made. Here we caught the steam service back to Keighley, hauled by 80002. Then a return trip over the line, spending our time in the buffet car. They had an excellent local brew on – Naylor's Porter. Time to leave now and head for Odsal Stadium, my afternoon's entertainment – a rugby match – League, of course. Here we met Peter's wife Kay, after sampling one of their burgers. The opposition today was Hull; it all seemed rather quiet, the semi-silence only broken by a score and a wave or two from the cheerleaders. Bradford won, so Peter was happy. Then to a local restaurant for chicken curry – it was good, well worth it. The evening was spent in Saltaire, firstly visiting Fanny's Ale House and secondly the Junction Tavern. A fine way to finish off a fine summer's day.

Monday 18th August. The day started with us catching the Forster Square – Leeds train, where we were to meet one of Peter's work colleagues, Richard. He met us on board the Middlesbrough train holding three massive coffees – how he never spilt them, I don't know. A good connection for the Whitby train was made, and an enjoyable journey, even route maps on the tables – a shame they were for the Settle-Carlisle! On arrival our first stop was to buy tickets for the journey to Pickering, which during the summer is steam-hauled, on the Moors Line. Through the rain, we headed off for lunch. The pub was heaving, even busier when it was invaded by a contingent of Morris Men and Ladies. Time to leave. Wending our way back to the station and a couple more pubs. Our train was in, and was to be hauled by ex-SR 4-6-

0 No.825. A very pleasant journey, apart from the continual rain, and the lack of a buffet car. We now headed for the bus to Malton, on arrival with time to spare paying a visit to the Crown Hotel, selling local –brewed beers. Peace and quiet! A short walk to the station to catch the York train. On arrival it was off to the Maltings for a couple of pints, and back to the station for the Leeds and Bradford trains.

Tuesday 19th August. Today's journey started at Forster Square for Shipley. Here we would change for Carlisle, with time to spare the opportunity arose to visit the station buffet and consume a bacon sandwich. We boarded the train for Carlisle and sat down, relaxing for what I always think is one of the great scenic journeys of this country. Arriving on time we made the connection for Newcastle, just, the doors closing behind us! A short walk from Central is Tilley's a pub with a wide range of beers, but not people – it was empty, but we had a pint and left. Next door is the Tyne Theatre, and next door to that is the Bodega Bar. It was almost empty, time to relax I thought. A good lunch was consumed, downed with a few pints. Across the road are the remains of the old city walls. Returning to Central we now headed for Darlington, changing here for Saltburn, and back to Darlington for York, Leeds and Bradford. The evening was spent at the Corn Dolly, where we met Paul and Alan.

Wednesday 20th August. An early start today, catching the first train from Forster Square to Leeds, here for the 7.10 HST service to Aberdeen. Peter had obtained a £27 return, so we headed for our carriage. It was missing, so we boarded at the front (no, not the driver's cab). Shortly after we were joined by an Asian family, one of whom thought it was great fun to throw chewing gum at us. With views of the North Sea, the Angel of the North, the Tyne and Forth bridges – an enjoyable journey. On arrival we headed for a pub Peter knew – the Prince of Wales (are we really in Scotland?). An excellent place, with good food enjoyed together with a couple of pints of Caledonian 80/-. The return journey was rather uneventful, apart from a youngster playing music on some modern thing. Changing at York we headed back to Leeds and Bradford.

Thursday 21st August. Today's travels also started at Forster Square – I'm beginning to feel like a regular commuter now. We changed at Shipley to join the service to Lancaster, a pleasant run, as I hadn't used this route for many a year. Lancaster was to be for the Cumbrian Coast line, but with flooding further south nothing was moving. Off into town for lunch and a few pints. Back at the station things were running normally again, so we boarded the Carlisle train. I had originally wanted to travel on the Ravenglass line, but owing to the unfortunate loss of time we went straight through to Carlisle, then journeying south to Preston by Virgin on to Accrington and Rose Grove. The reason for being here? - A visit to Moorhouses Brewery and pub. On enquiring, we paid £10 and joined the tour. Excellent it was – a few pints, pie & peas made a good evening. The last train from Burnley Manchester Road was 21.27, so a taxi there, and back to Interchange.

