

# THE CIRCULAR

Bradford Railway Circle

No.355 – 1st Quarter, 2011

---

## Contents

### Page

1	Editorial	
2	Head of Steam	Robert Pemberton
8	Windows into a Vanished World – More Railway Picture Websites	Victor Lee
11	<i>Crackler</i>	Robert Pemberton
12	Special Traffic Notices	
13	Letters To The Editor	
14	Meeting Reports	Philip Lockwood
18	Quiz – Name That Depot	
19	Secretary’s Page	Peter Holden
20	Circle Diary 2011	

---

## Editorial

This issue appears to owe a great deal to the efforts of Robert Pemberton, Victor Lee & Peter Holden (each has submitted two interesting contributions). The Editor offers his thanks to those august gentlemen, and would like to invite other members to join in the fun by submitting articles for publication, whether tour notes, learned articles, railway news or just thoughts. Please put your thinking caps on and get busy – anything, please!

Also in this issue we have a picture quiz – see the photos by Peter Holden on pages 15 & 16, and the instructions on page 18.

This year’s cover is a very striking night shot of 60007 at York, by Tom Ickringill. The photo won first prize for colour prints in our last photo competition – well done, Tom!

News that rail ticket prices rose in January by an average of 6.2%, well above the rate of inflation must be a blow to travellers. But with petrol prices also escalating again we hope that perhaps passenger numbers won’t be too badly hit.

May we draw members’ attention to a special extra meeting of the Circle, to be held on Wednesday 13<sup>th</sup> April (this would normally be an “off” night). The evening features a cinema presentation by Frank Robertshaw - the show is titled “A Collection Of Robertshaws” (*is that a plural noun, like a parliament of rooks? – Ed.*) and promises to be a memorable event. Members will recall that this show was originally scheduled for December, but was postponed owing to ice & snow on the night.

## Head of Steam

## Robert Pemberton

Head of Steam is the new name for the railway museum at Darlington North Road Station, after a refurbishment costing £1.7M from the Heritage Lottery Fund. It was reopened on the 4 April 2008, received a Network Rail Award presented by Antique Roadshow's Paul Atterbury, and even featured on BBC Look North. During the last few years I have taken a spring break at Saltburn, and used the train to travel to Whitby and Shildon. On my way to the latter, the train stopped at a halt and I glimpsed a few derelict wagons behind a fence, and realised it must be North Road.

Last May was Darlington, and I was the only passenger to either alight or board at North Road. The halt is an open section of an original stone flagged platform, with a spartan seatless bus shelter as the only amenity. The museum flyer says it is 2 minutes away from the station, but the entire complex is fenced off, and it is 10 minutes walk through a shrubbery to the main road, and then through a commercial area to the station. Meanwhile the train, on a single track line, passes through a fenced off train shed, accessible only to pigeons, on its way to the double track line to Shildon and Bishop Auckland.

The station approach and frontage is quite impressive and could be compared to a single storey country house. Inside there is the usual shop, selling mainly items for children, but no guide book, only an A4 size sheet depicting the museum layout.

The main hall comprises a single road occupied by historic locomotives, surrounded by the original platforms and surmounted by a wooden footbridge. This road is parallel to the line outside in the train shed, but is not rail connected, and it would be difficult to move the vehicles. Although single storey, there is an interesting iron spiral staircase (not accessible) to an upper room above one platform. Access to the outside platform area is through the cafe, but the collection of wagons is out of bounds across a weed strewn yard next to a stone barn, presumably a workshop.

*Locomotion* No. 1 is the first locomotive in the road, an 0-4-0 built by Robert Stephenson & Co., Hall Street Works, Newcastle, in 1825, and weighs 6 tons 10 cwt. Inside cylinders of 9½ in. x 24 in. drive 4 ft. cast iron wheels. The rivetted and unstayed wrought iron boiler had a BP 25/50 lb., with a TE of 2050 lb. *Locomotion* could haul 90 tons from Shildon to Stockton, and remained in service until 1851. Early problems occurred with broken wheels, and the initial spoke design was replaced by plug wheels, as shown by different types on the engine.

The fireman's shovel dating from 27 September 1825, has had a chequered career since No. 1 was on static display at Darlington Bank Top Station. In the 1950s a young man, Jack Cudbertson, was attacked by a group of soldiers from a nearby barracks, and he grabbed the shovel in self defence, but forgot to take the shovel back. In 1988 he gave it to a friend, Charlie Dennis, who was a railway enthusiast and a fireman on the South Devon Railway, and in 2008 he gave it to the Head of Steam Museum.

*Locomotion* is attached to a Chaldron or Black Wagon, which probably dates from 1870. One chaldron equals 53 cwt. of coal. Chaldron wagons were originally hauled by ropes or horses, the earliest known sketch is c.1724 with wooden wheels.

The present example's coal is released by a lever operating a hatch through the wheels, and braked by a lever operating on a wooden block on the wheels. Chaldron wagons were banned from use on the railways in 1887, but continued on colliery lines until the 1970s.

Next is the oldest surviving railway engine built at Darlington, *Derwent* No. 25, an 0-6-0 in green livery. It was designed by Timothy Hackworth and built in 1845 at a cost of £1160, by William and Alfred Kitching at their Hopetown Foundry. *Derwent* weighs 22 tons, with outside cylinders 14½ in. x 24 in. driving 4 ft. wheels, BP. 75 lb., TE. 6700 lb. It was used on coal and mineral trains until 1869, when it was sold for preservation, passing into the hands of Pease's West Colliery, near Crook. Pease's were also involved in the management of the railways at this time. It subsequently became a feature of Queen Victoria's Jubilee Celebrations at Newcastle in 1887, as well as the Stephenson Centenary Celebration in 1891. In 1898 it was officially withdrawn and put on permanent display at Darlington Bank Top Station, before moving to North Road in 1975.

