

# THE CIRCULAR

Bradford Railway Circle

No.357 – 3rd Quarter, 2011

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## Editorial

Another panoply of fascinating articles in this issue – thanks to all contributors, especially Victor Lee and David Tillotson. And items are starting to arrive for the next issue, including another puzzle from John Holroyd. But more pieces are always needed, so please put your thinking caps on and start typing/snapping.

The recently announced fare increases (above the rate of inflation) will do little to encourage the transfer of journeys from overcrowded roads onto rail (often equally overcrowded commuter trains). The policy seems to be to squeeze as much money as possible from those who have no choice!

News that the tender for Crossrail trains has been delayed must give some hope that Bombardier might be able to keep train-building going in Britain, and avoid the loss of the business to other builders such as Siemens. We'll keep our fingers crossed . . .

Recent lineside fires caused by sparks from a steam special caused operating chaos on the ECML south of Doncaster recently, with service trains delayed by up to two hours. As they were caused by failure of the normal spark-prevention system on one of the locos, we'll have to hope that there won't be a backlash against steam operations.

# Who wants to organize a steam railway charter?

## David B Tillotson

Over the past 20 years I have organized a number of steam railway charters, usually with the locomotives being present on the preserved railway where the charter is being arranged. Easy, you obtain a price and sell the places. For the past two years I have organized charters where locomotives had to be shipped to site and, although narrow gauge, the haulage costs involved worked out very high. The following is a resume of the problems that can occur.

In January 2011 I arranged for a charter at Threlkeld Quarries near Keswick with Ian Hartland, the owner. The quarry is a 2 foot gauge line which is about three quarters of a mile long and runs from the bottom shed and station to a run-round loop at the top end of the quarry with some steep inclines *en route*. Inside the quarry there are various earth-moving vehicles and cranes. The setting is excellent as the quarry has a hill overlooking the bottom section and two ledges overlooking the incline and loop, all of which offer some excellent photographic locations with the backdrop being, on a clear and sunny day, the Cumbrian hills – stunning!!

I checked various dates for convenience from the middle of July to the middle of August. As this year was my daughter's 40<sup>th</sup> birthday (6<sup>th</sup> August) I enquired about her arrangements for the "big day" and was advised that nothing was planned so I decided that the 6<sup>th</sup> August was to be the charter date.

Next I checked the various websites regarding railway open days and galas etc in order to establish which locos might be available. Towards the end of January I checked with my colleague, Martyn Ashworth, who arranges the locos and crews and found that there were at least four locos which could be available and which would not look out of place in the quarry.

Firstly the haulier gave a verbal price for transportation, then the loco owners were contacted and finally the quarry owner. Everything was agreed in principle. At the end of January everything seemed to be working out fine. I sent out a number of invitations to friends and the response was excellent.

Then, disaster! My daughter, who lives in Spain, rang me in mid February to say that she had decided to hold a party after all and I was attending!! So, back to the drawing board, as the dates had to be altered once again, checking to see if any galas etc were taking place and ensuring the locos would still be available and could be switched to a week earlier. I contacted everybody and it was again finalized and the date would now be 30<sup>th</sup> July.

The locos booked were to Hunslets, *Jack Lane* and *Statfold* from Statfold Barn Railway, O & K *Montalban* from West Lancashire Light Railway Trust, and the vertical boiler loco *Paddy*. Threlkeld also have a resident loco, *Sir Tom*, originally built by W. B. Bagnall's in 1925 but rebuilt by the owner in 2006.

I visited Threlkeld in April and May to finalize arrangements such as wood, oil, & coal and also to ensure that the water tower was full as the supply is through a

Threlkeld Quarries charter, 30<sup>th</sup> July 2011 (see article)



*Statfold, Jack Lane and Irish Mail*

D B Tillotson



*Jack Lane (piloting) & Irish Mail*

D B Tillotson



Statfold, Irish Mail, Jack Lane & Sir Tom

D B Tillotson



60022 *Mallard* and 5972 *Hogwarts Castle* at Shildon – 19<sup>th</sup> July 2011  
Prior to 5972 towing *Mallard* to York.

D B Tillotson

small hosepipe. There was also catering to be taken care of as a refreshment bar was a must.