Friday 22nd August. My last day, so using the rover ticket I had we started at Forster Square for Leeds, with connections for Hull, Scarborough and York. On arrival there was *Union of South Africa* on a special. Then on to Knaresborough for lunch, the highlight being the Lord Raglan pub selling Sam Smith's at £1.46 a pint. So back to the station for the Leeds train. On arrival wishing Peter well, he headed home, me by Cross-Country to Sheffield, then a Midland Meridian to St Pancras. Home, well, almost, except for the tube.

What a great week, my thanks to Peter for letting me stay at his house, and to Richard for increasing my knowledge of buses by 1000%. Miles travelled – 2197.

Ditch Those Preambles, Rethink Those Mapslides – Give Your Shows More Sparkle! Victor Lee

It just amazes me how so many slideshow presenters, here and elsewhere, have so much self-imposed difficulty in making a good lively start. Instead of launching straight into the railway slides we're all eager to see, they waste precious time "blithering and dithering" with pointless preambles! With just a blank screen to look at, we often have to sit through potted life-histories, apologies for what's not in the coming show, and unnecessary details of "where we'll be going and what we'll be seeing". Even a few minutes seems like forever.

When the slides do start, I inwardly groan when the first one is an indigestibly vast mapslide covering the entire show. Not only is this yet another delay, it's almost useless: no-one can remember all that geography during the subsequent show. Don't get me wrong – mapslides are fine if used thoughtfully. Indeed, they are sometimes essential: how could you show, say "A History of Carlisle's Railways" without several spread through it? And there, I think, is the key to sensible mapslide use. Ones of smallish areas, to link/illustrate sections of your show. In my show, mapslides are banned for the first dozen slides or so, then used at intervals for both a brief recap and an indication of where-to-next. With fresh memories of the preceding slides, the audience then have something to relate the map to. This method is surely far superior to the all-too-common "dump the lot in advance" approach.

Some presenters obstruct their own progress with so many layers of preliminaries that they almost seem to be playing a teasing game ("I've got lots of super railway slides here, but I'm never quite going to let you see them!"). Besides those ill-considered mapslides, I wish they'd totally ditch preliminary shots of the following varieties: "This is us on the coach going there!"/"This is how deserted the roads were!"/"This was our hotel". And if they have humorous slides ("This is me in Mexico, in my gricing gear, complete with sombrero") have they ever thought of using them to break up a succession of otherwise samey shots (e.g. of trains in the Mexican desert)? That way, the "sombrero slide" would be a welcome break, a contrast, some comic relief. Much better than putting it unimaginatively at the start, where it could act as yet another delay. Always start with high-impact railway slides.

Our very popular members' evenings are surely proof that NOBODY NEEDS PREAMBLES OR PRELIMINARY NON-RAILWAY SLIDES. As there is simply no time for such tedium, we can pack maximum enjoyment into the evening. So let's do that – all the year round!

The Outer Circle

By Geoff Butland with introduction from Frank Robertshaw.

This item is about the visit to the LNER shed in York. I don't recall ever going to the sheds in York. I could tell you about the sheds at Severn Tunnel Junction but I asked the help of Robin Patrick to tell me about the shed in York and I now know that the shed we are discussing is on the site of what is now the National Railway Museum. The early Circle members could have had no idea how the LNER shed would end up when they visited it in 1946.

Whilst typing this latest item I was surprised by some of the strange names given to some of the early locomotives. For instance 'Firdausi'. What sort of a name is that? Well apparently it is the name of one of the Aga Khan's race horses and before that the name of an ancient Persian poet who lived between 939 and 1020 AD. 'St Fruison' was also the name of a race horse owned by Lord Derby. There is Hornby model of A3 'St Fruison' for sale on Ebay if anyone fancies it. Was Lord Derby an early investor in the Railways?. And of course we do not need Google to tell us that 'Columbo' was a famous TV detective who wore a dirty raincoat. What strange names the LNER chose. What was wrong with 'King Frank' or 'Robertshaw Castle' or even 'Button Manor'?

FR.

Circle visit to York LNER Loco Shed & Station. Saturday June 29th 1946.

Hard on the heels of the Circle's Annual Trip comes a half-day trip to York LNER Shed and Station on Saturday, June 29th, 1946, making the Society's 11th shed visit.

Some dozen members left Forster Square by the 12-20 pm London & Birmingham train for Leeds City, the engine being Class 4F 2-6-4T no 2380. Three more members joined the train at Shipley, a further 3 met us at Leeds and our Vice President was waiting at the shed at York when we arrived.