The third locomotive is the NER 2-4-0 No. 1463 *Tennant* (LNER E5 No. 1463), also in green livery. It was designed by a committee headed by Henry Tennant, General Manager of the NER, and built at North Road Works in 1885. The locomotive weighs 42 tons 1 cwt., with internal cylinders 18 in. x 24 in, driving wheels 7 ft. 1 in., BP 140 lb., and TE. 15,590 lb. *Tennant* was one of a successful class of express locomotives built for the York-Newcastle line. By the early 1920s, with the arrival of newer and more powerful locomotives, they were relegated to secondary lines such as Newcastle-Carlisle and Darlington-Penrith. In 1927 *Tennant* was withdrawn and preserved in the National Collection.

The final and largest locomotive in the line is NER 901 (LNER Q7 63460) in standard black livery, the first of a small class of 15 3-cylinder 0-8-0 engines designed by Sir Vincent Raven in 1919, and built at North Road Works. They were heavy mineral and coal engines, primarily for use on ore trains from Tyne Dock to Consett, and could haul 800 tons. Locomotive weight 71 tons 12 cwt., tender 44 tons 2cwt., cylinders (3) 18 1/2 in. x 26 in., driving wheels 4ft. 7½ in., BP. 180 lb., TE. 36,965 lb. However, they were unpopular with engine men, as servicing the middle cylinder was difficult, and the large boiler made the cab cramped. I can certainly vouch for this when entering the cab, which is complete with warning signs - do not enter the coal space or climb above cab floor level when the engine is in motion. The entire class was withdrawn in December 1962, and 63460 (901) was earmarked for preservation. In September 1963 it was specially steamed for an SLS excursion, since the class had been fitted with vacuum brakes. Later it moved to the NYMR where it was overhauled and saw service in the 1990s, before returning to the NRM. Since the popular and reliable Q6 class of 0-8-0 engines continued in service until the end of steam in the north east in September 1967, one wonders if the same difficulties lead to its demise on the NYMR.

The museum naturally houses memorabilia of Darlington and the North Road Works, now a housing estate and a Morrisons supermarket. This is chiefly through the medium of old newspaper photographs, but there are some physical artefacts. These

include a lathe c.1885 which was used for working up small castings and forgings. During WWI it became a munitions factory, and the first High Explosive 6in. Shell made on 15 September 1915 is exhibited.

The booking office exhibit contains part of the original station built in 1842. Staff were employed in selling tickets, collecting rents for houses occupied by railway workers, payment of wages, and the collection and delivery of parcels handled by porters on the platforms. The busiest times were 7-8 am. and 5-6 pm., when North Road workers were entering and leaving. A side room has a display of old Victorian water closets, but perhaps more interesting are 3 carved wooden dog's heads. These were from Sydney Wood's photographic business which had a mock Tudor facade in Blackwellgate, and was demolished in 1958, after being acquired by Binns department stores.

Small objects are housed in cabinets on the platforms with the side rooms used for educational purposes. One of these was an attractive and useful boxed set of embossed "Railway Dominoes" produced by Spears Games c.1945. Models included one of Gresley's streamlined 4-cylinder compound 4-6-4 locomotive No. 10000, complete with a full set of specifications.

There is the usual assortment of luggage trolleys on the platforms, with the accompanying enamel signs on the walls.. However, the ones for Brasso and Zebrite Grate Polish looked too pristine, and one wondered whether there are now modern reproductions available. Local signal box name boards in black and white included "Bishop Auckland East" and "Stooperdale" (where is it?). Then there is the iron sign from the former Darlington-Penrith line "Stainmore Summit Height 1370 Feet".

A pair of name plates from D49 Hunt Class 4-4-0s brought back memories of an excursion from Bradford F. Sq. to Saltburn in the late 1940s. The train of Gresley teak stock, hauled by a pair of Hunts, picked up at Shipley, passed through Baildon, traversed the curves at Menston and Arthington, avoided Harrogate along the Crimple Valley line to Starbeck, and then north through Ripon and Eaglescliffe to Saltburn. Here the engines ran round and ran light to Middlesborough for servicing, returning later to take the same path back to Bradford. This was one of the very few occasions that I have traversed the Crimple Valley line. The attractive name plates were 62750 *The Pychley* and 62747 *The Percy*, both built at North Road in 1933, and withdrawn in 1961 and 1959 respectively. The fox sculpture on the plate apex was more clearly defined on 62750, perhaps due to weathering or a defect of the original casting.

Other items included the ornate works plate for NER T2 0-8-0 No.2238 built at North Road in 1918, now better known as BR Q6 63395 based on the NYMR. I can remember photographing 63395 under general repair at North Road in September 1965, while on an RCTS excursion. It was the last member of its class to undergo one, and it may well have received the boiler from 63398, whose remains lay in the yard outside, as well as a new smokebox wrapper.

One section of the display has some original items from the Stockton & Darlington Railway Company (S&DRYCo.), including some inscribed stone mileposts. There are also some stone sleepers and rail. Stone blocks were originally specified to be 2ft. square and 1ft. thick, but the ones on display were more like 18 in.



