

THE CIRCULAR

Bradford Railway Circle

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Editorial

Welcome to 2010! We now have 350 issues of *The Circular* under our belts, so here's to the next 350. This issue we begin with an obituary of late Honorary Life Member Douglas Butterfield, by his (and our) great friend Frank Robertshaw.

Further on, a novelty is possibly the first ever poem in our magazine, written by Keith Preston when inspired by the Welsh landscape.

We have liberal helpings of Ben's Bits this time, as I had many contributions from Ben that deserve an airing, and few from other members. So, the coffers are fairly empty now (except for a few Outer Circle articles from Geoff Butland, reissued by Frank Robertshaw) – please put pen to paper and keep the magazine going. I had no submissions for cover photos, so we have one from the Editor himself this year.

Recent news on BBC Radio we heard that DMUs not being built as quickly as needed, because of problems at Bombardier Derby and also because investors (required to fund new stock) cannot be found due to declining confidence in diesel as an economically viable fuel for the future. Electrifying!

Douglas Butterfield 1924-2009

I am sure that members will join with me in sadness on hearing of the death of member Douglas Butterfield last year. I have known Douglas since 1975 when I first joined the Circle.

He had many interests which included photography, music, Bradford Bulls, Switzerland and of course railways and buses. He was not a family photographer but loved taking transport photographs and had many pictures published. He had no time for pop music although he did agree with me, when I would say that if he took the trouble to listen to it he may enjoy some of it. He liked classical music and went to many concerts by his favourite 'Hallé Orchestra'. He also liked jazz and I had the pleasure of going to several jazz concerts with him. He proudly boasted that he had supported 'The Bulls' since 1936 when they were 'Bradford Northern'. Some years ago the team recognised this achievement when he and Audrey were invited to a special reception for him when he met the players and he partook of one of his other loves, food. His favourite country was Switzerland and he visited there, armed with a Swiss Rail Pass many times, sometimes accompanied by his lifelong friend Geoff Butland.

Of course as a railway group we remember him best for his interest in railways. His knowledge was amazing and even when I visited him in the last year, when he was not well and could not speak too well he always could tell me some fact about railways. He always said that he was not a founder member of the 'Bradford Railway Circle' as he only joined at the Circle second meeting. But as the first meeting was an inaugural meeting it does not count and as far as myself and most members are concerned, he was a 'Founder Member'.

The 'Bradford Railway Circle' was always a large and important part of his life. He was President from 1978 to 1981 and sometimes served on the Committee. With the help of his wife Audrey, he stapled together and distributed 'The Circular' for 55 years. He would say that he knew most people but could not remember their names. Even when we knew each other a long time and would go all over together he would come to me and as a joke say 'and what name are you?' One of the biggest contributions he made to the Circle was his slide and other talks. He holds the record for the most talks which now stands at 180 talks. This record is not likely to be beaten. He would speak 5 or 6 times some years. One of the things that I liked about his talks was that he did his homework for each one and I never found them boring.

The first railway trip I did with Douglas was to Shrewsbury to see 'Princess Elizabeth' (the locomotive). We went by train of course and fitted many things into the trip,



Douglas & Audrey Butterfield

Frank Robertshaw



Douglas Butterfield at his wedding



Jack - Leeds Industrial Museum 29-08-09

Frank Robertshaw



42377 passing Manningham on the Devonian, no date

M Leahy

which included photographing stations, signal boxes and trains, including asking at some boxes if we could look inside. We were usually successful. We also found time during the day for the odd half of lager. This was to be the first of many days out together.

Douglas has what we in Yorkshire would call a droll sense of humour. I remember visiting Paris for a few days with him and as we were staying in the area of Pigalle, one evening I took him for a walk around the 'Red Light Area'. He was not impressed, especially when young ladies approached him for a chat. The same night he got his own back on me by making me walk up the hundreds of steps to the Cathedral.

He made no secret of the fact that apart from his family he had little time for children. He always said that the children on Swiss trains were 'rowdies'. I went to Glasgow with him once, and we were on the train ready to come back and he had made himself comfortable in his favourite seat at the rear of the train. A Glaswegian lady with several noisy children got on and sat near us. Douglas sat giving them one of his famous scowls and the lady said 'I think we will move farther up the train'. Douglas looked at them and said 'That's right, b****r off' and that's what they did.

These then are a few of the many memories I have of Douglas. He was good friend and we had some good times together. He had a bottomless knowledge of railways and the time I spent with him was memorable.

We at Bradford Railway Circle will miss him but no doubt his name will crop up here for many years to come. I like to think that he is somewhere at a lineside having a good natter with Geoff Butland and Harold Smith.

Our thoughts are with Audrey, Lesley and Bob at this time.

FR

Ben's Bits

Ben Burrows

Railways at Queensbury (from "A History of Queensbury", by F Barrett, 1963 – the Centenary year of Queensbury UDC)

In 1870 the Bradford & Thornton Railway(s?) Bill was submitted to Parliament by the Company, with William Foster as Chairman. Assent came in 1871 and construction of a line from Bradford to Keighley commenced in 1872. It stopped at Thornton but included a station at Queensbury. In 1873 another company was formed to extend the Halifax-Ovenden railway to Queensbury via the Queensbury tunnel (1 mile 741 yds

long). Foster, Ackroyd & Crossley were the company committee. The Great Northern Railway Co. had taken over the Bradford-Thornton Railway in 1871 and now took over the new line; work commenced in 1874 and the line opened in 1878. "Navy Houses" were built for the workforce in four streets – Oakley, Great, Northern & Railway Streets. They lasted until 1957 when they were condemned and demolished in 1961.

