

THE CIRCULAR

Bradford Railway Circle

No.352 – 2nd Quarter, 2010

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Editorial

We regret to announce the death of another long-standing member, Dennis Whitfield. Dennis had been in failing health for several years, but had managed to attend the meeting on 2nd June. He was an out-and-out railway enthusiast, to the exclusion of almost everything else in life, and had an enormous knowledge of railway matters. The Editor is unfortunately unaware of any family to whom we may offer condolences, but he will be missed.

The inaugural Grand Central service from West Yorkshire to London duly departed from Interchange on Sunday morning 23rd May, calling at Halifax, Brighouse, Wakefield Kirkgate, Pontefract Monkhill, Doncaster and London Kings Cross. It was a beautiful day, ideal for photos – see the colour pages in this issue - a number of Circle members were aboard the service, and others photographed it. Unfortunately, the weather was so warm and sunny that dandelions seeded in profusion and clogged up the air intakes on the return journey, causing three of the four engines to shut down and resulting in a late arrival. “The best-laid plans of mice and men ...”

Apologies for the small size of this issue, but apart from Ben's Bits and a couple of Outer Circle articles, THERE'S NOTHING LEFT. Please put pen to paper, fingers to keyboards etc, in good time for the next issue. Thank you.

The Pallot Steam, Motor and General Museum was the creation of the late Lyndon “Don” Pallot (1910-1996). He started his working life as a trainee engineer with the old Jersey Railway. Later on, as an agricultural and contracting engineer, he began collecting examples of Jersey’s farming and mechanical heritage, and eventually founded a Trust with the objective of promoting the permanent preservation of these aspects of the island’s heritage.

During the late C19th and early C20th Jersey had two separate standard-gauge railway companies operating out of St. Helier. They were not connected, being separated by the rocky bluff on which Fort Regent stands. Both were built as passenger railways, but became mainly dependent on freight and eventually became tourist lines.

Jersey Railway’s (JR) line, opened in 1870, ran from the Esplanade near Albert Harbour, along the sea frontage to St. Aubin. It was converted to NG (3 ft. 6 in.) in 1884, and an extension was opened in the following year to Corbière, presumably to reach the granite quarries at La Moye. This section had severe curves and an extensive gradient of 1 in 40.

Jersey Eastern Railway (JER), opened in 1873, ran from Snow Hill Terminus in the shadow of Fort Regent, along the sea frontage to Gorey village. An extension was made to Gorey Harbour in 1891. This was to attract passengers from the regular steamer service to France, but it was too far from the harbour berths to the station at the present day bus terminus for passengers’ convenience. At this time Mont Orgueil Castle above the harbour had a garrison of up to 1800 British troops. In 1875 there were 12 trains each way with a journey time of 22 minutes, with stops at 7 intermediate stations, each fully staffed. In 2009 Mybus operates 30 weekday services with a journey time of 20-30 minutes, depending on the time of day, and with the longer journey to the harbour. However, the JER often ran extra trains, sometimes these had up to 12 coaches.

Both lines introduced steam railcars in the 1920s in the face of increasing competition from road transport. The JR’s Sentinel Cammell railcars used 5 lb. of coal per mile instead of the 25 lb. for the locomotives. Closure was inevitable, the JER in 1929, and the JR in 1936, following a disastrous fire. The rolling stock and equipment was either scrapped or sold away.

Little remains of the old lines, a few earthworks and station buildings. Corbière station has had an unsympathetic extension to its present function as a private dwelling, and was recently offered for sale at £2.65m. The track bed from St. Aubin to Corbière has been developed as a trail, “La Corbière Railway Walk”, comparable to the “Tissington Trail” in the Peak District.

The museum lies in Trinity Parish in the centre of Jersey, and is not readily accessible by public transport, so I joined a coach tour on a Thursday, the only regular steaming day. It is a large industrial unit with a sports field at one side. Part of the other side has a replica station with a brick facade leading to the usual amenities, and a glass platform canopy supported by iron columns with hanging baskets containing fuchsias.

