

# THE CIRCULAR

Bradford Railway Circle

No.350 – 4th Quarter, 2009

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## Editorial

As this issue was being prepared for publication, we learned with great sadness of the death of our longest-standing member Douglas Butterfield. Douglas died peacefully on Sunday night, 22<sup>nd</sup> November. The funeral took place in Pudsey on 30<sup>th</sup> November, the Circle being well-represented with a dozen members among the congregation. At the service, Douglas' daughter Lesley gave a short talk about his life, and mentioned how much his Circle friends, and Circle activities in general, meant to him

Philip Lockwood offers his appreciation of Douglas in this issue; a full obituary will appear in the next issue of *The Circular*.

The Hon Treasurer asks me to pass this reminder on to members :-

“Members are reminded that subscriptions were due for renewal at the end of October, and so this will be the last copy of *The Circular* that they will receive, unless they renew now. Renewal should continue to be forwarded to Michael Wade even though he has relinquished the post of Treasurer”

## Japan - The Land of Rising Water      Michael Wade

As you will recall David Peel recently did an article on Japan. Well I have also now visited Japan but as my title suggests we had a somewhat different experience to David. In fact it was different in two ways: one was the weather and the other was that ours was a more intensive railway bash. The trip started out as a holiday for just Bill Alborough and me but once the suggestion was out we were joined by four other seasoned TEFS travellers.

Bill and I started by having a few days in Manila where he had some business to attend to. I used the time to get over jet lag. On Wednesday July 15<sup>th</sup> we wandered round to Tutuban station and were amazed to find that it had been fully renovated in the three months since Bill's last visit. Not only that, but there was a fully renovated carriage for the long distance services that are scheduled to restart in due course. On the next platform was a brand new three car diesel multiple-unit built by Hyundai Rotem of Korea. This set was so new that it had not had all the vinyls applied. By now we had been joined by a Publicity Officer who explained that this was the first day in service of the new trains and that Philippine President Gloria Macapagal-Aroya, having 'organised' the improvements, had formally inaugurated the service yesterday. With my usual cynicism I wondered whether it may have something to do with next summer's presidential elections.

This gentleman then advised us that one of the new units would be leaving for Bicutan in twenty minutes. Would we like to make a complimentary journey on it? We replied "Is the Pope Catholic?" We disposed of our taxi and made the 25 km journey, returning to Buendia near our hotel. On the return journey we crossed one of the old trains consisting of decrepit carriages hauled by an ancient diesel locomotive. It was then explained that only one track, the down line, had been refurbished as yet and that the new units were restricted to this line, the old sets having been banished to the un-refurbished up line.

The next day saw us start our twelve days in Japan by flying into Kansai Airport. On arrival we caught the Haruka Express to Shin-Osaka and arrived at about 21:30. The following morning we set off by Shinkansen to Kakegawa where we changed on to the Oigawa local line to Kanaya. From Kanaya we were hauled by 2-6-4T C11 190, the train consisting of four carriages. Like all Japanese steam railways this is a local line that utilises a steam train, at a supplementary fare, on high days and holidays. As we left Kanaya the rain started to come down in earnest. Our intention was to make the 40 km single journey to Senzu on the steam train. There we would change onto the Ikawa extension which involves Japan's only rack railway. However the rain was so bad that we actually considered ditching the extension and returning on the steam train. Fortunately the weather improved and we decided to go to Ikawa. The line is built to the standard Japanese gauge of 3' 6" but with a reduced loading gauge so trains from Kanaya cannot work beyond Senzu. For this journey we were propelled by a diesel locomotive. Part way along this line there is a short stretch of Abt rack where the railway was diverted in the 1980s to avoid being flooded by new dams. This section is worked by large 1,500v dc electric locos built by Hitachi in 1989.



15 July 2009 Manila Tutuban, Hyundai Rotem dmu.

Michael Wade



17 July 2009 Senzu, 2-6-4T C11 190

Michael Wade



20 July 2009 Niigata, 4-6-2 C57 180

Michael Wade



23 July 2009 Umekoji Museum Kyoto, 4-6-2 C62 2

Michael Wade

As making the journey to Ikawa had meant missing the return working of the steam train we returned to Kanaya on one of the Oigawa Line's emus. From Kanaya we took the local line to Shizuoka where we changed onto the Shinkansen to Tokyo. In Tokyo we stayed in Ueno which involved a local train for the 3.6 kms followed by a subway journey of two stops.

Saturday 18<sup>th</sup> July was a day for a further steam train, this time on the Mooka Railway from Shimodate to Motegi. Our day's journey commenced with a Shinkansen to Oyama where we changed onto a local emu to Shimodate. Here 2-6-2T C12 66 was waiting to take us on the 42 km journey to Motegi. Following a stopover of about two and a half hours we returned to Ueno by the same routes and trains as on the outward journey. One thing that really amused our retired BR engineer and the local children was the turntable in Motegi which was attached to a 'music box' that played as the engine turned.