44767 & 44871 approach Oxenhope with 1310 ex Keighley, 12-02-11

Robin Patrick



44767 approaching Haworth on 1505 Keighley-Oxenhope, 12-02-11

Robin Patrick



47279 approaching Ingrow West with 1025 ex Keighley, 12-02-11

Robin Patrick



90773 at Haworth, 12-02-11

Robin Patrick

square, each with a pair of cut hollows for the chair. In some cases the blocks were laid diagonally instead of vertically, as it was thought it had a steadying effect on the substrate. Difficulties in keeping gauge soon lead to the introduction of wooden ties by 1850.

By this exhibit is a sign pointing to a wooden trapdoor which leads to a cellar where a ghostly event took place in Victorian times. On a cold winter's night nearly 150 years ago, James Durham was the night-watchman at North Road Station. He was feeling cold so he went down some steps to the porter's cellar to warm himself before the coal fire and have something to eat. When he was sitting on a bench opposite the fire he was startled by a man coming out of the coal house with a large black dog. The stranger was dressed in a cutaway coat with a stand up collar, gilt buttons and a scotch cap. He threw a punch at James, who struck back, but his fist went through the figure and skinned his knuckles on the wall. The man staggered against the wall and the dog bit James. He then retreated to the coal house. James, with teeth marks on his leg, took his lantern and entered the coal house, but there was no sign of the man or dog. They must have been ghosts as there was only one door to the coal house.

Edward Pease, head of the railway, sent for James and closely questioned him. James answered it was not a nightmare and he had not fallen asleep. He had been an S&DR night-watchman for 15 years and did not drink alcohol. He slept during the day and worked from 8-0 pm. to 6-0 am. and had been at North Road 2-3 years before the event. James worked for the S&DR from 1852-1866, when he left to become a successful confectioner and eventually very wealthy. He is buried at Aysgarth where he was born.

In 1890 Rev. Howard Kendall, a Congregational minister in Darlington, who had known James for 25 years got him to sign a statement. A year later Rev. Kendall visited an old colleague W.T. Stead, who was writing a book on ghosts, and then did some research. A railway ticket clerk 29 year old Thomas Munroe Winter, who had a black dog, shot himself with a pistol, leaving a widow with no children. The date was Tuesday 1846. His body was left in the coal cellar, before being taken to the mortuary. The inquest verdict was suicide as a result of temporary insanity. He was buried on 6 February 1846 in St. Cuthbert's churchyard at Darlington. James was in his late thirties when he saw the ghost.

I spent about 4 hours there between trains, but only saw about 30 visitors there during my midweek visit, but the solitary cook in the empty cafe said it was busy at weekends and school holidays. Head of Steam is run by Darlington Borough Council, and I paid a £3-75 pensioners rate for admission. The museum is supported by a "Friends" organisation, which had a stall selling second hand railway books, and I picked up a copy of "Our Iron Roads" by F.S. Williams, 8th edition, 1885. There were also free copies available of the Shildon booklet "Railways at War" by Alan Holmes. The museum is certainly worth a visit if one is in the vicinity, but one is conscious of *Locomotion* at Shildon up the road with free admission to the much larger site and collections.

## Railway Picture Websites, part 3 – Windows into a vanished world

Victor Lee

- [Steamingback.fotopic.net](http://Steamingback.fotopic.net) – Lovely black-and-white photos, late 30's – early 60's, from the Neville Stead collection. Over 300 of B.R. in the 50's. All regions, but predominantly northern England and Scotland. Also 38 of industrial and light railways.

- [Steampassed.fotopic.net](http://Steampassed.fotopic.net) – more big, high-quality black-and-whites. A 1958-61 archive called “Steam as it once was”. BR mainline-steam (53 photos), E/NE sheds (26), LM sheds (30), WR sheds (23), SR sheds (39), Scottish sheds (111).

- [www.prorail.co.uk](http://www.prorail.co.uk) – A.E.Durrant's large archive of b/w steam photos from the early 50's to the mid 60's. He covers most classes in the old Ian Allan ABC's (all regions). As the menu (i.e. list of picture titles) is in ascending order of loco numbers, you can rapidly view particular types *and places*. Thus, the LMR section has about a thousand locos, from 40006 to 58148. You simply scroll down the list and click on, say, “53807 at Evercreech Junction – June 1962”.

- A similar convenient scroll-down menu is featured in [www.jubilees.co.uk/photos](http://www.jubilees.co.uk/photos) - this is limited to “Jubes”. Several hundred photos, mainly large format b/w, 1930's-60's. Picture quality varies: some are a bit dark, some are very good. Most are OK!

- [Myweb.tiscali.co.uk/roysrailpage](http://Myweb.tiscali.co.uk/roysrailpage) – This, again, has a scroll-down menu in numerical order of locos. BR steam, scrapyards, 1960's diesels/electrics in b/w and colour.

- I mentioned Ian Allan ABC books above: there's a website devoted to their front covers, in colour and expandable to nearly full size – [thefamousabcbooks.fotopic.net](http://thefamousabcbooks.fotopic.net). It's a nostalgic art gallery/museum of all ABC's (1940's onwards), including locos, road vehicles, warships, “Civil Aircraft Markings” and the little sixpenny “Famous Trains” (remember those? “The Elizabethan”, “The Irish Mail”, “The South Wales Pullman” and more). A pity it's only the covers: the “Famous Trains” series took you on journeys through mid-1950's Britain. Now, back to locos . . . . .