I also found out that a lot of the cranes and earth moving equipment were being restored by Derek Foster. I met Derek in May and he agreed that he would have some of the machines working during the charter.

In early June when I started chasing the fee for the charter, 12 people dropped out so I was desperate to find other people to fill these places. The haulier then decided to increase his costs by £900 and *Paddy* became unavailable. Things were getting so bad that towards the end of June I very nearly called the whole thing off. However, the haulier agreed to reduce his price by £800 which meant it was only £100 higher than originally quoted in January so everything was working out except that the number of people booked fell short of covering the costs.

On Monday 25<sup>th</sup> July a major problem occurred regarding insurance for the locomotives and, after numerous e-mails and telephone conversations, it took until Wednesday to sort the problem. The participating numbers slowly increased and by Tuesday 26<sup>th</sup> July all the costs should be covered.

During the afternoon of Wednesday 27<sup>th</sup> July the Statfold locos were loaded and I agreed to meet the haulier at the West Lancashire Light Railway at Hesketh Bank, Preston at 09:00 on Thursday 28<sup>th</sup> for the loading of *Montalban*. A colleague, Frank Robertshaw, had agreed to video the loading of the loco at Hesketh Bank and the unloading at Threlkeld.

The haulier duly arrived and when *Montalban* was drawn out of the shed it became apparent that the length which had originally been given was incorrect – it was nearly three feet longer. The weight originally given was 7 tons whereas the loco weighed nearer 9 tons. The haulier could take the weight of the three locos on the trailer but the weight distribution would have been wrong.

Decision time - the charter would have to go ahead with the three locos. However, whilst talking to the people at Hesketh Bank, I noticed that *Irish Mail* was in the shed and enquired about taking that loco instead. After ten minutes and two telephone calls, it was agreed that *Irish Mail* could be used.

The staff of the West Lancashire Railway were fantastic in taking such a decision at such short notice. Once loaded I rang my contact at Statfold Barn to advise him that *Montalban* was too heavy and would not be making the trip. I advised him that I was following the wagon loaded with *Statfold* and *Jack Lane* and that it also had *Irish Mail* on as well. His reaction was ‘WOW!!’ – fantastic, three Hunslets together working in a quarry.

Loading at Hesketh Bank was partly in sun but with lots of cloud around. Off we went, up the M6 and on to the A66 and, approaching Threlkeld, the rain came and it was heavy but, within 10 minutes it had virtually stopped. The unloading ramp had been partly demolished in the past 12 months so that had to be partially rebuilt and eventually, after three hours, the three locos were unloaded and taken to the shed by *Sir Tom*. The sun was now shining and the four locos looked great.

Owing to the switch of locos we didn’t have the correct paperwork available on Thursday (actually it had been forgotten!!!) but it was sent to Threlkeld for

Saturday. Discussions then followed - with Derek about his cranes etc, with his wife Julia about the catering, with Ian about the coal, wood, oil, water etc. and with Martyn about the crews. Everything was now in place. Martyn spent Friday ensuring the locos were all in working order.

Saturday dawned bright and sunny and I left home at 05:15. On approaching Appleby the sun had disappeared and there was a large black cloud in the distance over Keswick. This soon burnt off and the charter started at 08:30 in glorious sunshine. The sun lasted until early afternoon and from then on we had a mixture of sun and cloud for the rest of the day. There were numerous runs past in the shed area and to the bottom of the incline, using all four locos, some double headed and with two sets of tipper and flat slate carrying wagons and a passenger train which did three journeys.

The whole day passed off without any problems whatsoever and from the feedback of telephone calls and emails most of the participants enjoyed themselves. I certainly know that all the loco crews did and they are all ready for the 2012 bash – with different locos of course and maybe extra sidings at the top of the quarry and the rope incline railway has been promised.

Late on Sunday 31<sup>st</sup> July, the three locos were loaded onto the trailer and all three were taken to Hesketh Bank for the West Lancashire railway gala in August.