Another steam railway beckoned on the Sunday. This journey was to be on the Chichibu line to Mitsumineguchi. As yesterday we started with a Shinkansen journey, this time to Kumagaya. Here we were greeted with the regretful announcement that the SL was 'broken'. Apparently the Japanese name for a steam locomotive is just too complicated so they use the initials "SL". Instead of the scheduled SL our train was hauled by electric Bo-Bo 201 for the 57 kms. It was quite amusing to see all the lineside photographers looking quite disappointed to see the electric, although they did continue filming. It was at Mitsumineguchi that we sampled our first meal of cold noodles and miso soup which was quite delicious.

On the return we were held up for quite a long time on the way to Chichibu where we discovered that there was a problem. To keep things simple they moved us into the front carriage so that we could be better informed as to what was happening. After a while we were told that there had been an accident down the line, which turned out to be at a level crossing. Finally the decision was made to terminate our train and we were all transferred into one of the local emus for the journey back to Kumagaya, where we arrived late but just in time to join our reserved seats on the Shinkansen to Niigata.

We were to stay for two nights in Niigata as our fourth steam railway is based there. This line, The Banetsu Line, runs for 126 kms to Aizu-Wakamatsu and was worked by pacific C57 180 with seven carriages. It was a very pleasant run through open and fairly flat countryside into the hills. Again there were a number of linesiders out and I suspect they had quite a good day.

On Tuesday 21<sup>st</sup> July we started our journey to Kumamoto in the west which was to involve four days without steam. The journey to Tokyo was in one of the double deck Shinkansen Trains. At Tokyo we changed onto one of the more usual Shinkansen Trains for the journey to Odawara where we joined a local emu for the short journey to Hakone Yumoto. From Hakone Yumoto the line to Gora is really a mountain railway without rack and unusually for Japan the gauge is 4' 8½". In view of the lines curvature the trains run as slowly as if the line was a rack railway. At Gora we took a funicular, then a cable car and finally the 'Pirate Galleon' to Hakone Machi where our hotel was situated. This was a fantastic journey through the hills

with magnificent views of Mount Fuji, or at least that is what our imaginations told us as the rain and low cloud prevented us from seeing anything. On the cable car we knew from the smell that we had passed over the sulphur mine mentioned in David's article.

*[to be continued]*

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## **Trip to Belgium – May 2009 (Pt. 2)      Peter Holden**

### Monday 25<sup>th</sup> May

Our day sampling Dutch trains begins by catching the 07:40 service from Liege to Bruxelles Midi; following a short break for a spot of photography we board the 09:18 Intercity service to Amsterdam Centraal. An early lunch was enjoyed in the Wilderman Bar, various local beers were sampled along with some very nice local cheeses. Back to the station we find the 13:42 service to Den Helder a double deck emu forming the train. Some of the older Dutch stock is very narrow at the top, I am not sure why this is? Maybe it is the loading gauge, but then again the newer stock which seem to use the same lines are much wider. We continue on making our way to Enkhuizen via Heerugowaard and Hoorn. We managed a couple of runs behind electric locomotives during this tour of north east Holland. Locomotive 1728 is in charge of our train back south to Amsterdam Centraal. A few beers are enjoyed in the "1<sup>st</sup> Class Bar" on platform 2 before we catch the 18:37 to Maastricht. The Netherlands is not only very flat, but also very uninteresting, all the architecture is incredibly boring, all the buildings look the same once you leave Amsterdam. We thought we had seen a hill at one stage, but it turned out to be a small group of trees! At the late stages of this journey a group of American tourists invaded our carriage. Very noisy!

Our last train of the day was the 21:09 Maastricht to Liege, formed of a refurbished old emu. No. 688 was indeed fresh from the works and made easy work of the trip. The acceleration was very good, it put a lot of our newer stock to shame.

### Tuesday 26<sup>th</sup> May

Having had a very flat, boring sort of a day yesterday, we decided to travel south and visit Luxembourg. What a contrast.

Our day begins with the 08:22 Liege to Jemelle, we find ourselves on the same type of emu as we finished the previous day, this one however was un-refurbished, but it still did a good job. A beer was taken as we waited in Jemelle for our connection, the 10:36 to Libramont. Our next journey was aboard dmu 4160 on the 11:51 Libramont to Arlon via Bertrix and Rodange. At Arlon we were greeted by a very impressive line of stabled electric locomotives of various classes; after a quick photograph and a beer we board the 13:45 service from Arlon to Luxembourg. Time for a spot of lunch in a Russian bar we found in the back streets. The barmaid had a very different interpretation of "local beer" to me, and insisted that we tried a bottle of Russian beer! It was not up to much, though the food was ok.