- [Kettlesgalore.fotopic.net](http://Kettlesgalore.fotopic.net) is one of the best British steam websites I've found (except if you're a GWR fan - the compiler didn't like the look of their locos, so never took or collected any GW photos!) [*That's it! Site forbidden!* – Ed] It's easily browsed, as it gives you 24 captioned “thumbnail” pictures at a time, each expandable to full screen. Includes old loco postcards. Pre-grouping: LNER constituents (175 pictures), LMS constituents (143), SR constituents (97). Post-grouping: LNER (559), LMS (401), SR (182). Post-1948: E/NE/Sc (680), LM (449), SR (245), BR Standards (198). Also locos of minor lines excluded from the 1923 grouping (44 pictures); industrial locos (112); M&GN scenes 1920's-1950's (150 pictures); miscellaneous stations and infrastructure (100).

- [Tomcurtisrailgallery.fotopic.net/c1328043.html](http://Tomcurtisrailgallery.fotopic.net/c1328043.html) The final years: 63 colour and b/w pictures of BR steam 1964-7. The sub-site [/c1321570.html](http://c1321570.html) gives 53 colour



photos of Barry scrapyards, August 1968. For the Barry scene in 1986, see <http://andycarr.net>.

And now, after rust-eaten hulks in weed-choked scrapyards, we immerse ourselves in another nostalgic, almost-vanished world. Locomotives, both alive and dead, amid the grime and cinders of steam sheds . . . .

- Christopher8062.fotopic.net/c884984.html – 356 mainly b/w photos from 1953-65, taken around Annesley shed (Notts.), showing a large variety of ex-LNER and ex-LMS steam (the sub-site /c1890893.html has more, in colour). Even more, expandable to full-screen, can be seen at [www.annesleyfireman.com/id9.html](http://www.annesleyfireman.com/id9.html). Further subsite /id4.html gives you a scroll-down journey showing steam scenes along the GC main line south of Annesley (1930's-1960's). Another sub-site, /id10.html, allows another trip south, through Leicester to Woodford Halse (Northants) looking at 30 signal boxes along the line. A nice change from all those steam locos!

- After Annesley (GC), steam-shed freaks might want to visit an LMS/LMR shed: [www.lostockhallmpd.org.uk](http://www.lostockhallmpd.org.uk). Lots of pictures from 1881 to 1968 and beyond, plus a full history. Further, over 220 steam-on-shed pictures (1958-61) are at steampassed.fotopic.net (grouped in 5 regions). For another 50, from the 1930's to the 60's, see gallery62603.fotopic.net/c1758017.html. Now, let's broaden our horizons . . . .

- [www.railaroundbirmingham.co.uk](http://www.railaroundbirmingham.co.uk) – Not only locos/trains, but all aspects of railways from the good old days. Including stations (open and closed), goods yards, delivery vehicles, signalboxes, posters, tickets, signs, postcards and other artefacts.

- [www.photobydjnorton.com](http://www.photobydjnorton.com) – Another marvellous cornucopia of West Midlands railway history – and more! Mr. Norton was based in Birmingham. Besides his numerous black-and-white steam pictures (1940's-60's), he photographed stations, signalboxes and other infrastructure (both pre- and post-closure) in e.g. Warks, Worcs, Herefords, Glos and Staffs. He also had 1950's trips to e.g. Derbyshire, Leicester and Exeter, and the now-vanished Trent – that remarkable, busy Midland interchange station in a knot of lines improbably sited at the rural meeting-point of three counties (Notts, Derbys, Leics). There was nothing to name the station after, except the nearby river! For more pictures of Trent, see [www.flickr.com/photos/railwaydave/page12](http://www.flickr.com/photos/railwaydave/page12). Mr Norton also visited the long-gone and unique Liverpool Overhead Railway, taking some splendidly atmospheric combined railway/street scenes in big black-and-white.

- [www.warwickshirerailways.com](http://www.warwickshirerailways.com) – Yet another West Midlands treasury, including numerous station pictures from the past. Includes Birmingham, Evesham, Rugby, Nuneaton, Leamington, Leicester, Tamworth. You can take “journeys” along the various lines. The long-closed and intriguing Stratford-upon-Avon and Midland Junction Railway, going through the back of beyond to Towcester in Northamptonshire, is featured. For more pictures of this, see <http://www.flickr.com/photos/the-evanses> and [ronfisher.fotopic.net/c1477241.html](http://ronfisher.fotopic.net/c1477241.html).

- [www.southernrailway.net](http://www.southernrailway.net) – Yet another “All things Southern” site (two were given in part 2: semgonline.com and steveroffey.fotopic.net). Steam, diesel and

electric from the 40's onwards. At [www.southernimages.co.uk](http://www.southernimages.co.uk) are 40 station/infrastructure pictures (mainly b/w) and 21 SR steam (oddly, also other regions: 10 steam each; and WR and LMR stations: 6 each).

- [Ronfisher.fotopic.net](http://Ronfisher.fotopic.net) – “BR Steam Days in Colour” WR (91 pictures), SR (85), LMR (281), ER (66), NER (101), ScR (102). 1960's industrials (35, colour). 1960's North Wales narrow gauge (over 400), 1970's IoM (31).

- [www.flickr.com/photos/robertcwp](http://www.flickr.com/photos/robertcwp) - More BR steam in colour (mainly): LMR (263), SR (123), WR (161), E/NE (104). Also 1198 of diesel-hydraulics and 1313 of diesel-electrics.