Many thanks indeed to the following for making this happen:

- Martyn Ashworth for being a good go-between and sorting out locos and crews
- Derek Foster for arranging the earth moving equipment and cranes
- Julia Foster, Kath Jobling and others for arranging the catering.
- Ian Hartland for allowing me to use the quarry
- Frank Robertshaw for taking the video of events
- Statfold Barn Railway for the loan of *Statfold* and *Jack Lane*
- West Lancashire Light Railway Trust for the loan of *Irish Mail*
- All the volunteers and staff at Threlkeld Quarries
- All the loco crews

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## Ben's Bits

The train journey for children evacuated from Czechoslovakia to England in September 1939 has been re-enacted using a steam locomotive and 1930's coaches. It went via Cologne to Hook of Holland & Harwich. Passengers were gathered from all over the world.

Baden Powell travelled on the Orient Express as a spy. Posing as a butterfly-collector, he made his plans into the markings on butterflies' wings.

Glenfinnan Viaduct appears on the Bank of Scotland £10 note (my issue is dated 17<sup>th</sup> Sept. 2007)

In my recent article on “Head of Steam”, I mentioned the small collection of signal box name boards, and queried the location of one of these, Stooperdale. John Holroyd has very kindly provided the answer – not, as I imagined, an idyllic location in the upper Pennine valleys, but part of the extended North Road Locomotive Works at Darlington. An excellent reference source is by Ken Hoole : “North Road Locomotive Works Darlington 1863-1963”, published by Roundhouse Books in 1967.

Towards the end of the nineteenth century, the NER had a policy of closing smaller workshops, and concentrating engine construction and repairs at Darlington, on the North Road site, and eventually there was a need for expansion. In the early twentieth century, part of the neighbouring Stooperdale estate became available, and during 1911/12 three major buildings were erected. First came the boiler and tender shop, which took all work off the existing site. Then a new paint shop, replacing the old shop on Whessoe Lane, and finally a new office block. This completed the transfer of locomotive work and its administration from Gateshead. The new buildings were situated on the south side of the Darlington–Barnard Castle line. A siding ran from the yard of the boiler shop to the rear of the office block, primarily to carry coal and coke to the offices, but it was occasionally used by the CME’s saloon hauled by 2-2-4T *Aerolite*. The block housed a panoply of officials, from the CME down to the photographer.

Official works photographs were taken in the Paint Shop yard against the east to west fence separating it from the Barnard Castle line. At this time the cumbersome plate camera was carried on a handcart, and the engines were turned on the Stooperdale triangle when an image of the other side was required. After the works’ demise many of the large glass negatives were destroyed, and it has been alleged that many were used to glaze a greenhouse in the vicinity of Stooperdale, probably on an allotment, but this has never been confirmed.

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## Ben’s Bits

The train service from Milton Keynes to Wandsworth Road is one per day – no return working; Stockport to Stalybridge is similar, just one a week; and Teesside Airport has a similar service. This was reported on TV, with the explanation that these were Parliamentary Trains, required by their respective Acts, and it is cheaper to run these services than to institute closure proceedings.

The tractive effort of a standard-gauge locomotive is about 30,000 lb. That of a Welsh narrow-gauge locomotive is around 3,000 lb.

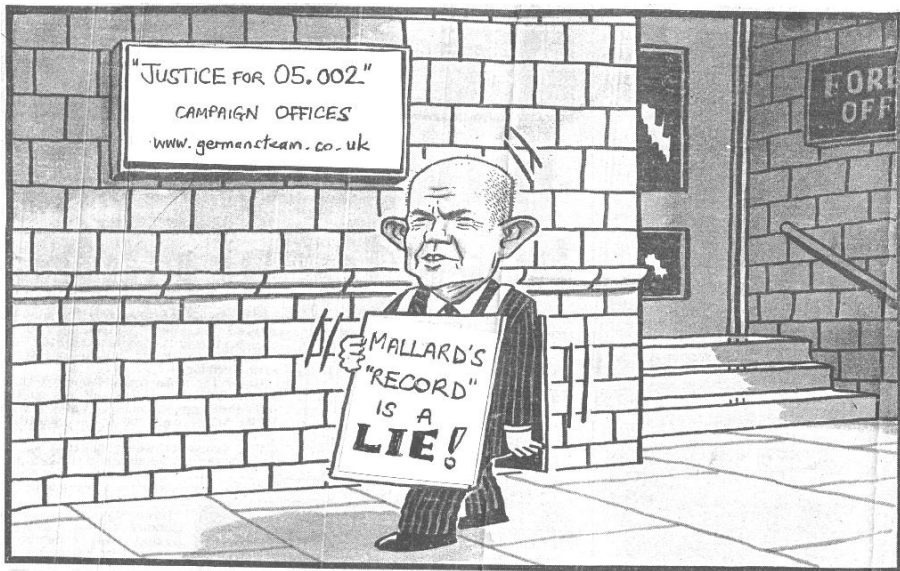
Early signalmen were known as “bobbies”