Leaving Leeds City on the 1 pm with K3 Class 2-6-0 no 2470 and 6 bogies we had a good run to York, where it was observed that our train was made up of stock belonging to the former NER, GCR, GNR, and GER. The coach we travelled in, a former GNR vehicle, had had the corridor partition removed, and alternate doors on the compartment side sealed and the handles removed, thus making it a semi-saloon.

As both the Up and Down 'Flying Scotsman' are due at York at 1-51 we decided to stay and see them before proceeding to the shed. Accordingly, we crossed the bridge and took up a position at the north end of the Down Main Platform. Whilst

we waited, an empty stock train was being shunted on an adjacent line and in its formation was an ex-M&BR corridor coach and we were struck by its neat and well finished appearance.

Eventually the Down 'Scotsman' came with A3 Class pacific No 2503 *Firdaussi* and 15 vehicles amongst which were some of the new standard LNER stock and an articulated dining car set. We watched the new engine crew take over from the old one and at one time there were 5 men on the footplate.

As always happens at York with heavy northbound trains *Firdaussi* had difficulty in starting, having to set-back once and then slipping profusely until clear of the greasy patch near the water tower.

Shortly afterwards the Up train arrived, also 15 bogies with some old and shabby vehicles in its make up hauled by another A3, No 2574 *St Frusquin*

A relief portion of the Down 'Scotsman' then came in with V2 class 2-6-2 No 3678.

On arrival at the shed, much to our satisfaction we were given the freedom of the premises.

Oddly enough the first engine encountered on the way to the quadruple roundhouse was of LMS design, O6 class 2-8-0 No 3114 (re numbered) . Inside the shed, an extremely dingy and gloomy place, the NER was well represented by B16 class 4-6-0's, J21 class 0-6-0's and one of the diminutive Y6 Class 0-4-0T's No 8091 (re-numbered) What dainty little engines these are and like all NER designs neat in appearance. We were told that this one carries the chime whistle from A4 Class Pacific No 4466 *Sir Ralph Wedgwood*, which was damaged beyond repair in an enemy air raid and scrapped. It certainly has a chime whistle but it appears much smaller than the normal A4 pattern.

Coming more up-to-date there was an A3 Pacific No 2501 *Colombo* and a couple of streamliners, No's 4464 and 4499 *Bittern* and *Sir Murrough Wilson*. A10 class 4-6-2 No 106 (re-numbered) Flying Fox was there and over a dozen V2's . One of these latter we saw turned on the vacuum operated turntables and then it steamed slowly out.

There were some Ministry of Supply Austerity 2-8-0's, and we mounted the footplate of one of them and noted the spacious floorspace. Then over in one corner of the shed were 5 Supply Ministry 0-6-0T's with coupling rods removed and stowed on the footplate having evidently been towed dead to York. The following inscription was stencilled on the front buffer beams., 'For storage on behalf of the Ministry of Supply'. They looked very businesslike machines and would make good yard shunters.

By now it had started to rain heavily (the first rain we had encountered during a shed visit) and so we found a window which looked out onto the main line.

There was a considerable amount of traffic moving and we spent an extremely interesting half hour or so watching a varied assortment of locomotives and trains pass to and fro. One unusual sight was A10 class Pacific No 48 (new number) *Doncaster* with no fewer than 17 coaches and 12 vans , a total of 29 vehicles. It came to a stand

at the signal gantry opposite our window and eventually moved off into York station with the driving wheels spinning merrily on the greasy rails.

The rain having eased somewhat we decided to make a quick tour of the yard where we found more B16's, V2's, K3's, Austerities, etc and an ex-GCR 'Director', No 2653 (new number) *Sir Edward Frazer*.

We had seen all there was to be seen, 72 locomotives (see appended list) and so made our way back to York station and tea in the refreshment room.

It had been provisionally arranged to return on the 6-2 pm Leeds train but after tea the weather having improved a few members decided to stay until the 7-5 pm . Accordingly we proceeded to the South end of the Down Main line platform where one or two interesting items were seen including another 'Director', No 5438 *Worseley-Taylor*, A3 class 4-6-2 No 2597 *Gainsborough*, and representing the LMS, Class 5XP No 5612 *Jamaica* with Stanier high straight-sided tender.