Work on Queensbury station began in 1889 and it was opened in 1890, having cost £10-11,000. The station became triangular in layout but was closed in 1957. It had the distinction of a public footpath through the site via subways, now incorporated in the Great Northern Trail bridleway. The bridleway is not yet completed through to Cullingworth although it crosses three viaducts in two of the three accessible sections. Nothing remains of Queensbury station, except in the name of Station Road, down from Queensbury village, but in its day it became a bone of contention between the GNR and the Local Board. In January 1882 the Queensbury Local Board complained to the Company that the station was inconvenient to the inhabitants since there was no road for luggage or merchandise, the only approach being by "wretched footpaths with only one lamp". The GNR replied in March that the construction of a road was deferred until the line was opened to Keighley. The Board then asked for a few more (temporary) lamps "since it was impossible for visitors and even inhabitants to find the village at night". GNR replied that the matter of lights be deferred, as it was now summer (May).

In January 1883 the GNR said that their engineer was to prepare plans for the road. By November 1883 the Board requested GNR to provide road and light so that vehicles could arrive and depart. GNR submitted plans in February 1884, but the Board did not approve them as they considered the job could be done more easily. By June 1884 new plans were approved and GNR requested to begin without delay. In October, the Board asked about progress but GNR replied in November asking the Board and landowners what they were prepared to do about constructing and maintaining it. The Board replied that they could not spend ratepayers' money on providing and maintaining a road only to a railway station, and that they had no land and no control over landowners, also that under 300 yards was in Queensbury, the rest being in Clayton. They concluded that the inhabitants were indignant at their treatment by the GNR whilst other villages have adequate provision: "Passengers have to scramble to it as best they can in the dark, to find they are charged a fare in excess of the through route or to intermediate stations as [fare] tables will show".

Tony's recent talk on the other West Coast line reminded me of some other items – In 1896 the Volks Electric Railway was extended along the seashore. The track consisted of four rails at 18ft gauge on concrete sleepers and was covered at high tide. The carriage was 50ft long and was set on 24ft high legs – this got it the nickname of the Daddy Long-Legs Railway. Current was obtained from an overhead wire carried on poles. When only 6 days old the carriage was knocked over by a storm. However, it was rebuilt and ran for another four years until coastal defence work required the track to be relocated. Volks could not afford this, so this unique pioneer electric

railway closed. The original line on the sea-front at Brighton carried on running and after becoming derelict during the 1939-45 war was restored and is still running. The present day workshop originally housed the dynamos supplying current to the railway. Early cinema filming, by Williamson & Smith, took place in Brighton, and there used to be a sign “Kinemacolour” painted in large letters on a lineside building at Hove, near Cambridge Grove. Sergeant Jack Chart was reputed to have been the first film-star, in 1904-5.

Shoreham airport was the oldest licensed airport – from 1910 (the first British flight was in 1909).

Brighton Station was in the Venetian style, and Mr Mocatta was the architect. A rickshaw service was available from the forecourt in recent years.

During the war a German plane attempted to bomb the railway viaduct over London Road. The bomb fell short, hit the road and bounced up to score a direct hit on the road arch, which was demolished; luckily progressive collapse did not take place and I think that the arch was repaired in three weeks. When seen 60 years later you could see the repair.

We all expect convenient connections for passenger trains at major stations. At Jamaica station on the Long Island Railroad, USA, changing from steam to electric trains was achieved by having island platforms between every track. Three trains would pull in at the same time, with all doors properly aligned. If a passenger on the southernmost train was going to a station on the northernmost train he would cross through the vestibule of the middle train to board the far one. Accidental misalignment could cause chaos.

[from “Classic Trains”]

[Better than in Russia, where passengers often cross by clambering underneath intervening trains! – Ed.]

Some of you [not many, Ben – it’s 82 years ago! – Ed] may remember the disaster that happened in 1928 when a Leeds-Bristol night mail train crashed into a freight train with the loss of over a dozen lives, including a young boy & girl whose bodies were never claimed or identified. Former Keighley College lecturer Nick Blackstock has written a novel based on this mystery, in which he concludes that the children’s deaths were part of a high-level cover-up. His book is called “Something Hidden” and is available at £9.99 from Amazon.

The Great North of Scotland Railway had only four tunnels on its system – one near Craiggellachie, now on the Speyside Railway Trail.

Crewe is the name of a crater on Mars. A modern version of the song “Oh Mr Porter. What Shall I Do?” might continue “I went off for a Moon landing and they’ve taken me on to Crewe”.

In the TV programme “Metroland”, John Betjeman related the story of the railway company proposing a tower to be built at Wembley. Many designs were proposed,

including one for a SPIRAL steam railway. It was to be 150ft higher than the Eiffel Tower in Paris. Construction actually commenced, but the project stalled at the first stage because the expected number of visitors did not arrive. It was demolished in 1907. The site hosted the Wembley Exhibition of 1924, which had a “Never-Stop Railway” to take visitors round. This reminds me that the Scout Jamboree of 1947 at Moisson in France had a similar railway, comprising locos and stock from the Maginot line. I was there, and rode on it.

W H Smith opened his first station bookstall in 1848 at Euston.

Charles Dickens’ “railway novel” is *Dombey & Son*. His last short story was “The Signalman”. Dickens was in an accident on Staplehurst Viaduct, and died five years later from “railway shaking” on the anniversary of the crash.

Dobson was the architect for Newcastle Station, which was among the first to be lit by electricity.

The Beeching Report was typed by 25 private (non-railway) typists to prevent “leaks”, and the typewriter ribbons used were destroyed each evening by the man in charge. The number of copies must have been very small (only one?).