## Railway Picture Websites, part 4 – More journeys deep into yesteryear

Victor Lee

As part 1 was a last-minute idea to fill a hole in Circular 353 (2010), it unsurprisingly bears signs of, er, haste. Most don't matter, but some corrections to its [www.germansteam.co.uk](http://www.germansteam.co.uk) piece are advisable. Before I'm condemned as a careless website-reviewer and dodgy-data merchant! Least importantly, pictures of (and speed data for) 1930's American streamliners are *not* actually on "germansteam", but are seen via click-on links to US websites.



With apologies to the Daily Express

Victor Lee

Secondly, the maximum achieved by Borsig 4-6-4 05.002 (in May 1936) was 200.4 kph – this is, in fact, 124.5 mph (not “125 mph” as I wrongly said). This means that 05.002 *equalled* Mallard's actual maximum (also 124.5; subsequently exaggerated to “126”) rather than fractionally exceeding it. But the website's main point is unaffected: 05.002 should indeed be hailed as “fastest of the fast”, since Mallard had not-insignificant assistance from Stoke Bank. View it this way: the German level-track 124.5 mph steam record was established *first* (1936). Despite “help from a hill”, Mallard's 1938 attempt *failed to exceed that speed*. Even though endlessly-repeated “126mph” fiction claims otherwise! Was fibbing acceptable in 1938 as long as it was anti-German propaganda? We should have recognised long ago 05.002's still-unsurpassed achievement. How about a new-build “05.003”, somebody! What would *she* do down Stoke? . . . 135? . . . 140? Rail speed records, since way back, are tabulated at [www.lococarriage.org.uk/high-speed-rail.htm](http://www.lococarriage.org.uk/high-speed-rail.htm) It's surely surprising that such historic and splendid locos as 05.002 and 60700 were never even dignified by naming. But those omissions are dwarfed by the philistine



contempt for the locos shown by their scrapping. And how shortsighted to scrap all those A4's – worth zillions each, later. Furthermore, such lessons STILL aren't learnt properly: yet another splendid 1930's streamliner class was the unfortunately-named Blackpool "Balloons". Incredibly, their operators recently scrapped at least one, before someone told them they just might be, er, an enthusiast market! But some enthusiasts are evidently driven to *scrap their own trams* – remember "Mumbles" at Middleton? Must find you some tram websites, sometime.

Meantime, here comes another great 1930's streamliner! At [www.railfans.info/forum/viewtopic.php?t=163](http://www.railfans.info/forum/viewtopic.php?t=163) is the fantastic Kruckenberg Schienenzeppelin ("Rail Zeppelin") of 1931. Powered by a BMW aero-engine driving a huge, rear-mounted two-bladed propeller. The very low weight of 20 tons allowed this German railcar to reach staggering 143mph on level track – all of EIGHTY years ago! (Try matching *that* using conventional transmissions and 600 h.p.) I think this absolute rail speed record endured at least twenty years. Until, in the early 50's, a Budd railcar powered by aircraft turbojets (one each side of its roof) achieved 183 mph in America. Kruckenberg's successor to the propeller-driven railcar was a wheel-driven 3-car dmu, which reached no less than 135 mph in June 1939. No wonder they'd abandoned the "Rail Zeppelin" by then: its absolute rail speed record and startling appearance may have been great for public relations, but the deafening scream of that fearsome propeller wasn't! [*Neither were the Budd car's twin turbojets! – Ed.*] Surely the "Rail Zeppelin" was absurdly misnamed. To me, "Zeppelin" conjures up slow, stately, near-silent MEGA-vast intercontinental transport making its unhurried way across the, er, *sky*. Not really a very good evocation of Kruckenberg's ear-splitting rail-skimming missile, is it? But the air and rail Zeppelins did have features in common. Both were cigar-shaped, propeller-driven from the rear, and . . . . spectacular German innovations in light-alloy technology! We all know the fiery end the aerial Zeppelin came to. But what of Kruckenberg's intriguing BMW hot-rod? Melted down to make Me109's, perhaps? More likely, as a world speed record holder, it may well have been displayed in the Berlin museum alongside their Mercedes T80 land speed record contender. If so, the "Kruckenberg special" was, most regrettably, destroyed in an air-raid (Damned RAF!). The equally ill-fated and impressive T80 car can be admired at [www.greyfalcon.us/mercedes%20T80.htm](http://www.greyfalcon.us/mercedes%20T80.htm). Its loss led to a British driver being first with a remarkable feat: topping 400 mph in a piston-engined car. But, I digress. Let's get back on track . . .