Eventually the 6-2 went out with only 2 members of the party in evidence and we were just ruminating as to whether the rest of them had somehow missed the train, when one of them appeared and related how the destination indicator had stated platform 14, but it had been announced by the loudspeaker that the 6-2 would leave from platform 8. Unfortunately they had missed this statement and we all returned on the 7-5 pm. As can be imagined a good deal of good natured banter was indulged in and such phrases as 'calls himself a railway enthusiast?...' etc, etc were freely forthcoming.

We had the same coach set as we made the outward journey from Leeds in and travelled in the same ex GNR semi-saloon mentioned earlier, but for the return trip our engine was a V2, No 4839.

At Leeds City we caught the 8-15 pm with 'Jubilee' Class 4-6-0 No 5568 *Western Australia* fitted with ex 'Royal Scot' class tender. Forster Square was reached 1 minute late at 9-2 pm and it was agreed that our trip had been an outstanding success.

GHB.

York LNER

Class	Type	No	Name.			
A3	4-6-2	2501	<i>Colombo</i>	B16	4-6-0	1380
A4	4-6-2	4464	<i>Bittern</i>	B16	4-6-0	1385
Class	Type	No	Name.	B16	4-6-0	1442*
A4	4-6-2	4499	<i>Sir Murrough</i>	B16	4-6-0	1453*
<i>Wilson</i>				B16/2	4-6-0	926
A7	4-6-2T	1193		B16/2	4-6-0	1372
A8	4-6-2T	2145		C7	4-4-2	2297
A10	4-6-2	106*	<i>Flying Fox</i>	C7	4-4-2	2960*
B16	4-6-0	931		D10	4-4-0	2653* <i>Sir Edward Frazer</i>
B16	4-6-0	932		D17	4-4-0	2112*
B16	4-6-0	943		D49	4-4-0	359 <i>The Fitzwilliam</i>
B16	4-6-0	1376		G5	0-4-4T	7293*
B16	4-6-0	1377		J21	0-6-0	470
				J21	0-6-0	582

J21	0-6-0	806	V2	2-6-2	3648
J21	0-6-0	965	V2	2-6-2	3656
J21	0-6-0	997	V2	2-6-2	3672
J21	0-6-0	1514	V2	2-6-2	3673
J21	0-6-0	5027*	V2	2-6-2	3690
J21	0-6-0	5096*	V2	2-6-2	3694
J39	0-6-0	1474	V2	2-6-2	4838
J39	0-6-0	1479	V2	2-6-2	4872
J39	0-6-0	1587	V2	2-6-2	4875
J39	0-6-0	4791*	V2	2-6-2	4876
J72	0-6-0T	8715*	Y8	0-4-0T	8091*
K3	2-6-0	1364	Aust	2-8-0	77146
K3	2-6-0	1868*	Aust	2-8-0	77316
K3	2-6-0	1899*	Aust	2-8-0	78653
K3	2-6-0	1910*	Aust	2-8-0	78691
K3	2-6-0	2763	Aust	2-8-0	78718
O6	2-8-0	3114*	Aust	2-8-0	78837
Q6	0-8-0	1363	M.S.	0-6-0ST	75325
Q6	0-6-0	2226	M.S.	0-6-0ST	75327
Q6	0-8-0	3357*	M.S.	0-6-0ST	75328
V2	2-6-2	820*	M.S.	0-6-0ST	75329
V2	2-6-2	837*	M.S.	0-6-0ST	75330
V2	2-6-2	850*	* Re-numbered in new numbering scheme.		

Meeting Reports

Philip Lockwood

19th November 2008 - Settle and Carlisle, by Peter Shaw

A show with a difference tonight by Peter. The Settle and Carlisle railway has figured strongly at the BRC over the years, being something of the local main line to many members, indeed, the late Geoff Butland made it a study of a lifetime which was presented to the Circle in his series, "Land of Green Ginger". Peter has shown a different aspect to the line and I am sure that most members present went away tonight with a greater knowledge of the many aspects of the line. We were shown some absolute stunning pictures which it was clear has not just happened but were carefully planned with the right weather conditions. Peter stated that when he started taking pictures on the S&C, trains were not very frequent and he looked to another interest whilst waiting for the train, and that interest was botany, so along with train photographs tonight we were shown a selection of wild flowers, in particular the rare orchids growing alongside the line. The geology of the area was covered with limestone pavements and the ever present Three Peaks. A section of the show was devoted to the lineside bothy - these were by no means standardised and Peter had slides of a great number of variations. It is clear that Peter has a wealth of interest and enthusiasm for the S&C and tonight's show together with the large attendance at this

meeting showed that it is still a favourite with members of the Circle. Thanks to Bill Jagger for acting as projectionist and to Paul Hatton for the vote of thanks.