Back to the station to try and cover a few branch lines to the south, firstly making our way to Volmerange-les-Mines, this line branching off at Bettembourg. The station looked fairly new but the place itself was very disappointing. Back on the train to make our way to Rumelange, this short journey required two changes at Bettembourg and Noetzange,. There were no announcements of any sort and we only realised we needed to change trains at the last moment. Many of the stations in Luxembourg have no name boards, are they expecting another visit from the Germans? Following a very brief step onto and off the platform at Rumelange our next branch to visit is Audun-la-Tiche. I must say that once you leave Luxembourg City most of the small towns look very run-down, I don't imagine I will ever visit any of these places again, once was definitely enough.

We had been very lucky all day with connections - many of our trains running a few minutes late, but Luxembourg railways actually wait for connections – there's a novelty! Unfortunately however our last train of the day was a Belgian service directly back to Liege, we arrived 7 minutes late into Luxembourg station, unfortunately missing the 19:15 train. There was however a service leaving to Bruxelles in a few minutes, so we caught this train up to Namur. Having enjoyed a good evening meal in a bar near Namur Station we made our way back to catch the 22:33 to Liege. Things now went from bad to worse! The departure board said “train supprimé” My very inadequate French could not cope with this one, I asked a railway worker, who gestured that it meant train cancelled, unless he was suggesting he was going to cut my throat! There was nothing else to do we made our way back over the road for a beer and a moan. The 23:14 train arrived and we boarded, they then decided to split the train, and yes, despite standing where we supposed to we managed to be in the wrong half. After a very stressful few minutes the doors opened once more, and we just managed to run to the front part of the train in time! A long day ended just before midnight.

### Wednesday 27<sup>th</sup> May

After a reasonable successful, but very stressful previous day, we decided to make our way along the border and do three branch lines that run towards France. Hopefully the Belgian trains run better than the Luxembourg ones!

We begin our last full day by catching the 07:47 Liege/ Charleroi-Sud service. This train formed of an emu connected well with a dmu which was in charge of the 09:09 to Couvin. This long branch was certainly more interesting than anything witnessed the previous day. It actually had a preservation site at Mariembourg, which may be worth a visit someday, as they had a few diesels in the shed. On arrival at Couvin we had plenty of time to walk out of the station for a quick kreek, before re-boarding 4104 the same unit which brought us out. It was a very pleasant day, as we make our way back up to Charleroi to connect with our next branch train to Jeumont. The train was formed of two car emu 971. As the train made its way across the border we went through a very large redundant goods yard which must have been very busy with cross border freight many years ago. What struck me was the fact that the French authorities had just mothballed the whole thing, as opposed to our attitude of jumping in and

ripping things up! The Station at Jeumont obviously had also seen plenty of traffic in the past it was indeed a grand building for a couple of emus every hour or so Andy had found a very promising bar for lunch in his Belgium good beer guide, so we retraced our steps back across the border just one stop to Erquienness, and walked the short distance to the “Porte de France” and enjoyed a quick sandwich and three local beers from the St Feuillien brewery before heading back to the station. Alternate trains down the branch terminate at Erquienness, so we intended catching the 14:14 back to Charleroi, it did not turn up. Oh well into the station bar and wait an hour for the next one, that didn’t turn up either! By this time I was getting a bit worse for wear. Back into the station bar again for another hour. What can I say - the 16:14 train did arrive a touch late, but went back again without letting any passengers on, Great! The locals were in uproar, I was far too drunk by this stage to care, I sat on a bench and tried to empathise with the distressed locals but due to my lack of French all I could do was offer support and joined in with the masses of arm waving that was going on. When the next train eventually turned up to form the 17:14, it was not going anywhere without me on it. Once the passengers had disembarked I was up the steps and ready for the off. There was plenty of local dissent for the train crew! We left a little late and made our way back to Charleroi. Our train stopped for what seemed an hour at the junction outside the station, by this time I was getting a bit fed up. Eventually we entered Charleroi, things did not look right at all. The station was very quiet and the destination boards looked to be saying “total system failure” except in French of course! I managed to gain a bit of gen from a railway man on the concourse. He suggested that, as there were no trains running to Liege, we should catch a train up to Bruxelles and make our way back that way. We took his advice, and made our way to the platform to catch a very late running Bruxelles train. Well it was there, it was still there ten minutes later, but the doors were closed and no one could get on! Very strange, eventually it left without us. We noticed a late running service to Namur suddenly show up on the departure board. Plenty of people were suddenly there with us, but still no sign of a train. I spoke to a guard, and he assured me the train would run, as he was the guard. Eventually we left on the 19:34 to Namur, here connecting onto the 21:14 to Liege, and having had a very bad day we turned in reasonably early.

#### Thursday 28<sup>th</sup> May

Time to go home. Having checked out of the hotel we made our way to the station to catch the 08:47 to La Louviere-Sud, to try and cover the branch line to Binche which unfortunately had disappeared from yesterday’s plan in a drunken haze! Things again looked very ominous as we arrived at La Louvière. Our connection was made somewhat easier by the Binche train being 45 minutes late! Following a few beers we pressed on and arrived very late into Binche. The train left almost immediately for its return journey up to Bruxelles. Things again were not as they should be - we seemed to keep stopping at stations for quite a while, and then the train set off in the wrong direction! Although we had plenty of time to make our Eurostar connection in Bruxelles, I was beginning to worry a bit. Out with the Atlas, the reversal looked a bit



better when we realised that we had been diverted previously, and that we were indeed now running in the right direction for Bruxelles!