- [Alansgallery.fotopic.net](http://Alansgallery.fotopic.net) – Good black-and-whites from the 1960's. Searchable by year: from 1966, 34 of steam around Newton Heath. From June-December 1960: 124 pictures of the ECML. A total of about 230 from the March-Doncaster, York-Grantham and Sheffield areas date from 1961 (careful, they're in several sections!). Also 95 from the West of England and South Wales (August 1961) and post-1968 railway pictures.

- [www.flickr.com/photos/the-evanses](http://www.flickr.com/photos/the-evanses) - includes plenty of 1960's black-and-white steam: E/NE (25 pictures), LM (81), SR (59), WR (21), BR standards (71) and industrials (31). Also 73 b/w pictures of stations, signalboxes and other infrastructure in the 60's.

- [www.geoffspages.co.uk/monorail/index.htm](http://www.geoffspages.co.uk/monorail/index.htm) - Several photographers' collections of black-and-white steam (BR and industrial) from northern England, the Borders and Scotland. Includes the last days, and demolition, of the famous Waverley Route (Carlisle-Hawick-Edinburgh) in the late 60's/ early 70's. Note for beginners: the images will enlarge when clicked on!

- [Dwb.railsteamgallery.fotopic.net](http://Dwb.railsteamgallery.fotopic.net) – David Burrell's collection similarly includes the Waverley Route: 65 b/w steam pictures, plus 15 from branches joining it. Fifty other b/w from southern Scotland (and 38 diesels in colour) plus post-closure pictures of the lines. For yet more Waverley Route nostalgia, see . . . .

- [Railbrit.co.uk/location.php?loc=Hawick](http://Railbrit.co.uk/location.php?loc=Hawick) – Scenes around Hawick on the Waverley Route from 1958 onwards. About 60 pictures, mainly b/w steam; some diesel. Also post-closure. Expandable to large format. Changing “loc=Hawick” to “photographer=K\_A\_Gray” will give you 60 b/w around Carlisle (1960's, mainly steam). If you like those, try the next four sites . . . .

- [Smokeandsteam.co.uk/c1859134.html](http://Smokeandsteam.co.uk/c1859134.html) – 1960-66 steam in the north-west (33 b/w photos). Expandable to full screen. [Site currently unavailable – Ed.]

- [Steamtraingalleries.co.uk/image/arc\\_tony\\_woodward.html](http://Steamtraingalleries.co.uk/image/arc_tony_woodward.html) – 1960's b/w steam. Expandable. North-west England (40 pictures), Scottish sheds (36), West Midlands (25).

- [Johnrobinson.fotopic.net/c1189753.html](http://Johnrobinson.fotopic.net/c1189753.html) – The Rose Grove-Padiham-Blackburn line (N.E. Lancs loop) in the early 60's: 32 b/w photos expandable to full screen.

- [Classictractionimages.weebly.com/north-west.html](http://Classictractionimages.weebly.com/north-west.html) – Lots of good-quality colour 1960's BR in the North-west, from Bernard Mills' collection. To discourage

you from printing them off for free, they don't, unfortunately, expand from cigarette-card size. But this means there's a nice big array of them on the screen. The sub-site [/halwill-jct--padstow.html](http://halwill-jct--padstow.html) gives 8 of Bernard's photos from the North Cornwall line in the 1960's.

- [Phantasrail.co.uk/gold.htm](http://Phantasrail.co.uk/gold.htm) – about 50 high-quality expandable photos of London Midland steam (some in colour) and about 60 of other regions. Besides this [/gold.htm](http://gold.htm) subsite are numerous others: [/scotland](http://scotland) – he has about 100 colour and b/w 1960's Scottish; [/richard\\_freeman\\_gallery.htm](http://richard_freeman_gallery.htm) has high-quality 1960's steam and diesel.

- [Geoffbannister.com/tod/br59-61.html](http://Geoffbannister.com/tod/br59-61.html) – All regions of BR, 1959-61. Ex-LNER steam (66 pictures, b/w), ex-LMS (44), ex-SR (37), ex-GW (30), BR standards (34).

. . . . well, *that* lot should satisfy fans of BR steam for the next few months! If not, my previous articles in Circulars 353 and 354 have more. And there's plenty still to come . . . .

[Editor's note: fotopic.net sites seem to be unavailable at the moment (9<sup>th</sup> March)]

---

## Crackler

## Robert Pemberton

Last December I saw the “Christmas Spectacular” stage show at Thursford, near Fakenham, in Norfolk, where the performances take place in the museum created by the late George Cushing. His collection features steam road locomotives, including showmen's traction and ploughing engines, mechanical musical organs, the unique Savage's Venetian Gondola Ride, and the Wurlitzer (4<sup>th</sup> largest in Europe) built for the Paramount Cinema in the Headrow, Leeds, in 1931/2.

At Christmas there is an added attraction in a separate building, “Santa's Magical Journey into Christmas”, advertised as “the ultimate Christmas experience for children aged from 1 to 101”. Scattered among the exhibits are many traction engines and rollers, some fully restored and operational, but most are in “as recovered” condition. In the cafe area I was surprised to come across a solitary NG steam locomotive, at least cosmetically restored, with the nameplate *Crackler*.

This engine was one of a stud of 29 steam locomotives working on the 1 ft. 10¼ in. system at the Dinorwic Slate Quarries at Ilanberis in Snowdonia. *Crackler* is an 0-4-0 ST of the “Mills” class, built by the Hunslet Engine Co., Leeds, in 1898, works no. 871. It has 8½ in. x 14 in. cylinders, 4ft 6in. wheelbase, 2ft 3in driving wheels, B.P. 120 lb./sq.in., T.E. 3800 lbs. The locomotive entered service on 11 May 1898, working between the lowest quarry level and the slate mills at Gilfach Ddu, now conserved as the Welsh Slate Centre.