17th December 2008 Members Evening

As always a popular evening, with seventeen members showing slides on a wide range of subjects - the Bradford Railway Circle members are obviously well travelled with slides ranging from Thailand, Russia, China and the USA plus venues nearer home which included the RH&D railway, the miniature railway at Gilling, trolley buses at Bradford. After the circle visit to the Harz Mountains in October it was only natural that we would see pictures taken during the visit, what was a surprise was to see some more historic pictures taken before the German reunification. I think all present enjoyed the evening and it is thanks to Peter Holden for operating the projector and keeping a tight rein on the length of each presentation. The evening concluded with mince pies care of the President of the Circle.

14th January 2009 - BR since 1968 by Gavin Morrison

Our first meeting of the year was given by Gavin Morrison with a slide presentation entitled BR since 1968. Gavin grouped his presentation around the old railway areas and started with shed code 1 Willesden, where he showed slides of the rarely photographed night sleepers from Scotland. Gavin stated that it is only possible at the lighter months of the year. With such a large area to cover I will just highlight slides and comments that I particularly found to be of especial interest to me. We were shown some very nice shots taken at and around Conway Castle where Gavin had to use his elastic (!) trackside permit to get the shot. Area 8 brought us to Edge Hill Liverpool with the impressive cutting approaching Lime Street station. Gavin had a stroke of good luck at Manchester to be offered a footplate ride over the Woodhead line to Sheffield by the driver. Back to St Pancras for a shot off the platform end of a line up of HST's. The Deltic enthusiast was well catered for with a line up of three at Finsbury Park depot, plus the Purple variety out on the line. I was particularly interested in the picture of New Holland pier long after the ferry had ceased. At 9-15 we ran out of time still with much of Scotland to cover so the possibility of a Part Two may be in the offing. Thank you Gavin for an excellent show to start the New Year. Vote of thanks given by Jim Livesey

28th January 2009 - More from Dad's Diary, by Ian Button

In a change to the advertised programme, Ian stepped in to give a further selection of 'Dad's Diary' which was originally planned for last August. After seeing the Part One of this show I knew we were in for a most interesting evening. The period covered spanned from 1936 up to 1951 with the most productive time being from 1936 up to the early war years. Ian brought along his father's camera, a Kodak folding model together with his diary completed in meticulous detail including location of photograph, type of train and details not only of the number of coaches but also how many axles. It should be remembered that, in the thirties, details of locomotives were hard to come by, with no Ian Allan ABC's and only the Railway Magazine and the



182 Chachoengsai Jct, 13 October 2008

P Holden



804 North British 4-6-0 River Kwai Station, 15 October 2008

P Holden



4042 (GE 281) Bangkok Hua Lamphong, 13 October 2008

P Holden



4211 (AHK 276) Nam Tok, 15 October 2008

P Holden

recently formed RCTS to supply lists. The areas covered were mainly around Crewe and the Welsh border areas the areas where Ian's Dad worked, he seemed to make full use of his spare time to get out on the lineside, on the footplate and in the signal boxes to record the passing scene which included such gems as ex-Cambrian Rly locomotives and the recently introduced streamlined LMS Duchess class. A visit to Ireland with his bike covered many of the lines both broad and narrow gauge although this didn't appear to result in many photographs. In 1940 marriage and a honeymoon in Cornwall resulted in more pictures and included being dropped off at an unscheduled stopping place after a word with the guard, one of the benefits of working on the railway! 1950 saw the Button family setting off for the Continent for the first time with a visit to Austria, Ian's mother taking the precautions of learning enough German to be able to explain, just in case, that her husband had been left behind on the platform! This holiday including a run over the Arlberg route with it's impressive scenery behind a pair of Austrian railway Crocodile locomotives. For your reviewer a most enjoyable evening which brought to life an insight into the hobby during the inter war period. Thank you Ian. Vote of thanks given by Brian Moss.