The train, two traditional Victorian short wheelbase carriages was headed by a red Peckett 0-4-0ST, Works No. 2129, built in 1952. The ride consisted of two circuits of a single rectangular SG loop around the museum and sports field. After the station it plunges into an annexe which serves as a stable for the train, and then emerges onto the sharp curves around the field which is sheltered at both ends by high hedges. Around the perimeter of the field is an NG track for a diesel locomotive and cars, but this was not operating. Since I was on a tour we were charged the children's fare of £1.20 instead of the adult £2, in addition to the admission charge of £4.50 to the museum for pensioners.. Incidentally the flyers for the Peckett ride showed the number 60130 on the smokebox, but this was not evident on the day. The number, of course, relates to the Peppercorn Al Pacific *Kestrel*.

The great hall of the museum houses road and rail steam engines, classic and vintage vehicles, farm machinery, bicycles and motor cycles, musical instruments, household and kitchen items, as well as children's toys There is a Gray & Davison church organ of 1912, used until 1980 at the Reform Church in Victoria Street, St. Helier, as well as a Compton organ from a cinema.

The smaller items are displayed on a balcony extending round most of the hall. Centrepiece of the museum is a splendid red 1934 Albion Merryweather (London) fire engine, J4392, complete with a traditional wooden ladder on cartwheels. It cost £1500 new, and entered service in January 1935, attending all major fires for 20 years, including the German occupation.

Alongside is a red 3 ton 1964 Scammell Scarab, which first entered service with Selfridges, Oxford Street, London, as a delivery van. It was brought to Jersey in 1971 by Randalls Vautier Brewery for distributing bulk beer, and is exhibited in the latter form with a giant beer barrel. Nearby is a restored Crossley gas engine of 1912 in green livery.

There is a fine collection of early commercial vehicles, including a 1928 Model T Ford with a pickup body. Others worth mentioning, beautifully restored, are a Chevrolet "Betsy" Lorry in green livery, J5609, and a 1929 International Model SR lorry in maroon livery, J7143. The latter has a 25 HP 4 cyl. side valve Lycoming engine, and was first registered in 1933, the chassis being imported and the body and cab built on the island. Sadly there are no buses or charabancs in the collection, only a few photographs from newspapers on display. The collection includes representatives of virtually all the popular family cars and taxis produced in Britain after WWII. Steam road vehicles are well featured. The traction engine *Dolly May* was restored and saw active use by Don Pallot, cf. Fred Dibnah. Notable is the massive 12 ton compound steam roller, J14467, built in 1922 by Marshalls Sons & Co. Ltd., Britannia Iron Works, Gainsborough, Lincs., and barely fits into its stall below the balcony. The roller saw service in the Parish of St. Saviour until 1950, and had a road speed of 4 mph, with a rolling speed of 2 mph. The writer last saw a steam roller at work during September 1972 in Central Wales.

An isolated section of SG track held 3 restored steam locomotives, at least cosmetically, together with a historic carriage. The first is an 0-4-0 ST *W.T. Daly*, built in 1931 by W.G. Bagnall, Castle Engine Works, Stafford, Works No. 2450, for

Horsely Berridge & Thomas Piggott Ltd., Tipton, Staffs. W.T. Daly was a director there for 38 years. In 1982 it was taken to Alderney for use on the Alderney Railway between Braye Harbour and Mannez Quarry. It was finally brought to Jersey in November 1993 for restoration. The second is another Peckett 0-4-0 ST built in 1948, Works No. 2035. Pecketts took over in 1880 the locomotive building business founded in 1864 of Fox Walker & Co., Atlas Engine Works, St.George, Bristol. Their last steam locomotive was built in 1954.

The third is “La Meuse”, a 1931 built Belgian 0-6-0 T, with outside cylinders and Walschaerts valve gear. It had a tractive effort of 18,000 lb., and was used for coal hauling in Brussels along the La Meuse river near Liège, but lay derelict for 30 years before being brought to Jersey in 1987.

The carriage is the sole survivor from the JER. It was built in 1890 and was used as a garden shed when the railway closed in 1929. In 1972 it was offered for preservation, but was not fully restored until 1997.

At the entrance to the museum is a fine model in a glass case of the JR locomotive No. 3 *Corbière* in green livery. This was a Bagnall 2-4-0 T, Works No. 1418, built June 1893. It had 13 x 20 in. outside cylinders with Stephenson’s valve link motion, and weighed 23 tons. The original locomotive was scrapped in 1937. Perhaps the choice of *Corbière* as a model was due to its name and elegant appearance when compared to the other JR and JER locomotives. The JR had 4 2-4-0 T engines, Nos. 1 and 2, built as a pair by Manning Wardle, and Nos. 3 and 4 as a pair by W.G. Bagnall, whereas the JER had 4 0-4-2 T engines, all built by Kitson & Co., Leeds, and these were the mainstay of the line’s 53 year existence.