The Plymouth District Manager drew up a plan for the better running of the Exmouth line and submitted it to HQ. Their reply was that “it was not the duty of the District Manager to tell us how to run the railway, but to close it down”.

The pre-stressed concrete beams for the reconstruction of the Apperley Lane railway bridge were not delivered from Greenwoods of Cullingworth by rail – “Because it would affect the non-viability of the line” – or so we were told.

Doctor Beeching was head-hunted from ICI at his ICI salary of £24,000 p.a., when the Prime Minister’s salary was £10,000 p.a. Tony Hancock was paid £12,000 to do a publicity film showing how bad the railways were and deserved closure – this was half what he originally asked for (jokingly?) – i.e. the same as Beeching.

Some South Wales lines were not closed, because they ran through seven marginal Labour constituencies. Labour took over from the Conservatives under Macmillan, who were the originators of the closure proposals.

Beeching was rewarded with a knighthood – Lord Beeching of East Grinstead – a town which kept its station.

Incidentally, a BR representative in a talk to the Circle stated that the Leeds-Thirsk line would not have been closed today, and I see that millions are being spent on the reinstatement of part of the Waverley route. I never understood the closure of Skipton-Colne, a useful link to Lancashire, as I could not see the branch to Colne paying its way in order to qualify for retention.

A few years after the Beeching cuts, the Minister of Transport appeared on TV and stated that they had not reduced the losses on the railways.

The Photographic Competition – 20 October 2010

Tom Ickringill

A reminder, in this, the first issue of the Circular for 2010, that later this year we are holding our bi-annual photographic competition on 20 October 2010. Our last one held on 4 June 2008 was, I felt, a bit disappointing (not the quality, but the number of entries) compared to the momentous occasion of 2006, with a record number of entries. Let's see if we can beat the record this year, as I am fully aware there are certain members who are excellent photographers, but don't make the effort. Peter and I have already organised a judge.

The categories as before are :-

35mm slide - Steam

35mm slide – electric or diesel

B/w print – Steam or diesel (max 10 x 8)

Colour print – Steam or diesel (max 10 x8)

Humorous – slide and/or print (+ caption)

Basic Rules – Entries should not have been entered in a competition before

Maximum number of entries per person per section – 4

Print sizes will be strictly adhered to

No momentous digital manipulation allowed

(i.e. East Coast Electrification evidence removed)

Also, there will be an outright winner, and, in each category, a 1st, 2nd and 3rd.

A final point – comments were made last time that the judge had already commenced looking at the prints section, but some members were late in arriving, then, having to submit their entries and slightly disturb the proceedings. If this is going to happen this year, then entrants can always submit these earlier by giving them to myself or Peter. Otherwise, I think we'll have to draw the line somewhere!!

See you all there and let's make the effort to outdo 2008!

Japan - The Land of Rising Water (Pt.2) M. Wade

On Wednesday we returned to Odawara by the same route but this time the weather was a little more accommodating and we were able to see the sulphur mine as well as smell it. We could even see trees from the 'Pirate Galleon', though the cloud level was low. Back in Odawara a Shinkansen took us on to Kyoto where we spent the next two nights. Like David we crossed to the station where there were good restaurants on the eleventh floor and like David we struggled to find our way up to that floor, though we refused to use the outdoor escalator as it was far too wet, we finally located an elevator and kept dry.

In Kyoto we had a guide for the city sights but first we had him take us to the Umekoji Steam Locomotive Museum, which as reported by David is well worth a visit, though on this occasion we had a change in weather and it just too hot. On site was 8630 a 2-6-0 of class 8620 giving short rides for children so, of course, we had to partake. Our guide then took us to the Kinkakuji Temple, a golden pavilion situated by a lake in a beautiful garden. As it was now time for lunch our guide took us to a restaurant for a most enjoyable meal. As we had now overheated, Bill and I decided to call it a day and return direct to our hotel whilst the others continued on to the Nijo Castle. In evening we returned to the stations eleventh floor for another excellent evening meal.

Friday 24th July saw us continue our journey to Kyushu utilising a Shinkansen of series N700 for the short journey to Shin-Osaka where we deposited our big bags, for the next two nights, at what was to be our final hotel. This was to be our only journey on an N700 as they are normally utilised on Nozomis which are not permitted on our Japan Rail Pass. From Shin-Osaka we continued on to Hakata but first we broke our journey at Kokura where there is a small museum with two steam engines and a couple of electrics as well as both electric and diesel railcars. It was a rather nice museum with a number of pictures from round the world and a model railway. This model was rather interesting as there was a TV showing videos of Japan's railways and occasionally it would cut away to show live pictures from the model.

At Hakata we transferred on to the 3' 6" gauge train for the 118 km journey on to Kumamoto where we were to spend the night. The train, a Relay Tsubame, was very comfortable and was the only 3' 6" gauge train which had Green Cars (First Class) and not only that but there was a service of complimentary tea, coffee or consommé. The only complimentary service we found in Japan.

On Saturday 25th July we were back looking for steam. The journey from Kumamoto to Hitoyoshi is a journey of 87 kms and was behind 2-6-0 58654. This was a very attractive riverside railway but heavy rain was to give us problems. At Hitoyoshi we noted that water was rising between the tracks and come departure time we failed to move. Fortunately there was a lady in the tourist office who had good English. It turned out that the problem was that they were worried that the heavy rain may have damaged the track. First it was suggested that we may have to stay in Hitoyoshi for the night. Finally, after about an hour, they decided to go but with no guarantee that we would get to Kumamoto. Fortunately we did, well they did, though

we alighted at Shin-Yatsushiro where the Relay Tsubame commences its journey to Hakata. Here we changed onto a Shinkansen to Shin-Yamaguchi where we spent the night.