11th February - The Lancashire & Yorkshire Railway in LMS Days, by Noel Coates

A welcome return by Noel, with his presentation on the L&Y in LMS days. This was presented using Powerpoint which reproduced the black and white images in great detail. Noel is a fund of knowledge on all things L&Y, something that your reviewer cannot claim, although returning from the Manchester Model Railway Exhibition in the early 60's I did purchase Eric Mason's book "The Lancashire & Yorkshire Railway in the Twentieth Century" Apart from the excellent photographs, the livery and number styles were covered in some details. I think anyone considering modelling this railway would be well advised to consult Noel before applying any lettering or numbering to their model. It was a pleasant change to have a talk on a historical subject which was obviously very well researched and where the pictures took second place to the talk itself. Many thanks Noel – let's see the next chapter in the not too distant future. The vote of thanks was given by Robert Pemberton

25th February 2009 - Two wheels by two rails, by Jamie Guest

A return by Jamie, who has previously talked to us about the Midland Rly proposals for Bradford. As a complete change, tonight's talk was based on a three week holiday to the United States in 2005. This epic journey was by two wheels using Jamie's trusty bicycle constructed by Ellis Briggs of Shipley. We started on the East Coast at sea level in order to acclimatise, and also to get his wheel sorted out which was buckled during the flight out. Jamie then headed westwards and also to a much greater altitude, over 10,000 feet. Jamie has a soft spot for the Union Pacific railway, which appears to hold on strongly with traditions. We saw examples of "Big Boys" unfortunately not at this moment in working order. We did see the slightly smaller Challenger class at the steam workshops in Cheyenne. Next came the classic Colorado Narrow Gauge and the Colorado Railway Museum. Jamie appeared to be lucky in being allowed cab rides on a number of lines including the Chicago elevated towards the end of his holiday. Part

way into the holiday Jamie had the misfortune to drop his camera which resulted in a damaged light meter, so a large proportion of his pictures were taken on a Pentax compact purchased locally. I think tonight's show probably ranks as the longest overrunning talk, not finishing until 21-45 which is way past our usual finishing time of 21-00. Thanks Jamie for a very different talk and also thanks to our Secretary Peter Holden for manning the projector. The vote of thanks given by Gary Hayhurst.

Special Traffic Notices

Will members please take note of the following points :-

Fire Precautions. Will members please familiarise themselves with the positions of fire exits and extinguishers at Heaton Baptist Church.

Members' Discounts. In return for free advertising in *The Circular* members receive 10% discount on cash purchases at Frizinghall Model Railways and at Buffers – in both cases on production of a valid Circle membership card.

Contributions to *The Circular*. Original material, preferably in electronic format (almost any PC word-processor, preferably Microsoft Word or MS-DOS format, but not Microsoft Works, please), or by email to ianbutton1@btinternet.com or typescript – the Editor can scan & OCR (optical character recognition) typed pages.

Radiators. Please do not adjust the radiator settings in the meeting room. The valves easily become jammed, necessitating drainage of the system, dismantling and repairs – very expensive.

Railway Magazine bound volumes. The volumes of RM have been removed from the library due to lack of space. Any member wishing to read any volumes (we have c.1929-present day) should contact the Hon. Librarian, Gary Hayhurst, and he will bring them to the next meeting.

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.

Disclaimer 1. The opinions expressed in *The Circular* are not necessarily those of the Editor or the Committee.

Disclaimer 2. The Bradford Railway Circle cannot accept any responsibility if video tapes borrowed from the library cause damage to a member's video recorder.

Ben's Bits

There is a two-stage cable-car to the summit of the Schilthorn, where there is a revolving restaurant. A Swiss engineer started the project, but ran out of money. Cubby Broccoli saw it as an ideal location for filming "On Her Majesty's Secret Service", and paid for the building to be completed, on condition he had exclusive use of it for three months for the film. [from *Caravan Club* magazine].

We have had a few members enquiring as to why we have not printed any leaflets with the year's Meetings Diary on. The answer is that we have changed printers mid-way through last year, this being due to the poor standard of printing of issue 344 (Second Quarter) of the Circular.

Hopefully we will have this problem sorted out by the time leaflets are printed for next year.

Circle Dinner.

We have had a very favourable response from members who attended last year's Annual Dinner at the Midland Hotel. In view of this we are presently looking into having this year's dinner at the Midland, probably on Wednesday 14th October. It would be nice if a few more members made the effort to turn up to social events. Philip Lockwood is looking into the Circle having an afternoon buffet on the Leeds & Liverpool Canal, and I am hoping to plan a day out on the "Scarborough Spa Express". If we can make a group booking for ten or more we receive a 10% discount. Please speak to Philip or myself if you are interested in either of these ideas.