A visit to the museum is well worthwhile, and this is not entirely for those primarily with railway interests, as was evident from comments from other visitors I met.

The Outer Circle

By the late Geoff Butland with introduction from Frank Robertshaw.

In this edition of Geoff’s Journal we re-visit Low Moor shed. The first visit was on 30th December 1945 and therefore less than a year before the latest one. Those who can remember reading about the last visit will find a small difference with this one. The travel arrangements were the same but the emphasis this time seems to be more on the rolling stock than the locomotives. This is good as, I am sure sometimes we concentrate on the locomotives and miss out on other aspects of railways. The stock is described in great detail which I suspect is due entirely to Geoff. I recall him once saying to me that he was interested in everything about railways and as I read these reports I imagine that I can hear him saying the words.

But locomotives are not ignored in this report as there is the usual list of engines seen at the end and if a comparison is made from the last visit I note that out of the 35 engines seen, 12 were seen on the occasion of the last visit. I hope you enjoy this latest epistle.

FR.



Inaugural Grand Central service – Bradford Interchange- King’s Cross, May 23rd 2010 M Leahy



Inaugural Grand Central service approaching Halifax station, May 23rd 2010 I Button



47 358, Freightliner depot, 1999

D B Tillotson



Circle Visit to Low Moor Shed, Sunday, September 15th 1946.

The Circle's fourteenth outdoor event took place on the morning of Sunday, September 15th, 1946 the venue being Low Moor (25F) this being the first occasion the Society had revisited a shed.

A dozen members assembled at Bradford Exchange Station. For the 9-20 a.m. Manchester train: the engine was Class 5 4-6-0 No 5220. Oddly enough No 5221 was waiting at Low Moor with the Leeds portion and this engine took the combined train on from there. Two further members joined the party at the shed and arrival formalities being dispensed with we commenced our tour of the shed and yard as No 5220, the Mixed Traffic which had brought us from Bradford arrived there.

As will be seen from the tabulated list the locomotive stock was made up of standard and ex L&YR. with a few L&NWR types and there was a lifeless feeling about the place.

As on our previous visit in December last the opportunity was taken to inspect the carriage sidings adjoining, but here again most of the stock was standard or former L&Y with a few ex L&NWR vehicles and there was nothing of outstanding note.

We ascended the coaling tower from the top of which an excellent view of the surrounding district was to be had., the morning being fine and clear. Once more on the ground a demonstration of the ash loading plant followed and a visit was paid to the Locomotive Running Department Stores where everything was commendably clean and orderly.

There was still some time before our return train was due we decided to have a look at the carriage sidings which are situated in the triangle to the SW of Low Moor station.

Here we found plenty of interest to occupy our attention. There was a ten coach articulated train (5 twin units), vestibuled saloon stock which looked impressively neat and uniform. Not very far away was a 'Directors' saloon on. This was mounted on L&YR bogies but the body bore no resemblance to 'Lanchie' [*Geoff's spelling, I think 'Lanky' would have been better - FR*] architecture. The interior furnishings were very sumptuous with carpeted floor and movable, well upholstered easy chairs. Like the saloon we saw at Copley Hill it had cooking equipment and gas lighting. Next to it was an ex-MR 6-wheeled goods brake fitted with loading gauge feelers on the roof and sides at one end having been adapted for tunnel inspection purposes.

Nearby stood an LMS Mobile Charging Plant. This was a long-wheelbase 4 wheeled vehicle of all steel construction, vacuum fitted and in appearance not unlike a gunpowder van. The building plate stated LT&S 1912 and it had a well floor on which stood a 2 cylinder Ruston diesel motor direct-coupled to a Maudsley 30/40 Volt 7½ Kw dynamo. At one end of the van was a switch board and resistances and two drums of heavy flexible cable arranged to feed out through the eyelets in the end of the vehicle and at the other end a single drum was fitted in the same way.

Next we inspected some new corridor stock both saloon and side corridor and were very impressed by the beautifully finished Empire wood-work and most inviting upholstery. There was also a composite saloon built 1934 which had been completely refurnished to the same high standard. These coaches provided welcome evidence that the LMS at any rate is fully alive to the necessity for bright and comfortable vehicles in its post-war development programme.