The last steam train of our holiday, the SL Yamaguchi, to Tsuwano was scheduled for Sunday 26th July. The train was due to leave at 10:41 and as 11:00 approached we started to make enquiries. One member of the station staff was very helpful and told us that the journey was expected to be delayed by one to two hours each way, due to the excessive rain. This would give us very serious problems as such a delay would cause us to miss the last train to Shin-Osaka where we were booked on early flights out of Japan. The consensus was therefore that we should abandon the train in Yamaguchi after only 12 kms and return on a dmu to Shin-Yamaguchi, where we lunched on an excellent pizza before setting off for our final night at Shin-Osaka.

Our flight from Kansai required an early start on Monday 27th July so we were on the platform of Shin-Osaka in plenty of time to catch the 07:17 Haruka Express. Shortly before scheduled departure the departure board showed a delay of about five minutes. This delay then started to increase minute by minute until we finally left at 07:40. The journey should take about an hour but as we were now behind a stopping train we proceeded very slowly and finally arrived at 09:00, 45 minutes late but in time to check in for our flights.

During the twelve days we travelled a total of 4,420 kms of which 3,120 were on the 4' 8½" gauge Shinkansen and 1,300 on the 3' 6" gauge. On the 3' 6" gauge we were hauled by steam for a total of 530 kms. On the whole it was a pleasant holiday, though somewhat spoilt by the weather.

Meeting Reports

Philip Lockwood

The Editor's apologies for somehow omitting the first report from our last issue, especially in view of Tony Newnham's enforced absence at the time – we are very pleased to see him back with us again now.

23rd September 2009 - Some More Snapshots, by Dave Scriven

By his own admission a light hearted look at his railway travels covering most forms of travel. We started with a map, in this case the L&Y tiled map at Manchester Victoria. We moved on to Blackpool, still with a good selection of semaphore signals, before arriving nearer home with the Royal train at Bradford and a railway accident at Stanningley. The steam enthusiast was catered for with the Scarborough Spa Express and the Railfest at York. We next moved abroad to Germany to witness the 'Plandampf' in pouring rain! Back home again to Crich for the trams, and still with trams to Llandudno and the Great Orme Tramway. It was back overseas to Austria and the Zillertalbahn, Germany and the Chiemsee then back to Bradford and the delights of Esholt sewage works and the tank engine *Elizabeth*. Dave worked here for a while and whilst enjoying the work had no difficulty having a seat to himself on the bus home! We started with a map and also managed to finish with one - guaranteed to

have one member in a state of apoplexy, in this case a NER tiled map. The presentation was given using the digital projector operated by Tony Newnham's son. A most enjoyable and indeed light hearted presentation; the vote of thanks was given by Keith Preston.

Tony Newnham is in hospital and in wishing him all our wishes for a speedy recovery must especially thank his son for dealing with the technical aspects on behalf of Dave.

13th January – Meeting cancelled owing to bad weather

27th January 2010 - 30 years of the Rail Atlas of Great Britain and Ireland, by Stuart Baker OBE

Stuart gave his first talk to the Circle on the 20th September 1972, when his subject was "Railway Electrification". This just happened to be the last meeting at the Circle clubroom at Idle station before moving to Gillingham. Tonight's talk was on the subject of 30 years of the Rail Atlas of Britain and Ireland. This refers to the excellent atlas which has now gone through many editions and updates.

Stuart explained that he has always been fascinated with maps and has collected them from many sources, culminating in a complete set of OS maps covering the whole country. He explained that one of the reasons for publishing his atlas was the mysteries of place names on the South Wales lines!

As well as discussing just how he set about drawing the maps and the index required, we had an insight into Stuart's early days as a career railwayman, starting at Barrow Hill with the filling of oil lamps which required climbing some shaky Midland signal posts, his many exploits on brake van trips and his interest in the Woodhead Line which resulted in burning his finger through to energetic braking on his bicycle on the steep hills approaching Dunford Bridge!

A most enjoyable evening and the circle members were able to congratulate Stuart on his recent award of an OBE, was this for his services to the railway industry, or, his rail atlas! The vote of thanks was given by John Holroyd, who by happy coincidence gave the vote of thanks at Stuart's first talk in 1972.

10th February 2010 - Thirty and Forty Years Back, by John Holroyd

We started the show with mill engines which were at this time a fast disappearing method of mill power, John along with others travelled widely to record the last remaining examples in service. Next, early views of the recently restored "City of Wells" and the Midland compound out on the main line system.

1980 was also the 150th anniversary celebration of the Rainhill Trials, which John covered over a two day period. We returned once again to the Howden Clough Light railway, before a visit to the narrow gauge system at Horwich Works. Next a RCTS visit to Holland in the company of Jonathan Stockwell, and on the return (of particular interest to your reviewer) a picture of the transporter and rail bridge over the Kiel canal at Rensburg. Going back a decade to 1970 with visits to the Woodhead Line, the Welsh narrow gauge and Air Displays at Church Fenton. Up to John's attic for a visit to the EM&W railway where John had photographed one of my narrow gauge

locomotives. As usual nothing was missed by John's camera, so we had a frog at Carnforth!

Many of these visits were by John's trusty bicycle, and, indeed, he photographed the standard shot for Victor Lee this time "Bicycle without young git! Thanks John for another excellent evening's show. The vote of thanks was given by Brian Myland.