The Assheton-Smith family were the owners of the quarry as well as the principal landowners, and also were Lords of the Manor of Y Faenol. They had a string of racehorses, and no.871 [*loco, not racehorse!* – Ed.] originally named *Port*

*Dinorwic*, after the shipping point for their slates brought down by the Padarn Railway, was renamed *Crackler* after one of their horses.

Dinorwic Quarry finally closed in July 1969. *Crackler* was sold to a succession of owners, and was eventually bought for the museum by Mr. Sid George in Spring 1977. There are apparently other NG steam locomotives, which are operational during the summer season, but they were not on show.

---

## Special Traffic Notices

Will members please take note of the following points :-

- **Fire Precautions.** Please familiarise yourselves 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 DVDs or video tapes borrowed from the library cause damage to a member's possessions.
-

# Letters to the Editor

Further thoughts on ditching VOTs!  
(including a reply to Chris Taylor)

Victor Lee

An interesting question, not answered in my recent anti-VOT rant (*The Circular* 2010, No.353, pp.12-14), is *why did BRC ever adopt this “Vote of Thanks” palaver in the first place?* It all seems markedly at odds with the supposedly terse, no-nonsense, speak-my-mind character that Yorkshiremen are famous for.

The answer may be that in the early days of BRC, with typical audiences of around a dozen or less, the natural applause tended to sound a bit thin and ragged. Some sort of “bulking out” would thus have seemed desirable, to make the gratitude seem a bit more substantial. The VOT format (copied from elsewhere) would have been an attractive option, seeming to promise twice as much applause, apportioned either side of a laudatory speech. The latter, of course, extended the plaudits even further, both lengthwise and otherwise.

Thus, back in the 1940’s, VOTs may have served some purpose at BRC, in theory at least. There may have been some method, then, in what seems muttheaded now! If the “bulking-out” explanation is correct, VOTs should have been ditched once membership had increased to give audiences of over two dozen. Which would have been around, er, 1950. But the VOT habit, ingrained over several years, had become part of the BRC status quo. Nobody thought to question its further “necessity”. Before, that is, yours truly in *Circular* 353 well over half-a-century later!

In practice, the clap/speech/clap sequence characteristic of VOTs has a serious flaw which can become glaringly apparent with moderate-size audiences. Because members are never sure whether the first or the second lot of clapping should be the main one, *neither* lot is as vigorous or as impressive as it could be. This indecisiveness was very noticeable at Dave Scriven’s 2010 show “Some Further Snapshots”, which had an undeservedly lowish turnout of about two dozen (was there a football match on, or something?). They gave him an undeservedly weak and short first clap, then *the same again* for their second “appreciation”! Thus, in reality, the supposed “bulking-out” ploy of the VOT format doesn’t seem to work, does it? The applause was *not* made to seem more substantial: quite the reverse! If we’d ditched VOTs, Dave’s audience would have had just the *one* unambiguous chance to applaud, and thus done it *properly*. Two dozen people can make an impressive noise if their clapping is wholehearted and concentrated at one point.

Paul Hatton has pointed out to me that presenters at BRC are given not *two* rounds of applause (as I’ve been saying), but THREE! I’d forgotten that, thanks-wise, they’re “paid in advance” by the President’s welcome, followed at once by . . . . . audience applause! THREE helpings is definitely overegging the pudding (if you’ll excuse the mixed-up metaphors) and all the more reason to scrap the VOT + final clap.

Speaking of reasons . . . . . as the old saying has it, “custom without reason is just an old error”.

Can anyone give us *one* good reason for going on (and on) with this pantomimic VOT custom? In his attempted defence of VOTs in Circular 354 (penultimate paragraph, p.16) Chris Taylor tells us that, in some cases, the speaker remembers the VOT for a long time. Is *that* an adequate reason for continuing to spoil the entertainment of legions of reluctant VOT-givers? (perhaps 1200 spoiled evenings since the 1940's!). A second "reason" Chris gives is that a vote of thanks is . . . . a way of thanking a speaker. That's not a reason - it's mere tautology! Thirdly, he mentions "respect for the speaker" at two points. Doesn't he realise that such respect is, er, *already amply contained* in the natural applause of the audience? (which I, of course, want to keep). Respect, thanks and gratitude, is what spontaneous applause is all about! Has it not yet dawned on C.T. that spontaneous applause is a vote of thanks? No need to bother contriving another!

Having given dozens of shows all over Yorkshire and beyond, I can assure everyone that I don't feel any less welcome/appreciated/respected at societies that don't organise VOTs. Chris is worrying about nothing! No wonder he has an over-conservative attitude: anyone who arranged VOTs for a quarter-century, as he and his Huddersfield colleagues did, would be reluctant to admit that it was all a waste of effort, and indeed *worse* than useless. Two major detriments are a) spoiling one member's enjoyment at nearly every meeting and b) "dumbing down" of show standards via automatic praise, irrespective of merit. A third detriment, time taken up by VOTs is of lesser concern to me since they are usually short. Chris calls for them to be kept short. Even better, surely, to shorten them to the point of non-existence! Several people have come forward agreeing that VOT speechwriting duty has indeed spoiled their enjoyment of shows, just as it did mine: Paul Hatton, Gary Hayhurst and . . . . President Lockwood, no less! Does Chris Taylor know that Philip used to hide elsewhere in Huddersfield Town Hall before HRC meetings, to avoid being press-ganged into VOT-giving? BRC Presidents, present and future, have even more reason than ordinary members to support the ditching of VOTs: no more need for them to do the "press-gang" round! This may well become increasingly difficult as more and more members recognise that VOTs are, in fact, detrimental to our meetings in several ways. I like to think that, before long, they will all be saying "why on earth did we cling to those absurd VOT charades for all those years?"