The Kruckenberg site is accessible via another address: [www.greyfalcon.us/Franz%20Kruckenberg%20Schienenzeppelin.htm](http://www.greyfalcon.us/Franz%20Kruckenberg%20Schienenzeppelin.htm). The propeller-driven railcar is/was further featured on a marvellous-looking website of weird and intriguing rail transport ("extreme steam/unusual locos") namely [MUSEUM/LOCOLOCO/locoloco.htm](http://MUSEUM/LOCOLOCO/locoloco.htm) (which, to a Spaniard, could mean "museum of the quadruply-demented"). Sadly, this site suddenly disappeared and is still absent (30/4/2011). Let's hope it comes back on! Same applies to another sudden loss. Of DISASTER proportions. All fotopic.net sites went down recently, and the consensus at railfans' forum [www.irmishrailwaynews.yuku.com](http://www.irmishrailwaynews.yuku.com) on 30/4/11 was that fotopic is never likely to come back. Huge numbers of great sites like steamingback,

kettlesgalore, lincolnshiresrailways, ronfisher, johnlaw, rpm-railpics. (I've had to strike several more from this very article). If they're all lost, it'll be awful for us surfers – but spare a thought for the compilers. All that uploading and captioning effort! At least they've still got their slides, but many can't bear to start uploading, all over again, elsewhere.

Now! We need some cheering up . . . .

[www.embsayboltonabbeyrailway.org.uk/hisfws2.html](http://www.embsayboltonabbeyrailway.org.uk/hisfws2.html) has about 80 of F.W. Smith's black-and-whites of the Wharfedale line, mainly 1950's. Expandable to two-thirds screen. Also of local interest, showing 1960's b/w steam mainly around Leeds/West Yorkshire, is [www.flickr.com/photos/44901445@NOO/page2](http://www.flickr.com/photos/44901445@NOO/page2) (also /page3 and /page6). Covering the same area, mainly in the 50's and 60's, is [www.flickr.com/photos/thanoz](http://www.flickr.com/photos/thanoz). A marvellous transport history collection (over 900 pictures). Mainly railways, but includes canals, street scenes with trams/buses, and aerial shots. I liked the nostalgic shots of Leeds Central concourse and Bradford Exchange. Oddly, many good *Liverpool* tram scenes (by Henry Priestley) are included. An even larger collection (including many recent pictures) of Leeds/West Yorkshire railways, is [www.flickr.com/groups/leedsrailways/pool](http://www.flickr.com/groups/leedsrailways/pool). Over 3,300 colour and b/w. Larger still (over 10,300) is [www.flickr.com/groups/yorksrail/pool](http://www.flickr.com/groups/yorksrail/pool) with wider coverage of Yorkshire.

[www.ecol.org.uk/loftus/category/industry/railways-industry](http://www.ecol.org.uk/loftus/category/industry/railways-industry) About 130 pictures of railways of East Cleveland from the 1860's to recent years. Includes the Whitby-Redcar coast line, the Rosedale ironstone lines, and industrial railways.