[*Editor's note* – John even included some “Fifty Years Back” photos, including quite a few Western Region shots from 1960 – just thought I'd throw that in!!]

24th February, Cornwall to Cumbria by Robin Lush

A nostalgic evening where Robin turned back the clock to the late fifties and early sixties and his start in railway photography. He had brought along the camera that served him well over the period until the end of steam on BR. As Robin explained, the camera, a Zeiss Nettar folding model, had only one drawback, a shutter speed of 1/200th of a second which made capturing fast moving trains not the easiest of tasks. This probably accounted for some very interesting pictures taken at stations where apart from the main subject of the train, period cars and dress added to the interest of the picture, indeed it was almost a case of spot the classic car!

We started in Cornwall where Robin purchased a 1st class pass at a cost of £7-15-0; this was not an extravagant purchase, but in order to ensure a quiet space to sleep overnight! It would take too long in this review to list all the places visited, locomotive sheds and the locomotives seen. At times Robin turned the show into a quiz which taxed many of our members when asked to identify the names of locomotives - good job that Robin had brought along one of his Ian Allan combined volumes. The presentation was made more interesting with the inclusion of pictures of tickets, shed passes and luggage labels.

A most enjoyable evening enjoyed by a large attendance, let's hope that we can encourage some of our other photographic members to follow his example. Thank you Robin.

The vote of thanks was given by Jim Bennett.

Cambrian Coast

Keith Preston

I have composed a few poems in the past. On a short break in August, venturing by train using two 4-in-8 Railovers to ride along the Cambrian Coast from Welshpool through to Pwllheli I found some inspiration from the superb scenery.

The idea I had was to travel on the steam-hauled Cambrian Coast Express from Machynlleth to Pwllheli and back. After contacting west Coast Railways in Carnforth, I was told there were seats available for Friday 21st August.

On Tuesday 18th August I had purchased two second-hand cameras from Bradford Camera Exchange. These were a Canon EOS600 SLR with 35-70mm zoom lens and

a Canon 400D digital SLR with 18-55mm lens. Whilst on an Austrian holiday I had had a fall on some damp cobblestones in Vienna, and a Kodak 743 digital and a 35-70mm lens of my Canon EOS650 had been damaged beyond economical repair. The Canon 400D was without a battery charger at the time, but the shop provided me with a charged battery the following day. Thus I left Bradford Interchange at 15:19, changing at Leeds for the 15:40 to Manchester Piccadilly (on 170307+170309); then on the 16:50 to Llandudno with a very full 175113 in Arriva Wales livery. I alighted on a cloudy dull evening at Llandudno Junction, noting the former Isle of Man steamer “Duke of Lancaster” still moored near Holywell but looking rather forlorn, having been unused for several years. The rails at Mostyn Docks are rusty and disused, as are most of the sidings at Llandudno Junction.

As it began to rain, I called in to the Old Station Inn and secured a room for the night. The rain persisted all night. I observed 57314 on the 16:18 Cardiff-Holyhead with 4 coaches, leaving Llandudno Jct at 19:50. The return working was 05:38 from Holyhead.

On Thursday 20th August I began with a brief trip to Holyhead and back, both ways with 221104. Passengers were few on the run to Holyhead (I was the only one in coach C after Bangor!) and it rained heavily. About 20 passengers joined the train in Holyhead, which formed the 08:55 for Euston. 40-50 passengers joined at Bangor, and another 30 or so boarded at Llandudno Jct, when I got off at 09:38.

I purchased refreshments at Denise’s Café on the station, where a large seagull was gobbling the remains of a discarded sandwich. A clean and newly-painted 150264 in Arriva Wales livery arrived from Llandudno to form the 10:33 to Blaenau Ffestiniog. The weather was improving, and there were many birds such as herons, egrets and waterfowl to be seen along the River Conwy. Our driver took the token from the signalman at Llanrwst. Further up are the remnants of Dolywyddelan Castle, once the home of Llewellyn the Great – a Prince of Wales; the castle was built about 700 years ago to guard the narrow pass in the valley.

I changed at Blaenau Ffestiniog onto the Festiniog Railway’s 11:50 for Portmadoc Harbour – the loco was *Mereddyn Emrys*, one of the Fairlies. At Dduallt we crossed *Blanche* (a Hunslet) on the 11:00 from Portmadoc, and at Tan-y-Bwlch *Earl of Merioneth* (Fairlie) on the 12:00 from Portmadoc. From the Harbour station I made my way to the Cambrian line station for the 14:06 south. 158830+158820 arrived on time, but the second dmu was locked out of use owing to a water leak in the toilets. A travelling fitter boarded at Harlech from the northbound train, so by Barmouth the leak had been repaired and excess water mopped up, so the 2nd dmu doors were opened – a job well done by Arriva staff. A large group of holidaymakers boarded as I left the train at 14:45.

I alighted as the return steam train with 76079 was due to leave Barmouth at 15:50. I found a guest house near the station and after a welcoming pot of tea and biscuits from the landlady I went out. A gale-force wind was coming off the sea, causing sand from the beach to blow onto the promenade. I was glad of a new waterproof coat with hood, that I’d purchased earlier in Portmadoc. I found a spot by the harbour steps (it was low tide), which sheltered me from the wind, but I felt for the large group of

photographers on the promontory near Fairbourne, who had no shelter at all. 76079 had to wait 20 minutes at Barmouth, as the northbound service train was late. With the clatter of boat-masts and the howling wind, I could not hear the steam strain at all. I did take some photos, but the battery on the Canon 400D had discharged earlier, so I was using a Minolta Dynax with print film. I had put a 36-exp slide film in the Canon EOS600, but it took nearly three weeks for the processors to return the slides, and unfortunately there must have been a fault with the shutter blind, as only 14 pictures had been exposed. (The camera body has now been returned to the shop; I only bought it for the 35-70mm lens, which works OK with my older Canon EOS650.) I had similar problems with two other films that I'd used before the first one was returned – an expensive lesson to learn, though I had duplicated some on print film. After 76079 had disappeared, the sun came out but the gale remained. I walked over Barmouth Bridge on the adjacent foot/cycle path, almost to Morffa Mawddach where the line to Dolgellau used to join (closed 1965?). This former line featured in Julia Bradbury's Railway Walks on BBC TV earlier this year. Despite the strong wind, several families were using the bridge pathway. The tide had turned and I watched some oystercatchers and seagulls waiting until the water was over their feet before the flew off to their sandbank roosts.