Lunch was eventually taken in a bar adjacent to Midi Station, before boarding the 14:59 service to St.Pancras. We had been booked on forward facing seats at a table for both Eurostar journeys, which was pretty good. A few beers were enjoyed as we made our way home following a very busy week. On arrival at St.Pancras the one hour time difference made it possible for me to just catch the 14:59 East Midlands Trains service to Nottingham, this being an HST with 43 060 & 43 074 doing the business. On arrival into Nottingham I connected with the new Northern through service from Nottingham to Leeds via Sheffield and Barnsley. Arrival back home was at around 21:45.

Thank you to Andrew for his company and Belgian train and beer knowledge. I managed to cover around 3,021 miles during the eight days.

## Four Days A-Roving (Part 2)

Keith Preston

Day 3 Sat 13<sup>th</sup> June. Weather dull & cloudy, so a later start.

Saltaire	dep	10:10	333 013	
Leeds	arr	10:25		
	dep	11:05	91 xxx	
Doncaster	arr	11:37		now sunny & warmer
	dep	14:42	185 122	
Grimsby Town	arr	15:43		lunch in shopping centre
	dep	16:40	153 317	
Cleethorpes	arr	16:49		
	dep	17:00	153 317	
Barton-on-Humber	arr	17:48		
	dep	18:00	153 317	
Grimsby Town	arr	18:48		
	dep	19:08	153 324	service for Barton-on-Humber
Habrough	arr	19:24		
	dep	19:46	185 109	
Doncaster	arr	20:40		
	dep	20:45	321 903	
Leeds	arr	21:27	(pfm 6E)	
	dep	21:56	333 013	
Saltaire	arr	22:10		194¾ miles

I stayed at Doncaster longer than planned – my original idea being to travel to Grimsby and return on one of the three passenger trains per WEEK to be routed from Wrawby Jct via Brigg & Gainsborough Central – Retford Low Level – Worksop – Sheffield which run Saturdays ONLY. Unfortunately, these are usually a single cl.153 or cl.142 or 143 Pacer Northern Rail dmu . However, the weather had improved and

for a Saturday Doncaster was busy with freights and light engine movements – I saw five 66/0 DBS, six 66/5 FL, one 66/3 Fastline and one 66/8 Advenza Freight. As I mentioned earlier, 66841 recently refurbished from DRS off lease 66406 and now in Advenza Freight livery arrived about 13:00 with a long train of empty KFA wagons (I think these are used to transport containers) and stopped in the West sidings. With assistance from the second man and his radio 66841 was uncoupled. However, since Friday two purple-liveried barrier vehicles were on the same track but in front of 47145 so they had to be moved away. This shunting took about an hour as there wasn't any cl.08 available (Wabtec Saturday shift finishes about 13:30). Advenza staff from the loco had to do it themselves.

It was obvious that both driver and second man had been trained in coupling and uncoupling. Most of the delays were in waiting for the points & signals to be changed, as they had to telephone Doncaster Signalling Centre each time. The staff on Doncaster station are friendly to enthusiasts and I have never encountered any problems regarding photography. From time to time the public address system will say "Please stand clear of Platform ... as a freight train in approaching" (most tracks are bi-directional).

The eagle-eyed will notice semaphore signals, crossing barriers and colour lights by a building at the back of Platform 1 – south end. This is one of the Network Rail Signalling Training Centres – I saw a similar one near Eastleigh station in May when I visited the works open day.

I realised I had missed the SO mid-afternoon train via Brigg, so instead caught a Trans-Pennine for Cleethorpes, alighting at Grimsby Town, where I could purchase some refreshments in the adjacent shopping centre. It was quite hot & sunny, and I noticed an electronic thermometer showing 28°C. I boarded the next available service to Cleethorpes, with 153317 from Barton-on-Humber and decided to do the Barton branch on its return. It was depressing to observe the run-down areas adjacent to Grimsby Docks station – now just platforms and vandalised shelters, and virtually all sidings lifted. There is still rail access to the Royal Docks, but from Marsh Jct, 2 miles west of Grimsby Town. Even the once very large fishing fleet and fish processing buildings have been decimated by EU quota regulations. There is a Fishing Heritage Museum in Grimsby, but I never saw any signs from the train. At Cleethorpes a group of 12 ladies, who all seemed to have had a lot of alcohol, boarded the cl.153 towards the rear. They had loud voices and there was a lot of laughter. They all had the same scarlet sashes with "PINK LADIES" emblazoned on the back of their blouses. They alighted at Grimsby Town, fortunately. Between Cleethorpes and Barton-on-Humber, we pass six mechanical signal-boxes, the most interesting being Marsh Junction, which is set back at right angles, in the middle of a triangle. There are long rows of point rodding and pulley-wheels. The signal-box dates from 1908 and is a GC5 design with 44 levers. Four of the former crossing boxes around Grimsby have closed, but Pasture Street (1961) remains open. Garden Street, an unusually tall signal-box at the eastern end of Grimsby Town station, is closed, but the 1881 MS&L2 design building is listed. Ulceby Junction box, controlling the busy triangle to & from the Immingham area, is another GC5 design