Rail and other transport around Stockton, from Victorian times onwards, is at [www.picturestockton.co.uk/viewpage.aspx?id=90362](http://www.picturestockton.co.uk/viewpage.aspx?id=90362), but sadly all screen images have a prominent white web address across the middle.

[www.railbrit.co.uk/location.php?loc=Stockton%20and%20Darlington%20Railway](http://www.railbrit.co.uk/location.php?loc=Stockton%20and%20Darlington%20Railway) – over 60 pictures, 1950's to recently, including the extensions to Redcar and Saltburn. The related subsite with ?loc=Darlington%20Works gives you 17 pictures of locos (new and for scrap) in the works yard. The subsite ?photographer=K\_A\_Gray\_&loc=Newcastle+and+Berwick+Railway gives 1960's b/w steam pictures on this early part of the ECML. Notable for its huge and elaborate stations near nowhere in particular. Yet another railbrit subsite, ?photographer=Robin\_Barbour\_Collection, has several thousand pictures, mainly b/w 1950's-60's. You can select from 327 single locations, mainly in Scotland and northern England, or choose from no fewer than 145 lines (e.g. Kelso branch, Wansbeck line). The railbrit subsite ?loc=Thornton%20Junction has ex-NB steam in Fife (late 50's – early 60's). More good b/w photos of steam in southern Scotland are at <http://andycarr.net> They include a scroll-down Kinross-Alloa-Larbert journey in 1957, showing stations, signalboxes and the Alloa swing bridge. Locos at Alloa and Dunfermline sheds included Y9 0-4-0's, ex-NB J35, J36 and J37 0-6-0's, J88 0-6-0T's, Austerity 2-8-0's, and even ex-GER J38 0-6-0's.

Yet another feast of steam in the same region is found at [www.tracksrevisited.smugmug.com/other/60s-Steam-memories](http://www.tracksrevisited.smugmug.com/other/60s-Steam-memories). Mainly Durham,

Northumberland, northwest England and southern Scotland: 186 BR steam in colour and b/w. Expandable to nearly full screen.

..... Well, that's enough feasting till the next Circular. Let's hope no more sites go down!

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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.
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## Ben's Bits

When Seagrave took his land speed record to 231mph in 1928, a special train took him to London, where he was knighted. In 1931 he was killed, having broken the water speed record in *Miss England*.

## Branch Line Puzzle

**John Holroyd**

We hope you had fun with this. Answers are as below :-

ARROW GAINED	<b>.GWINEAR ROAD</b>	CHELK AND WOA	<b>...WANLOCKHEAD</b>
WHILST LEATH	<b>...HALTWHISTLE</b>	OWING LEADS	<b>.....EASINGWOLD</b>
AILING BULL	<b>...BALLINLUIG</b>	PHONE AM	<b>.....HOPEMAN</b>
HOMED NUT	<b>....THE MOUND</b>	NOB MERRY	<b>LOTH BROMLEY NORTH</b>
TO BRUINS	<b>.....SURBITON</b>	THROWN HI	<b>.....WHITHORN</b>
BE RAY	<b>.....EARBY</b>	LANCE	<b>.....CALNE</b>
ILL HATCH	<b>.....CHATHILL</b>	LITH FROM H	<b>.....HOLMFIRTH</b>
WATER TOWN NEST	<b>NEWTON STEWART</b>	BRICK THIRD GUK	<b>.KIRKCUDBRIGHT</b>
VILE CHUBY	<b>....BUCHLYVIE</b>	SCOLD BARK WIN	<b>BARNOLDSWICK</b>
ALOOF VENT	<b>....ELVANFOOT</b>	BEEFY LARD	<b>.....ABERFELDY</b>
SLAVE	<b>.....ALVES</b>	SHELTON	<b>.....HELSTON</b>
BURNT RACEY	<b>..CANTERBURY</b>	SASHES EOU	<b>.....SEAHOUSES</b>
FENCE N LORRY	<b>CONNEL FERRY</b>	FAUST TRUG SOU	<b>..FORT AUGUSTUS</b>
VOKER PRAG	<b>...GROVE PARK</b>	FOR LAD	<b>.....ALFORD</b>
VARIES MANY	<b>..INVERAMSAY</b>	COD HORN	<b>.....DORNOCH</b>
TIE KORN	<b>.....KINTORE</b>	CHART MOUNT OP	<b>HAMPTON COURT</b>
SCHOOL KERB	<b>..BROCKHOLES</b>	TONALS	<b>.....ALSTON</b>
PEACH MINPH	<b>...CHIPPENHAM</b>	SHAWL BITTE	<b>.....WHITSTABLE</b>
LEAN	<b>.....ALNE</b>	SHALL CLUB AHI	<b>...BALLACHULISH</b>
BEAR DIGS PEN	<b>..SPEAN BRIDGE</b>	MAD CUFF	<b>.....MACDUFF</b>
SLUG LEAST CADO	<b>.CASTLE DOUGLAS</b>	LAY BEFORE	<b>.....ABERFOYLE</b>