I tramp across the windswept beach
To find some shelter by a reach
To use my cameras to phot the *Rocket*
Crossing Barmouth Bridge taking films from pocket.
Photos taken as this steam train laden
Disappears from view as the sun is fadin'
Out of sight but not out of mind.
As the wind blows hard and my hood I find
"Morning Cool", "Teala" and "Mawddach Sound"
Their masts are whistling as these boats turn round.
Some hardy cyclists ride down the paths;
The bark of a dog, a young child laughs,
The bridge is nearly 1 mile long
As someone distant bursts into song -
A lonely whistle breaks the howl –
There's steam at Fairbourne, not diesel foul.
My trip on the Cambrian is the very next day
And the sun stayed out on this permanent way.

Friday 21st August – The wind has gone, but a high tide covered the steps where I'd taken the previous day's photos. The weather was dull & cloudy as I left Barmouth at 08:45 for Machynlleth. We soon ran into very heavy rain, but by Tywyn this had stopped and the sky was clearing by Dovey Jct. At Machynlleth, the train manager of Cambrian Coast Express (John Hunt) referred me to coach C. The journey to Pwllheli was excellent, with 76079 working hard with its 8-coach load. We had a 30-minute

stop at Portmadoc for water, but the loco was well of the platform so photos were difficult and against the sun. I went across the road to Welsh Highland Heritage for refreshments in their café. (The newly built Welsh Highland Railway does not yet run to Portmadoc and may not do so until 2011! – WHHR are in a long running dispute with WHR about running powers, but that has nothing to do with the delay.) There are some excellent views from the train of the scenery – coastline, estuaries, bridges, castles, seaside resorts etc. In my view, this line is number 3 in the most-scenic – no.1 is Fort William-Mallaig, 2 is Settle-Appleby. On the journey I spotted at least two BRC members chasing the train (there was a Tilly Tours trip to the monorail at Blaenau Ffestiniog on the 22nd). I was seated next to two members of Wirral Railway Circle, which was about to disband owing to low attendance – sadly a recent meeting had the speaker and only three in the audience. I got off the return trip at Tywyn to photograph the Tallylyn and hoped to find B&B there. Unfortunately all places were full so I got the service train and ended up in Welshpool. Next day was also sunny, but the first train on the WLLR was at 11:30, not returning until after 14:00. I abandoned that idea and returned to Portmadoc for another journey on the Festiniog. I was rewarded by a double-header with *Prince* and *Blanche* pulling 12 coaches. My fellow traveller was an enthusiast from Brisbane doing a UK tour of preservation sites over 4 weeks. By Blaenau Ffestiniog I was feeling weary so I decided to return home. For something different I changed at Chester for the line via Northwich, Altrincham and Stockport. However, it had been race day at Chester and a group of well-dressed racegoers who had been on the wine & champagne entertained the train with singing most of the way. I got home about 22:00 via Manchester and Leeds.

Membership Matters

Please note that Michael Wade is continuing as Membership Secretary, and all correspondence relating to subscriptions and renewals should be directed to him.

New member

A warm welcome to the following new member

Matt Dixon
102 Church Street
Bradford

Letter to the Editor

From Keith Preston

With a view to raising some funds for Yorkshire Air Ambulance and Cancer Research, I am thinking of doing a sponsored trip around the UK using an All-Line Railrover. My idea is to cover the railway stations furthest north, south, west and east of England, Wales and Scotland. For example, Scotland would be Thurso, Stranraer, Mallaig (or Kyle of Lochalsh) and Aberdeen; Wales could be Holyhead, Fishguard, Barry and Knighton; England could be Penzance, Carlisle, Lowestoft & Broadstairs. It's doubtful if it could be done in 7 days, so the 14-day ticket may be better. It would also be better to travel with a companion (or several, though not necessarily the same ones all the time – different companions for the odd day/s). What would be needed in sponsorship for the B&B – there could be some travel via overnight sleepers (e.g. to/from Fort William, Aberdeen & Penzance).

Is there anyone in the Circle who might be interested in taking part during summer (June-July-August 2010) or sponsoring one or more nights. Please contact me if interested - Tel. Bradford (01274) 778623.

RCTS West Riding Branch Indoor Programme 2010

25 th March	Pudsey Civic Hall	AGM & members' slides
15 th April	Saltaire Methodist Chapel	BR in the Northwest, by Tom Heavyside
20 th May	Pudsey Civic Hall	Cold Wednesday, or What Happens When a Question is asked at the AGM, by Jamie Guest
17 th June	Canal Cruise on the Leeds-Liverpool canal, with evening meal	

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 DVDs or video tapes borrowed from the library cause damage to a member's possessions.