from 1910, but with 1988 equipment and 60 levers. It also controls the Habrough area – footpaths and level crossings. Thornton Abbey has a small crossing hut with hand-operated outside ground frame. Other signal-boxes are at Stallingborough (MS&L2, 1884), Roxton Sidings (MS&L2, 1884; no sidings there now!), Goxhill (GC N/S 1910), Oxmarsh Crossing (BRER 16A 1959, where the single-line token is exchanged), and Barrow Road Crossing Gate Box (RSCo/MS&L 1885, where the original line to New Holland & ferry diverged). The whole area here is occupied by a timber import company, and the gate box controls a road crossing the remaining sidings. An industrial diesel shunter is still here but sees little use. Views of the River Humber are scarce as the vegetation along the branch is dense, but there are green areas designated as Sites of Special Scientific Interest. Near Barton there is a large lake for water-skiing. The terminus is a single platform & shelter, with bus connections crossing the Humber Bridge to Hull at regular intervals. The basic train service is hourly, with additional peak services to/from Grimsby only. Returning to Grimsby Town I checked the timetable and found there was an evening service via Brigg, but no suitable connections and I would have arrived at Sheffield with only four minutes to make the last train for Leeds, so I abandoned that idea and returned via Transpennine to Doncaster, easily making the connection for 20:45 local emu to Leeds. The driver of that train seemed to be in a hurry as it was almost maximum speed between station stops. There is recovery time for all trains between Wakefield Westgate & Leeds, but if we had not been stopped just outside Leeds the service would easily have been 11 minutes early instead of the actual 7 mins. I was annoyed to see the 21:26 Leeds-Skipton leaving as we entered platform 9 (unusual for the Doncaster stopper),so I had to wait for the 21:56 for my return to Saltaire.

Day 4 – Tuesday 16<sup>th</sup> June

Saltaire	dep	09:46	6L
Leeds	arr	10:02	
	dep	10:13	153 304 + 153 347
Selby	arr	10:52	
	dep	11:39	158 851
York	arr	12:05	via Gascoigne Wood, Sherburn Jct & Ch. Fenton
	dep	12:45	220.xxx – Xcountry Voyager ex-Reading
Newcastle	arr	13:50	
Tsfr to Metro	dep	14:05	Tyne & Wear (Nexus). Snr Day Rover £6.10
South Hylton	arr	14:43	
	dep	14:49	
Newcastle	arr	15:28	
	dep	15:55	via S Gosforth & Whitley Bay
Monument	arr	16:55	
	dep	17:01	
Pelaw	arr	17:13	Train terminated here
	dep	17:18	

South Shields	arr	17:30	Walk to ferry & watch it leave
	dep	18:15	
Newcastle	arr	18:40	Transfer to main station
	dep	18:58	185 118
Leeds	arr	20:33	
	dep	20:55	333 xxx
Saltaire	arr	21:10	

Mileage unknown, as no details of Nexus, but at least 250 miles.

At Selby I saw GBRF 66722 in Metronet livery on the loaded Selby-Felixstowe Intermodal. The station has a lovely café trading as Tschu-Tschu, with old railway photographs on the walls and loose copies for sale, but at £2.50 per print the prices are high. The Cross-Country Voyager was less than quarter-full from York, but more passengers were picked up at Darlington & Durham. The Nexus day rover cost me £6.10 and is good value when I saw a single Newcastle-South Hylton was £2.90. Patronage was good, and I had to stand on the 17:01 Newcastle-Pelaw and the 17:18 to South Shields. Both Nexus and National Rail have joint use of Pelaw Jct to Sunderland & South Hylton under control of Tyne Yard Signalling Centre.

Other loco interest was D1015 + 60009 (A4) outside NRM York, 47828 *Joe Strummer* (Cotswold Rly livery), 57006 Advenza Freight in sidings to south of Darlington; 66060 on oil tankers in Tyne Yard. The only other locos I could see in Tyne Yard were three stored cl.37 awaiting removal for scrap. Later I saw 66060 taking the branch for the Jarrow oil terminal. The former Harton Staithes from the electrified NCB Westoe Colliery system have long since disappeared, the whole area now being a quayside housing complex. The ferry terminal at South Shields has a new look, having been rebuilt around 2002, and the area above North Shields ferry terminal is a building clearance site. I could see one or two cargo ships moored across the Tyne, but only two smaller private ferries were on the move.