Victor Lee

---

## Meeting Reports

## Philip Lockwood

### 29th December 2010 Members Night

As always, an interesting selection of slides from our members, I showed scenes from Switzerland, Peter brought a selection of pictures taken in 1995. by way of a change Eddie had interesting shots of farming whilst Ian brought along some interesting shots of vintage commercial vehicles. Keith Preston by of a tribute showed pictures of our late member Dennis Whitfield. The penultimate presentation, by Victor, was of a



Location 1



Location 2



Location 3



Location 4



selection of East Riding Stations. As a change from slides John Tickner brought along some truly amazing large size prints. An enjoyable evening, just a shame that more members didn't bring along material to show. High spots were the excellent Christmas cake brought by Eddy's Mum and the biscuits from Ian.

#### 12th January 2011 - Narrow Gauge and Industrials in the 60's, by Mike Swift

Mike's slides commenced in March 1960 when he was persuaded by Ken Plant to try out Agfa transparency film. Although this particular brand was not known for its long life, we were treated to a wonderful selection of images. We started with a picture taken on the Whaley Bridge Incline of the C&HP Rly in Derbyshire before moving on to the remains of the Ashover Light Railway, surprisingly much of the rolling stock survives in preservation. Local interest was served with views on both the Meltham and Holmfirth branches, the former with a train of tractors from the David Brown factory. One of the high spots for Mike was the special train on the Hepworth Iron works railway where Mike had his first unofficial locomotive driving lessons. Of particular interest to your reviewer was the slide showing the recovery of a locomotive that landed on its side in the yard of Mirvale chemical works as he was also present on the day that the locomotive was lifted. On the industrial scene we visited the Ironstone lines in Northamptonshire, the brewery lines around Burton on Trent before moving to Wales to witness the early days of restoration on the Festiniog Railway. It was then time to cross the border into Scotland before returning to Yorkshire for visits to the Leeds Sewage works at Knostrop, a line that used ex First World War protected Simplex Loco's. A wonderful and nostalgic evening with excellent slides coupled with Mike's amusing and knowledgeable commentary. Vote of thanks by Eddie Lumb.

#### 26th January 2011 - Zimbabwe Big steam and Big game, by Nigel Lawrence

Tonight's slide presentation by Nigel was based on a visit in February 1992 on what the local council would describe as a "Fact finding Mission" This was a plan for a much more ambitious visit in the future. Steam figured extensively and in most cases various examples Beyer Peacock Garrett locomotives. Although Nigel was able to photograph plenty of steam workings it became clear that they were witnessing the end of steam and in many ways the end of a need for an extensive railway system. Apart from big steam we saw examples of big game, sometimes at close quarters in the case of a large Bull elephant! Highspots for me were the shots of the Victoria Falls and the remains of the Livingstone museum first seen by me in a television documentary programme by David Shepherd. Thanks Nigel for yet another episode of Far Away Places. Vote of thanks by Eddie Lumb.

#### 9th February – Thirty & Forty Years Back, by John Holroyd

Tonight's slide show Thirty & Forty Years Back covered the years 1971 and 1981. The first slide showed a very weedy and neglected Pickering Station before John moved on to the remains of the Wetherby line. For the mill-engine enthusiast, there was an example at Pilgrim's Mill at Bramley, sadly not preserved. The Sentinel

shunter was in steam on the Middleton Railway, and still operating, the Bradford trolley bus system, with an example managing to get itself in a tangle with a de-wiring! Interesting also to see pictures of the extensive coal staithes at Blyth, then north of the border to inspect Aviemore engine shed and the remains of the station at Lybster. On the return south a stop-off to photograph the Forth railway bridge from many angles. We next visited France on an RCTS Tour with pictures of the very French "Picasso" railcars before arriving at Narbonne with many 141R's to photograph. The final shot of the year was taken on Brian Moss's railway at Morley. 1981 started with a picture taken in John's attic of his EM&W Rly, shortly before we boarded a flight at Heathrow bound for yet another holiday in India, taken in the company of two other Circle members Jim Livesey and Gavin Morrison. John managed to get a shot of the pair demonstrating just how far polyester trousers would stretch! On his return, a visit to the Bowes Railway incline and the Tanfield Railway, whilst at the York railway museum the Tasmanian Garratt was to be seen. About this time the BRC organised visits to local Signal Boxes, shortly to be replaced, and these were recorded by John. For the seeker of the more unusual, there were the cliff lifts at Scarborough and the Hythe Pier railway. For the modeller, a picture of the last running on Jonathan Stockwell's model railway and further pictures of the EM&W railway with a model J72 - a Best Man's gift from Jonathan as John had recently acted as best man at the wedding of Jonathan and Leslie. Back to France on the overnight sleeper to Paris to witness the first running of the TGV, before returning to snow at Saltaire. Finally on the 27th December back to India, with the lasting impression of John riding on a camel! Thanks John for yet another wonderfully entertaining evening. Vote of thanks by Eddie Lumb.