More Ben's Bits

Ben Burrows

Did you see the King's Cross-Edinburgh race between members of the Top Gear team on TV last year? Richard Hammond rode a Vincent "Black Shadow" motorbike – the fastest in the world in 1949. James May drove a Jaguar XK120 sports car – also the fastest in the world in 1949. The fastest steam locomotive in the world was not chosen – instead, Jeremy Clarkson drew *Tornado* as a good example of a loco from 50 years ago hauling a train on the East Coast route. The mode of travel was apparently chosen by lot. Jeremy didn't drive *Tornado* but was shown shovelling coal (8 tons of it) into the firebox on a number of occasions. The others drove up the A1, which was doubtless better now than 50 years ago, but I suppose so was the ECML.

On the journey they had to stop for 4000 gallons of water, and they experienced low water in the boiler owing to a faulty injector, which fortunately righted itself in time. They had wheelspin at 70mph and unfortunately near Edinburgh got stuck behind a suburban service. But for this, *Tornado* might have won. Jeremy did a last-minute dash to the hotel in Edinburgh, only to find James May triumphant from the XK120. The Vincent "Black Shadow" was last by a large margin, mainly due to Richard Hammond suffering some form of "Biker's paralysis" on the way.

I also watched James May on BBC2 in June – he took a train journey which would no doubt appeal to our Secretary. Starting at Dewsbury with a pint or so in the real ale bar on the station, he then took a train to Huddersfield. More pint(s) in bar on station, thence to Stalybridge, where scene repeated.

PS from the Editor

Who also saw James May's Toy Stories on TV? I saw the one about setting up a several-miles-long 00-gauge track along the disused line from Barnstaple to Bideford (now a cycleway). It was quite an epic, involving many volunteers, car-batteries every 100 metres to maintain the voltage, and arrangements for crossing a public road (they ran the track in the "well" that originally took the wheel-flanges). The Hornby Dublo loco burned out but the latest Hornby model (Voyager?) triumphed.

During the Bolshevik Revolution, Lenin went to Finland; he returned to Russia (Petrograd) disguised as a locomotive fireman. The loco is preserved in St Petersburg.

The Leeds Corporation Act of 1910 included a statement that trolley vehicles were not Light Locomotives under the Locomotives on Highways Act 1896, nor motor vehicles under the Motor Car Act 1903. Regulations and Schedules under the above Acts and the Locomotives Act 1898 therefore do not apply to trolley vehicles.

Leeds trolleybuses, however, did have number-plates after 1921. Trams did not carry number-plates.

Is a tram with a bow-collector a trolley vehicle, bearing in mind that trolley-buses started life with a 4-wheel “trolley” riding on underslung wires, with a cable down to the bus?

The third section of the GN Railway Trail was opened in November 2008 by Alan Whitaker, son of the last station-master at Thornton. It runs from the station site to Headley lane, a distance of 3½ furlongs (770 yards) and it enables you to walk across Thornton Viaduct. The distance to Queensbury Station is half a mile but there is an unco-operative landowner in the way; the distance to the Wilsden-Cullingworth section is 2¾ miles but there is a 500-yard tunnel – so it may be some time before you can walk or cycle from Queensbury Station to Cullingworth.

The newspaper article about the opening contained observations by Alan Whitaker about his father’s doings. When station-master at Thornton (appointed at 24 in 1951 – the youngest in the country) he built up freight traffic after closure to passengers in 1955, annoying the powers-that-be who wanted to close the line completely, eventually succeeding in 1965.

In March 2008 about a mile of the old Yeadon branch was opened as a walking & cycling route from Parklands View in Yeadon to Coach Road in Guiseley – this is another Sustrans scheme.

Agatha Christie’s book “4.50 from Paddington” was changed to “Murder She Said”, and in the film of 1961 Miss Marple witnesses a murder in an adjoining train.

The film “Brief Encounter” was filmed at the end of the 1939-45 war at Carnforth because it was thought that the film lighting was unlikely to be seen by the Luftwaffe. David Lean, the director, told engine crews to race through the station with as much steam as possible.

In the film “The 39 Steps” by Hitchcock the train for Scotland left London as LNER and then emerged from Box Tunnel (GWR). It later stopped on the Forth Bridge, so it did get to Scotland.

On a transport theme, but not railways, the T&A reported in “On This Day” that Britain’s first motor bus service began in Bradford in 1897. Coincidentally, when at Silsden on 2nd October having shown slides of Silsden’s broken-down motor omnibus a man from the audience stated that Silsden had motor buses before London. My notes for Silsden show that a 20hp 4-gear bus was purchased on 11th May 1905 from the Milnes-Daimler works in London for £900, and was driven to Cowling by Abraham Grace, or Grace & Sutcliffe, Milnes-Daimler’s agents, and registered in Bradford on arrival. Services commenced on May 15th 1905. The Silsden Motor Omnibus Company started in 1906.

Bradshaw Railway Guides started in 1841 and were of great use to Sherlock Holmes and Dr Watson, although they knew many train times from memory. Holmes departed from all termini in London except Marylebone, which was built too late for Conan Doyle.

Railway preservation goes back to 1857, when *Locomotion* was put on a plinth, so it is surprising that no GWR broad-gauge locomotives were preserved – even the four examples hidden out of sentimentality were scrapped by some idiot new-broom. [I suppose the South Devon Railway’s broad-gauge *Tiny*, long preserved on Newton Abbot station, isn’t exactly GWR – Ed]

John Betjeman campaigned for preservation of the Euston Arch and failed. However, he was more successful in 1966 with listing of St Pancras (how could they leave the hotel empty for so many years?). The new statue at St Pancras is of Betjeman, not a railway character.