Only two or three trains on which I travelled over the four days were late – the KX-Skipton had been delayed by a late-running KX-Glasgow with a problematic cl.91. A fitter boarded at Doncaster, by which that train was 55 down. Otherwise no real problems, and an enjoyable four days of British scenery. The line between Doncaster and Scunthorpe closed from 22<sup>nd</sup> June, not reopening as a through line until 7<sup>th</sup> September. The line west of Medge Hall signalbox alongside the canal & nearby river has serious subsidence and is being rebuilt with a new concrete base. There was a 5mph TSR for about a mile. The work in progress should be visible from the canal towpath. For TransPennine it's a bus replacement Doncaster-Scunthorpe, but freights are being diverted via Brigg or Lincoln to/from Immingham, so less to see at Doncaster over this summer, but probably more at Workop.

## Meeting Reports

## Philip Lockwood

### 12th August - Darjeeling in the 21st century, by Stuart Lindsey

The Darjeeling narrow gauge railway will most likely be familiar in picture to most of our members; it has long featured in such books as the Wonder Book of Railways and narrow gauge publications. To most of us that is as near as we are probably likely to get. However, Stuart decided that it was a must-visit railway and along with his wife made the journey a short while ago. The weather could have been kinder as some of the long distance views of the Himalayan peaks were obscured, but the main subject the railway itself gave Stuart opportunities for some excellent shots. I always feel in a presentation such as this that it is important to photograph more than just three-quarter views of the trains and it was nice to see that Stuart included the local population including what is becoming something of a trademark in BRC shows, the bicycle, this time without old git! We also paid a visit to the Delhi Transport Museum. Stuart also scooped what must be a unique picture of Morris dancers at Darjeeling! Thanks Stuart for an excellent evening. The vote of thanks was given by Dorothy Burrows, herself no stranger to these parts.

### 26th August - Things that go bump in the Night, by Richard Winfield

Tonight's show by Richard Winfield was in two parts, the first not surprisingly without pictures, was a talk about Richard's spooky encounters whilst working in Hamilton House the one time headquarters of the old Great Eastern Railway. Richard seems to have experienced more than his fair share of unusual happenings. The second half illustrated by slides covered Richard's extensive travels in Europe including Austria, Switzerland and Germany, which included not only the railways but also road transport and shipping. The vote of thanks was given by Eddie Lumb.

### 9th September - Far Away Lines (Part 2) Travels in Turkey, by Nigel Lawrence.

Doesn't time fly by - it is over two years since Nigel last came to speak to us. Tonight, with visits to Turkey in 1992 and 1993, was a welcome return. Steam in normal service was still in evidence, mostly of German origin, although the odd examples from the United Kingdom were seen. What I particularly enjoy in a slide show is variety, so it was good that Nigel showed not only the railways but something of the history of the country. We saw remains of Roman Aqueducts, the original Turkish Delight factory plus the "Old git" this time with a donkey! All this well photographed in extreme weather conditions. I for one have never visited Turkey, and although too late to see steam in everyday use is a place to possibly visit in the future. Thanks Nigel - let's see more of your travels in the not too distant future. Vote of thanks by Michael Wade

### 7th October - Narrow Gauge by Jim Livesey

A full house for Jim's show tonight and one that your reviewer has been looking forward to as it features both narrow gauge and overseas railways. Jim started off by showing the two extremes of the narrow gauge, a South African 3ft 6 inch class 25 which looks about the size of a BR 9F down to a diminutive metre gauge tank

locomotive. Our first port of call was the old East Germany and the individual Saxon Meyer locomotives working in pre-unification days. We next moved on to Austria and the Engerth locos at Gmünd, an unusual type where the weight of the tender helps to balance the loco. Next we arrived in Switzerland and to St Gallen and the Trogener Bahn, a line which has recently renewed its rolling stock some of which has been sold to the Ritten Bahn in Italy. Your reviewer saw two of the old railcars at Oberbozen this summer waiting repainting. The spectacular Bernina Bahn came next this being the highest Alpine crossing and also the steepest non rack railway linking Switzerland and Italy. Finally the metre gauge lines at Aigle. For a return to steam we next visited Portugal, visited by Jim in 1970 and 71, seeing the well maintained locomotive fleet. To finish with - Central America and India. Wonderful photography, including the railway in the landscape much preferred by your reviewer. Thank you Jim, let's see more soon. Vote of thanks by Malcolm Riley.

#### 21st October - STPTD and back again by Tom Ickringill

An unusual title for an unusual presentation tonight, this was, I think, a first for the circle in that we had slides but also digital images which had been converted back into slides. Tom explained during question time what he wanted some of his images as slides alongside his more usual digital prints. This would appear to be quite an expensive way of going about it but the quality remained to a fairly high standard. We had a fair number of back to front slides plus a number upside down, this causing some banter from the audience, all taken in good part. What we did get were some superb shots of both steam and modern image well up to Tom's usual high standards. Images which your reviewer particularly enjoyed were taken on the Cass Scenic Railroad in the Eastern USA where we saw triple headed trains with both Shay and Heisler geared locomotives. Tom strayed into my neck of the woods with a Jubilee shot at Morley, although he did have a problem finding Morley station. Thanks Tom for a most enjoyable and entertaining evening. Vote of thanks given by Robert Anderson