Wandering off down the siding we next discovered a corridor 3rd built at Derby in 1925 but fitted with LNER bogies made at Saltley works of Messrs Metropolitan, Cammell Carriage, Wagon & Finance Co Ltd in 1929. Evidently a relic of the mutual aid repair scheme developed by the railways during the war.

Lastly there was an ex LNWR composite semi-corridor lavatory coach, with what appeared to be a drivers compartment for push-pull services at both ends. Inside, on the coach end was painted, No 2 Llandudno Jct & Blaenau Festiniog 56T.

We retraced our steps to the station and caught the 1-7 pm back to Bradford Exchange which came in two or three minutes late. The engine was Class 4F 0-6-0 No 4217 and the coach we travelled was an ex CR corridor vehicle.

The visit had been well worth while and it was agreed that the carriage sidings had provided the most interest.

GHB

Low Moor (25F)

Class	Type	No	Class	Type	No
2P	2-4-2T	10715	3F	0-6-0	12089
2P	2-4-2T	10840	3F	0-6-0	12104
2P	2-4-2T	10855	3F	0-6-0	12237
2P	2-4-2T	10886	3F	0-6-0	12354
3P	2-4-2T	10951	3F	0-6-0	12410
4P	4-4-0	1104	3F	0-6-0	12422
4P	4-4-0	1190	3F	0-6-0	14247
4P	4-4-0	1199	4F	0-6-0	4225
5	4-6-0	5062	4F	0-6-0	4240
5	4-6-0	5201	4F	0-6-0	4471
5	4-6-0	5208	5F	2-6-0	2700
5	4-6-0	5209	5F	2-6-0	2732
5	4-6-0	5211	5F	2-6-0	2796
5	4-6-0	5212	7F	0-8-0	9543
5	4-6-0	5214	7F	0-8-0	9550
5	4-6-0	5220	7F	0-8-0	9632
5	4-6-0	5226			
5	4-6-0	5337			
5	4-6-0	5338			

Ben's Bits

Ben Burrows

The railway across the lagoon to Venice was built in 1846. There are 222 arches, with 48 spaces for explosives [!! Is that so it can be demolished in a hurry?? If so, it what circumstances? – Ed.]

Diesel locomotives have large power outputs, but the recent container ship *Shanghai Express* has a 12-cylinder engine of 93,000 h.p.. The ship carries 14,000 containers and can be loaded & unloaded in 48 hours.

The *Stena Explorer* engine is 100,000 h.p., to jet-propel the craft at up to 50 knots (65 mph) with 100 tonnes/second of water discharge.

The Appenzellbahn has a “Bibliobahn” mobile library carriage (using a coach built in 1909 which is ferried from station to station).

On Indian Railways, 1000 people have been killed in the last 10 years.

In the USA the “Sunset Limited” travels the 2000 miles between Los Angeles and Miami three times a week.

In 1904 there was a gold-rush to Death Valley, Nevada. Three separate railroads came to the town of Rhyolite.

A suspension bridge has been proposed across the Strait of Messina, between Italy and Sicily. It would be 3.3 km long, with a six-lane highway and a two-track railway.

Meeting Reports

Philip Lockwood

18th November 2009 - A Bit of This and a Bit of That, by Paul Corrie

This meeting report needs to start with an apology from myself - for some reason this report was never sent to our Editor, and I know from Peter our Secretary that Paul was looking forward to reading it. So here goes, looking back on my hastily scribbled notes from the night, and relying on less than perfect memory.

We covered a lot of ground so the title was very apt, starting with Western classes at Swindon before moving to the railways of the IOW with a class 05 marooned at Sandown. More locally pictures at Kirkstall, Leeds with the twin chimneys of the power station in the background, a dash across to Hull Corporation Station, the only station without a railway as far as your reviewer knows, across to New Holland in Lincolnshire. Ex S&D 2-8-0 locomotive at Leeds and a very nice shot of a Lord Nelson passing Neville Hill Depot. 1980 produced pictures of the Anderton Boat Lift near Northwich in Cheshire plus shots of the remains of Otley station. Moving on into 1970 The Manchester to Sheffield line at Woodhead was covered along with Mill

Engines at Bradford, and a shot of a Wallace Arnold coach, before moving on to Wales where we saw the Great Orme Tramway, Snowdon Mountain Railway and the locomotive *Fire Queen* at Penrhyn Castle. To finish off what was an excellent evening, back south to travel on the RH&d Railway plus the Sittingbourne and Kemsley Narrow gauge railway.