We may be having an evening out by train this summer. Huddersfield Railway Circle holds such events regularly during summer. I have attended a few and they are really good. Whilst on this subject I am sure BRC members will receive a warm welcome should they wish to join a HRC trip?

I will be interested in your views regarding this year's diary. We are having quite a few talks about foreign railways. It is said by some members that Bradford Railway Circle doesn't like foreign shows. So I will be interested to see how many turn up and also to hear your comments for or against later.

Forthcoming meetings.

Wednesday 25th March sees the return of Barry Atkinson, who will be presenting "Rose Grove Part 1". It is not a talk about Moorhouse's Brewery! Apparently there was a rather large shed and yard at Rose Grove up until the end of steam. No doubt we will be treated to plenty of Black 5s and 8Fs I imagine.

John Holroyd gives his annual look "Thirty & Forty Years Back" on **April 8th**. John's talks are always well appreciated for their broad scope of content, high standard of photography and commentary. I am sure we will have a full house.

The Station Part 1 is Robert Clarke's title for his presentation on **Wednesday 22nd April**. The talk will include more than just the station buildings; we should be seeing plenty of trains and a few obscure photographs as well. Robert's previous talks have been well appreciated by the members.

John Whiteley is presenting "Post Millennium Miscellany" on **May 6th**. John has a bit more time on his hands as he is now no longer Chairman of the Nab Wood, Ben Harris Appreciation Society. I am sure he will be bringing along a first rate collection of slides for our enjoyment. Why not make come along and see for yourself what is sure to be a good show?

Keith Preston will be presenting “Chinese Railways 2008” on **Wednesday 20th May**. Well if my memory (what memory?) serves me well a few years back everybody and his dog was presenting things like farewell to Chinese steam. So therefore will I be right in assuming that we may be in for some proper Chinese locomotives, instead of all that QJ stuff? Keith presented a good show last year about his trip to New South Wales and I am sure whatever the content we will all enjoy the talk.

We continue in an Eastern mode on **Wednesday 3rd June**, when Dave Peel will be presenting “Land Of The Rising Sun, A Snapshot of Japan 2008” Well with a title like that we should be in for a good evening’s entertainment. Dave always presents a well researched and informative talk about his love for foreign rail travel.

Nigel Lawrence makes a welcome return on **Wednesday 17th June**. Nigel will be continuing “Far Away Lines”. Part two looking at the Railways of Turkey. I am sure we will all learn something as we enjoy seeing Nigel’s travels around this country.

Circle Diary 2009

P	Mar. 25 th	Rose Grove (Part 1)	Barry Atkinson
	Apr. 8 th	Thirty & Forty Years Back	John Holroyd
	Apr. 22 nd	The Station (Part 1)	Robert Clarke
C	May. 6 th	A Post Millennium Miscellany	John Whiteley
	May. 20 th	Chinese Railways 2008	Keith Preston
	Jun 3 rd	Land Of The Rising Sun, A Snapshot of Japan 2008.	Dave Peel
P	Jun 17 th	Far Away Lines part 2 Travels in Turkey.	Nigel Lawrence
	Jul 1 st	Grand Central to Grand Union	Ian Yeowart
	Jul 15 th	On The Narrow Gauge in Germany & Spain	Mike Swift
	Jul. 29 th	The Other West Coast Line	Tony Newnham
C	Aug. 12 th	Darjeeling In The 21 st Centaury	Stuart Lindsey
	Aug. 26 th	Things That Go Bump In The Night	Richard Winfield
	Sep. 9 th	40 Years of Steam 1966/2006	Eddie Bobrowski
P	Sep. 23 rd	Some More Snapshots	Dave Scriven
	Oct. 7 th	Narrow Gauge	Jim Livesey
	Oct 21 st	STPTD And Back Again - Another Ten Years	Tom Ickringill
C	Nov. 4 th	Favourite Lines Part1 (Mk.2)	Victor Lee
	Nov. 18 th	A Bit Of This & A Bit Of That	Paul Corrie
	Dec 2 nd	64 th AGM	
P	Dec 16 th	Members Night.	Members

Please note revised schedule (1 month later than previously, so that subscription renewal forms can be issued with the September Circular).

C - Copy date for *The Circular* – three meetings prior to ...

P – Publication date, ditto – last meetings of **March, June, September & December**.