#### 4th November - Favourite Lines( Part 1) Mk 2, by Victor Lee

As is beginning to become the norm with Victor's shows, we had an extra slide show before the main event, in this case Classic road vehicles with a leaning towards fairground equipment. Tonight we re-visited previously visited sights starting with the York to Knaresborough line. Apart from his knowledge of station architecture Victor, as usual, manages to find the quirky items often missed by the general enthusiast. An unusual sign by the level crossing gate advising cyclists to "Put back wheel in first". Of particular interest to your reviewer were the shots of the station at Cattal as he has one of the old oil lamps still with the blue glass sign. Victor seems to like the atmospheric shots where the train, usually a smoky railcar, is only part of the overall scene. winter shots in the snow taken early morning or at dusk seem to be his forte. Of course we had plenty of reciprocal shots including reciprocal finials on some of the station buildings! Victor even included, for Eddie Lumb's benefit an old International

tractor and trailer with a load of what Eddie politely described later as horse manure!  
A most enjoyable show, hopefully one of many - thank you Victor.  
The vote of thanks, in this case, a reciprocal one, was given by Robert Clarke.

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## 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](mailto: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.

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## Ben's Bits

In July the government announced proposals to electrify the former GWR line from London to Swansea, at a cost of £1 billion, and the line from Liverpool to Manchester at a cost of £100 million. The London-Swansea journey time is expected to be reduced by 19 minutes, and the journey time between Liverpool and Manchester reduced from 45 minutes to 30 minutes. The Conservatives doubt the cost-effectiveness of these proposals.

When Railway Time replaced local time (solar) in the country, in the 1840's, some clocks were fitted with an extra minute hand so that both times were shown. Bristol Temple Meads station is still so fitted, as is Great Tom at Oxford. In Russia, the Trans-Siberian Railway runs to Moscow time, in spite of crossing nine time-zones. [In fact, ALL trains in Russia run to Moscow time, and station clocks in other time-zones have an extra hour-hand so they can show both local & Moscow time. – Ed].

Inauguration of the world's (or any country's) first or oldest piece of technology is often subject to ifs & buts, but it is interesting to note that the Lehigh Coal & Navigation Company claimed the establishment of America's first commercially successful railroad in 1827 – the Lehigh & New England RR – Rail Road being the term coined by Stephenson for the submission of a second attempt at plans for the building of a “railway” in the USA.

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## **Douglas Butterfield**

**With the passing of Douglas Butterfield the Bradford Railway Circle lost one of the last remaining links to the early days of the Circle. Although due to failing health Douglas has not been able to attend meetings recently, it has been my pleasure to meet him in Bradford on Circle nights, and take him home at the finish.**

**The discussion invariably would be with regard to the weather, closely followed by events in Switzerland! Without a doubt, the Swiss railways and the Gotthard line in particular were his favourites. For many years in the company of our late President Geoff Butland, Douglas would travel the Gotthard, tracking down and photographing his favourite Swiss Locomotive, the RE 6/6, and it was my pleasure, when Douglas and Audrey finally handed over the distribution of the Circle magazine, to arrange for a presentation of a model of one of these locomotives which, I know, held pride of place on the mantelpiece at his home. Many was the evening when returning Douglas home he would say "I think Audrey has been baking" and Audrey would present me with a still warm fruit cake knowing this to be my favourite - an act of kindness which was gratefully accepted. My thoughts are with Audrey and her family at this sad time.**

**Philip Lockwood – President, The Bradford Railway Circle.**

A fuller obituary will appear in the next issue of The Circular – Ed.





Douglas Butterfield in action at Bury, during tour of SELNEC bus area, 28<sup>th</sup> June 1970  
Photo by John Holroyd



44756 leaving Forster Square, no date

M Leahy



42141/61115/61388 Bradford Exchange 6/8/66

M Leahy



## Secretary's Page

Peter Holden

Well, last Secretary's boring page of the year 2009. As usual not too much to report. Firstly a big thank you to Michael Wade for keeping our finances in order over the last fifteen or so years. Michael has decided to step down at this year's AGM. Michael is proposing Eddie Lumb at the AGM for the post of Honorary Treasurer

I asked for comments regarding the content of this year's Meetings Diary, especially the larger than normal number of foreign talks. Thank you to the two members who bothered to answer my request. One thought it was very good, the other said he would be staying at home for the foreign shows. Looking at 2010 there seems to be fewer talks about continental railways, this is not through choice, just the choice of our speakers. I am not bothered really; if it's railways it's good. (Well other than the Isle of Man and Chinese Steam that is, I think we have seen every blade of grass on the Isle of Man and both blades of grass in China over the years!)

Our Annual Dinner went quite well this year, but to be honest I feel it is time we had a look at the Dinner, and decide what to do next year, if anything. I would welcome comments from the membership on this, especially those who attended this year.