Many thanks Paul, lets see some more soon. Vote of thanks given by Brian Moss.

10th March 2010 - Mainline Steam over the last 20 Years, by Ben & Dave Collier

A combined father and son presentation covering the steam scene using video, still digital and finally 35 mm slides. The first 75 minutes was a most spectacular video and sound presentation starting on the borders of Austria and Slovenia with impressive photography in the mountainous scenery on the Semmering line. It was clear that rain, snow and low light were no deterrent to these two photographers, nor was getting up at daybreak to capture memorable images. this presentation was, in general, not your usual 3/4 shots of a succession of steam locomotives, but carefully thought out and planned locations where the train was shown as part of the landscape. and In your reviewers opinion all the better for it. One particular sequence even included a smoking chimney on a lineside "Bothy" carefully arranged in advance by Dave! Equally impressive images of railways in Scotland and the rest of the UK completed this first presentation.

The next part of the show comprised still digital and 35mm slides many taken by Ben. He explained that in search of the ideal location the climbing of trees often resulted in a more interesting viewpoint. He related whilst trying to find a better viewpoint of Lockwood Viaduct he knocked on a house door to ask if he could use an upstairs window. The lady who answered the door explained "yes we have two photographers here already"! Such dedication resulted in some excellent photographs, many of which have appeared in the national railway press.

An excellent evening from this Father and Son team, lets hope they can be persuaded to make a return visit. The vote of thanks given by Eddie Lumb.

24th March - Rose Grove (Part 2), by Barry Atkinson

Our President was absent this evening, and the Editor has no notes to refer to. However, memory recalls that Barry's show was another tour de force with many historic black & white photos showing life in this shed as it used to be, and a few more recent ones showing the motorway that sadly covers the site now. Barry also recounted his memories of the characters & events of the old Rose Grove. Many thanks, Barry, please come again.

Wed 7th April 2010 Favourite Lines part 11, by Victor Lee

Tonight's show by Victor started early with a slide show of road vehicles. This has become something of a "trademark" and probably generated as much interest as the main programme, it being a case of "Guess the location" or, in the cases of buses, "Guess the operating company". But the main part of the show covered travelling from Halifax to Fleetwood by train and tram. As usual, Victor, being a mine of



6229 in streamline casing at NRM York – 19 May 2009

D B Tillotson



50037 approaches Old Oak with the 14.15 Paddington to Oxford, 10/9/88

John Tickner



Manningham shed 55F, no date

M Leahy



44912 Bradford Exchange with stock for 10:05 Paignton 1/7/67; also D5270

M Leahy

information on his subject, produced some interesting pictures of bygone Halifax as well as his own often very atmospheric pictures. Victor stated that he often prefers rainy days and low light, something that most photographers try to avoid at all costs. As usual we had a number of reciprocal shots along the way. The power station at Kearsley was of particular interest to your reviewer as on a Huddersfield Railway Circle visit he was able to have a "Cab ride" in one of the electric steeple cab locomotives. Another interesting picture was of the model of an IOM steamship which is now part of the national collection at York. An evening full of interest as usual and one that leaves us looking forward to his next presentation. The vote of thanks was given by David Wilkinson.

21st April 2010. Steaming Through Britain, by Graham Briggs

Tonight's presentation by Graham Briggs assisted by Gordon McCulluch comprised two 50 minute video films. The first concentrated on main line steam, mostly quite recent, the second presentation devoted to preserved railways in the British Isles. Graham brought along an impressive amount of electronic equipment, this enabled full advantage to be made of not only the pictorial element, but also the sounds of steam working hard. The scope of trains shown were too numerous to mention in detail here, but to draw on two examples if I may, The new Peppercorn Pacific working trains apparently without effort, although as far as I can recollect never fitted with a chime whistle! and the Royal Scot working flat out with all the sounds associated this class of locomotive.

The second presentation, which covered preservation lines from Cornwall to the Scottish Highlands, showed an equally varied selection of locomotives - for your reviewer, the Swanage Railway takes some beating with the backdrop of Corfe Castle. But for locomotive interest the LNWR Super-D 0-8-0 with its unusual beat brings back personal memories from school days. Graham brought along a large selection of DVD's which he has produced, some of which were purchased by members present. The vote of thanks was given by John Atkinson.