### 23rd February Another 200, by Paul Corrie

Although Paul is normally based at Neville Hill our first slide tonight featured an HST at Cricklewood which required some attention from Paul. We then saw an example of the 08 painting competition at Neville Hill where depot staff not only designed a new livery for the locos but also had the job of painting them! Paul has managed to find some more unusual locations for his photography, and it is clear that he puts a lot of effort into finding new locations such as just above Gledholt Tunnels at Huddersfield, and on your reviewer's home ground at Morley and the Middleton Railway at Leeds. The Royal Train also received his attention with a nice shot at Scarborough still with the impressive signal gantry. The Blue Era on BR figured strongly on many of Paul's slides, a time when, to many enthusiasts, things were not as photogenic, but now appear quite nostalgic. An interesting show with excellent photography – thanks, Paul. Vote of thanks by Eddie Lumb

---

## **Quiz - Name That Depot**

Can you name the depots featured in the four photos on pages 15 & 16? Answers to the Editor by next copy date (May 18<sup>th</sup>), please.

Not much to report this issue. We have had a few changes to the Committee at the 65<sup>th</sup> Annual General Meeting. Michael Wade has stood down from his position as Vice-President and is now a General Committee Member along with Paul Hatton who joins the Committee this year.

### Forthcoming meetings

“Bulleid’s Pacifics” is the title of Colin Boocock’s presentation on **Wednesday 6<sup>th</sup> April**. Colin always delivers a well-researched and most informative talk, so we can look forward to an enjoyable evening. I don’t want this going any further....but I once read a book about these locomotives, and they were apparently very good!

**April 20<sup>th</sup>** sees the return of Jamie Guest who will be talking about “American oddities” From what I recall we will be seeing various modes of transport, some rather strange! Hopefully we will all see something new.

Carrying on in the across the pond mode. On **4<sup>th</sup> May**, Chris Davis will be taking more usual look at railways in the States. Chris is very knowledgeable about all things American and his photography is always excellent.

Victor Lee Productions will be presenting the latest instalment of his “Favourite Lines” on **Wednesday 18<sup>th</sup> May** when we will be treated to “Part 2 Mk2 The Yorkshire Coast Line” plus “Railroading Steam Galore” Please could all members and guests indulge in their own pre-ambls and study any cartography of the East Yorkshire area before attending. We should be treated to some very good photography and an in depth guide to the architecture of the station buildings of the area.

Former Circle member and Hebden Bridge Signalman Paul Kenny will be visiting us on **Wednesday 1<sup>st</sup> June** to present “Railway Pictorial”. I met Paul at York last summer (he was photographing the Scarborough Spa Express) so I suggested that he return and show some of his photographs to us!

“Steaming through Four Continents” is the title of Chris Yapp’s presentation on **Wednesday 15<sup>th</sup> June**. I think this will be Chris’s first talk to the Circle, so please come along and enjoy steam photography at its best.

**June 29<sup>th</sup>** sees the welcome return of Ivan Stephenson. Ivan gave a light hearted talk about his railway career last year. I still can’t get my head around moving the fire across to one side of the firebox, whilst someone got into the other side behind a wet tarpaulin to carry out repairs! Anyway this year’s talk is titled “Fitter, Steam & Diesel” Could this be the first visit to the Circle by someone who has a locomotive named after them?

---

## 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).

**Wanted** – As always, good home still 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. Very many thanks to donors thus far, for their great kindness and generosity.

---

## Circle Diary 2011

P Mar. 23 <sup>th</sup> .	Tk of Old Rly. The Wanderings of a Railway Rambler, Through Yorkshire and Beyond	Jane Ellis
Apr. 6 <sup>th</sup> .	Bulleid's Pacifics	Colin Boocock
<b>Apr. 13<sup>th</sup>.</b>	<b>A Collection of Robertshaw</b>	<b>Frank Robertshaw</b>
Apr. 20 <sup>th</sup> .	American Oddities	Jamie Guest
May. 4 <sup>th</sup> .	Views From Across The Pond	Chris Davis
C May. 18 <sup>th</sup> .	Favourite Lines Part 2 Yorkshire Coast Line (plus "Roadgoing Steam Galore")	Victor Lee
Jun 1 <sup>st</sup>	Railway Pictorial	Paul Kenny
Jun 15 <sup>th</sup> .	Steaming Through Four Continents	Chris Yapp
P Jun 29 <sup>th</sup> .	Fitter, Steam & Diesel	Ivan Stephenson
Jul 13 <sup>th</sup> .	Nineteen Nineties Part 1	Peter Holden
Jul. 27 <sup>th</sup> .	L&Y Locomotives	Noel Coates
C Aug. 10 <sup>th</sup> .	Hills & Valleys	Richard Winfield
Aug. 24 <sup>th</sup> .	Narrow Gauge Railways East Of Geneva	Ray Wilkinson
Sep. 7 <sup>th</sup> .	Enjoyable Pictures	Robin Patrick
P Sep. 21 <sup>st</sup> .	35 Years of Photographing Trains, Fun or Frustration?	Dave Stacey
Oct. 5 <sup>th</sup> .	Vintage USA Mainline Steam	Dave Peel
Oct 19 <sup>th</sup> .	Broad & Narrow Tracks	Jim Livesey
Nov. 2 <sup>nd</sup> .	BR Steam in the 1960s. Modern Traction in the 1970s & 1980s	John Whiteley
C Nov. 16 <sup>th</sup> .	A Taste of the Old School	Arnold Ridley
Nov. 30 <sup>th</sup> .	Oh No! Not More Snapshots	Dave Scriven
Dec 14 <sup>th</sup> .	66 <sup>th</sup> AGM	
P Dec 28 <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**.

---