All in all I think we have had a good year, we have had some excellent talks, spanning a vast number of railway subjects. Let us hope next year will be as interesting.

### Forthcoming meetings.

We begin the year 2010 on **January 13th**, with a slide presentation by Alan Ward entitled "What you see is what you get, Part 2". Alan's photography has always been very well composed, and a pleasure for us the audience, so we should be in for a good evening, whatever we see and whatever we get.

Stuart Baker will hopefully be available to visit on **January 27th** to present a talk about his involvement with the "Rail Atlas of Britain & Ireland" over the last thirty years. Unfortunately Stuart was unable to visit us last year due to being away in Russia on business.

**February 10th** will see our annual look at the photographic endeavours of John Holroyd "Thirty And Forty Years Back" So 1970 and 1980, what was happening in those years? There should be a good sized audience to find out.

On **February 24th** Robin Lush will be showing us some of his early photographic work when he presents "Cornwall to Cumbria, Black & White from the Late 1950's to the Early 1960's" Should be something to everyone's liking there, even our token GWR fans!

Our visitors on Wednesday **10th March** will be father and son Dave & Ben Collier. They will be presenting "Mainline Steam over the Last Twenty Years". Well, it seems that many of our membership still, (despite my best efforts to educate) like to see steam locomotive presentations, so no doubt we will have a packed room for what should be a very good show, even without any diesels.

Back by popular demand! Many (well 2 actually) members asked me to invite Barry Atkinson back to give Part 2 of his excellent presentation on Rose Grove. In my humble opinion in Part 1 we saw a collection of some of the most interesting pictures of the daily life on the railways in the 1950's and 1960's. Not staged, or arranged, just

captured perfectly as it happened. So Barry will hopefully be visiting the Circle on Wednesday **24th March**. Please come along for what should be a memorable night.

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## Circle Diary 2009-2010

P	Dec 16 <sup>th</sup>	Members' Night.	Members
	Jan 13 <sup>th</sup> .	W.Y.S.I.W.Y.G. Part 2	Alan Ward
	Jan.27 <sup>th</sup> .	30 Years of the Rail Atlas of Britain & Ireland	Stuart Baker
C	Feb.10 <sup>th</sup> .	Thirty and Forty Years Back	John Holroyd
	Feb. 24 <sup>th</sup> .	Cornwall to Cumbria (B&W late 50s/mid 60s)	Robin Lush
	Mar. 10 <sup>th</sup> .	Mainline Steam Over The Last 20 Years	Ben & Dave Collier
P	Mar. 24 <sup>th</sup> .	Rose Grove, Part 2	Barry Atkinson.
	Apr. 7 <sup>th</sup> .	Favourite Lines Part 11	Victor Lee
	Apr. 21 <sup>st</sup> .	Steaming Through Britain ( <b>NB 2 Hours</b> )	Graham Briggs
	May.5 <sup>th</sup> .	Railway Ramblings	David Wilkinson
C	May.19 <sup>th</sup> .	Gateway To The North	David Lowe
	Jun 2 <sup>nd</sup> .	Long & The Short, USA	Chris Taylor
	Jun 16 <sup>th</sup> .	The Spectator Sees Most Of The Game	Stanley Hall MBE.
P	Jun 30 <sup>th</sup> .	A Tale Of Two Depots	Ivan Stevenson
	Jul 14 <sup>th</sup> .	Tales Of A Signalman	Malcolm Riley
	Jul. 28 <sup>th</sup> .	The Other West Coast Route Part 2	Tony Newnham
C	Aug.11 <sup>th</sup> .	Leeds Locomotives Ran All Around The World	Ron Redman
	Aug.25 <sup>th</sup> .	Ostmark And The Protectorate	Richard Winfield
	Sep.8 <sup>th</sup> .	A Railway Alphabet	Geoff Kerr
P	Sep. 22 <sup>nd</sup>	Moscow Underground & Overground	Ian Button
	Oct.6 <sup>th</sup> .	Some Further Snapshots	Dave Scriven
	Oct 20 <sup>th</sup> .	Photography Competition.	Tom Ickringill
	Nov. 3 <sup>rd</sup> .	Grand Railway Tour of South America	Les Nixon
C	Nov.17 <sup>th</sup> .	Steam Revived	Tom Heavyside
	Dec 1 <sup>st</sup>	A Collection of Robertshaw	Frank Robertshaw
	Dec 15 <sup>th</sup> .	65 <sup>th</sup> AGM	
P	Dec 29 <sup>th</sup> .	Members Night	Members

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

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

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## Small Ads

BRC member John Tickner is now offering a digital imaging service. For scanning from print, negative or slide (including medium format), photoshop retouching, photo restoration, and printing up to size A2, contact John on 01535 601050, mobile 07967 604074, or email [john@johntickner.co.uk](mailto:john@johntickner.co.uk).

Good home offered to broken/surplus cameras & photo equipment. Don't throw dead cameras away - donations invited for "camera sanctuary" – please contact Ian Button