5th May - Railway Ramblings, by David Wilkinson

A first for David, and what is becoming something of a rarity for the Circle, a talk without pictures. David started by relating some of his earliest memories such as trolley buses in Bradford and the "old" railway museum at York. Like your reviewer David also enjoyed travelling on railway mystery tours wondering just where we would end up! The London underground system is one of his interests and he expressed a wish to discover some of the outposts of the system. Moving overseas an interest in the railways of Austria with a visit to Jenbach to sample the Zillertalbahn railway and the rack Achenseebahn where problems were encountered with the cog wheel requiring attention before the journey could resume!

David expressed a desire to travel on the "Glacier Express" in Switzerland, a journey that your reviewer has taken on a couple of occasions, and can be recommended.

What is probably not known to some of our members is David's involvement with the Worth Valley railway where he works as a volunteer. Thank you David for an

enjoyable evening which generated a good deal of discussion amongst the members present. The vote of thanks was given by Paul Hatton

19th May - Gateway to the North, by David Lowe

Again, this report must rely on the Editor's memory. But David gave us an excellent show, covering his life with railways, from days as a schoolboy trainspotting at Shipley and on train trips round Britain, then including his railway employment on the signalling side and his involvement with preserving the Shipley signalbox. David is a very busy and enthusiastic person, with interests, besides railways, in canal boats and organs. His enthusiasm was ably conveyed to us, and his show was well illustrated with many excellent slides covering the whole of his career. Thank you very much, David – a most inspiring and enjoyable show.

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.

Secretary's Page

Peter Holden

An alteration to the meetings diary. Our meeting on July 14th will now be Alan Ward doing the talk postponed from January 13th.

Well I had only one person showing interest in a social evening, so we won't be bothering.

One of the questions asked at a recent pub quiz I attended was this: - Which was the first locomotive to officially run at 100 MPH. It brought a smile to my face; I mentioned to my friends that if that question was asked at the Circle, there would probably be a massive argument! Co-incidentally Ian's smashing cover photograph on this year's Circular shows one of the possible answers, along with of course a loco which could top that speed day in day out! So, Gentlemen - *City of Truro* or *Flying Scotsman*???

I am writing this article one week before Grand Central commence their new service from Bradford Interchange to Kings Cross. I for one will be making the effort to travel on the first service train on Sunday 23rd May, I wonder how many of you will be joining me? It is indeed a bold venture, I recall the railway press saying that Grand Central's Sunderland to Kings Cross service would be a waste of time and no one would use it, let's hope that the people of West Yorkshire patronise this new service and make it even more of a success.

Forthcoming meetings

Alan Ward has kindly agreed to step in on **Wednesday 7th July** when our booked speaker is now unable to attend. Alan will present W.Y.S.I.W.Y.G part 2 - this is the show which was cancelled due to the snow on January 13th this year. Alan always brings along an excellent collection of slides, so we should have an enjoyable evening. **Wednesday 28th July** sees Part 2 of Tony Newnham's talk about "The Other West Coast Route" In part one we travelled west from Brighton to Lancing. It was an enjoyable evening, so we can look forward to hearing about the continuation of the line, I am no expert but I would guess the line ends at the junction with the South Western at Havant?

Ron Redman will be visiting us to present a wonderfully titled presentation on **Wednesday 11th August** "Leeds Locomotives Ran All Around The World" Ron as I am sure you all know was one of the founders of the Narrow Gauge Society, and is a very knowledgeable man when it comes to railways.

Member Richard Winfield will be presenting "Ostmark & the Protectorate" on **Wednesday 25th August**. Well I have no idea what that means? So I will have to come along and find out.

One of our newer members, Geoff Kerr has kindly volunteered to give a talk on **Wednesday 8th September**. The presentation is entitled "A Railway Alphabet". Again we will have to come along to see what this interesting title will produce on the night. On **Wednesday 22nd September**, our Editor Ian Button will be presenting "Moscow Underground and Overground" This will be a show covering Ian's many trips to Russia over the last 24 years.

Circle Diary 2010

P Jun 30 th .	A Tale Of Two Depots	Ivan Stephenson
Jul 14 th .	Tales Of A Signaller	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 *The Circular* – 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. Please don't throw dead cameras away, they can sometimes be mended (or used for spares) - donations invited for "camera sanctuary" – please contact Ian Button