The vandals (who should have been hanged!) who in the 1960’s demolished the Euston Arch – the largest Grecian Doric gateway ever made, built in 1838 – added insult to injury by not just not rebuilding it on another site but using some of it as rubble fill in the Prescott Channel near Bromley-by-Bow. A new lock & weir are being constructed here and British Waterways have given this section of the arch to the Euston Arch Trust, who have been campaigning for fifteen years for its reinstatement. They have another problem in that no-one appears to know where the rest is. The arch was 70ft high and weighed 4,420 tons – probably the finest monument ever to the railway age.

Belvoir Castle, Rutland – In the heyday of the Grantham Canal (to Grantham from the River Trent at Nottingham), the Duke of Rutland had a narrow-gauge plateway constructed from the canal right into the cellars of the castle. Little evidence of the route now remains, except the ruins of the weigh-house and a length of track with wagons on the cellars. The motive power was horses and the distance from the canal was two miles.



Barmouth Bridge, 20th August 2009

K Preston

The small building on the right is the Toll Bridge kiosk (70p return for pedestrians)



76079 on Barmouth Bridge, 20th August 2009

K Preston



76079 Pwllheli, 21st August 2009

K Preston



FR No.13 *Blanche*, Portmadoc Station 22nd August 2009

K Preston

Happy New Year to one and all!

We have had a letter of complaint from Heaton Baptist Church regarding an incident at one of our meetings. Apparently one of our members left the cold tap running at full in the disabled toilet. This was not noticed until the next person entered the building the following day, by which time the toilet area was awash. Please can we all show respect to our landlords and make sure we leave the building in the same condition as we find it. (e.g. If you drop biscuit crumbs clean them up). Thank you all for your co-operation on this matter.

Following on from our failed attempts to have a social evening last year, I have come up with another idea. I have just arranged a brewery visit to Moorhouse's, Burnley. It went quite well. So if we enough members are interested in a Circle outing to see how a brewery works and sample some fine ale please let me know. The visit can be done by train from Bradford quite easily. Please have a word if you are interested.

Forthcoming meetings.

Wednesday 7th April will hopefully see the latest in the continuing series of "Favourite Lines" as Victor Lee will be entertaining us in his own unique manner, as he presents part 11. We can be sure of seeing a wonderful selection of photography and hearing about the architecture and history of Victor's Favourite lines.

Graham Briggs is our visiting speaker on **Wednesday 21st April** - he will be presenting two one hour long DVDs entitled "Steaming Through Britain" I do not have any other information, over than to tell you Graham comes with a very good recommendation. Please note that this meeting will end at around 21:40.

David Wilkinson is presenting his first talk to the Circle on **Wednesday 5th May**. David's title for the evening is "Railway Ramblings" I am not sure if we need to bring walking boots for the show? Please come along to show your support.

David Lowe will be presenting "Gateway to the North" on **Wednesday May 19th**. Again I am unable to give you any other detail other than that David is a retired signalman, and apparently the title refers to a signal box in the Aire Valley.

June 2nd sees a talk by Chris Taylor, featuring his visits to the States. Chris has chosen "Long & The Short, USA" for his title. I am sure we will be in for a most interesting evening featuring some top quality photography.

Stanley Hall MBE will be making a very welcome return on **June 16th** to present a talk about his views on the current railway scene. Stanley is one of our guests, who members either like or don't. Judging by attendances I presume the vast majority of our members like myself, find Stanley's lively delivery and railway knowledge second to none, and most enjoyable.

Wednesday June 30th sees the return of Ivan Stephenson to give a talk about some of the incidents which have taken place during his lifelong career as a fitter on the railways. Ivan last visited the Circle on Wednesday 25th April 1979 and presented a talk based on his time at Holbeck Shed between 1958 and 1978. Ivan then transferred

to Neville Hill from where he retired in 2009. I persuaded him to come along and give an updated version of his reminiscences from his career.

Circle Diary 2010

P	Mar. 24 th .	Rose Grove, Part 2	Barry Atkinson.
	Apr. 7 th .	Favourite Lines Part 11 – To Fleetwood By Train & Tram	Victor Lee
	Apr. 21 st .	Steaming Through Britain (NB 2 Hours)	Graham Briggs
	May. 5 th .	Railway Ramblings	David Wilkinson
C	May. 19 th .	Gateway To The North	David Lowe
	Jun 2 nd .	Long & The Short, USA	Chris Taylor
	Jun 16 th .	The Spectator Sees Most Of The Game	Stanley Hall MBE.
P	Jun 30 th .	A Tale Of Two Depots	Ivan Stephenson
	Jul 14 th .	Tales Of A Signalman	Malcolm Riley
	Jul. 28 th .	The Other West Coast Route Part 2	Tony Newnham
C	Aug. 11 th .	Leeds Locomotives Ran All Around The World	Ron Redman
	Aug. 25 th .	Ostmark And The Protectorate	Richard Winfield
	Sep. 8 th .	A Railway Alphabet	Geoff Kerr
P	Sep. 22 nd	Moscow Underground & Overground	Ian Button
	Oct. 6 th .	Some Further Snapshots	Dave Scriven
	Oct 20 th .	Photography Competition.	Tom Ickringill
	Nov. 3 rd .	Grand Railway Tour of South America	Les Nixon
C	Nov. 17 th .	Steam Revived	Tom Heavyside
	Dec 1 st	A Collection of Robertshaw	Frank Robertshaw
	Dec 15 th .	65 th AGM	
P	Dec 29 th .	Members Night	Members
C - Copy date for <i>The Circular</i> – three meetings prior to ...			
P – Publication date, ditto – last meetings of March, June, September & December .			

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.

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