Editor's apologies for mis-spelling the clue to Bromley North – an N accidentally replaced an L.

The junction stations (in alphabetical order) and their branch termini are therefore :-

Alne - Easingwold	Elvanfoot – Wanlockhead
Alves - Hopeman	Grove Park – Bromley North
Ballinluig – Aberfeldy	Gwinear Road – Helston
Brockholes – Holmfirth	Haltwhistle – Alston
Buchlyvie – Aberfoyle	Inveramsay – Macduff
Canterbury – Whitstable	Kintore – Alford
Castle Douglas – Kirkcudbright	Newton Stewart – Whithorn
Chathill – Seahouses	Spean Bridge – Fort Augustus
Chippenham – Calne	Surbiton – Hampton Court
Connel Ferry – Ballachulish	The Mound – Dornoch
Earby - Barnoldswick	

*[We are pleased to announce that another of John's puzzles will feature in the next Circular. – Ed.]*

## Ben's Bits

York Station was built in 1877 by Prosser & Peachey. It was the largest station in the world at that time, and cost £500,000.

The Forth Railway Bridge is 3½ miles long and was built in 1885 by a consortium of English companies. It was the first major structure built in steel.

Paddington Station was built in 1854.

When the Union Pacific Railroad was being built, 10 miles of track were laid in one day at Sacramento in 1869. The eastbound and westbound construction teams met at Promontory Point on May 10<sup>th</sup> 1869 and the last rail was laid by a gang from each team. 700 miles were laid in six years from Sacramento in the west; the Dodge team came from the east. 2000 men were killed during the construction, and when in regular use the coast-to-coast journey took seven days.

In its heyday, Ely station had 170 trains a day, and was known locally as the “Crewe of the Fens”.

There was once a canal built by Sir Nigel Gresley. It was at Newcastle-under-Lyme, and was opened in 1776 to connect the town to the collieries at Apedale, three miles North. This Sir Nigel Gresley was an ancestor of the railway Sir Nigel Gresley.

On the TV programme “Railway Walks” it was stated that Barmouth Junction station had five platforms – and there are only two Welsh stations with more – Cardiff and Swansea.

Good news for Peter – the Refreshment Room at Sheffield station has been restored and reopened as a pub. The room has had a number of non-related uses in the 10 years that it has been closed, and this should be good news for other station users also.

A quarter of a mile of a mile-long disused railway tunnel near Winchester has been converted into a BMX park – probably a unique use for abandoned railway track.

The new tunnel under the St Gotthard is the “Alpine Transit”. It is to be 35 miles long and will take 2500 men 14 years to build. It is due to be opened in 2016-7, and will form part of the Trans-European High Speed Network. Its boring machines have a 10-metre diameter drill-head.

The first railway in India was planned to open at Calcutta on 15<sup>th</sup> August 1854. However, the locomotive was on a ship which sailed on to Australia and the coaches sank in the Bay of Bengal. Therefore the first railway was opened in Bombay. (Calcutta is now Kolkatta, and Bombay is Mumbai)

## Meeting Reports

## Philip Lockwood

### 29<sup>th</sup> June – Fitter, Steam and Diesel, by Ivan Stephenson (report by Ian Button)

A very entertaining talk, with many many photos, about Leeds Neville Hill depot – the inside story about the characters among the staff, and life at the depot. Thank you very much, Ivan.

### 13<sup>th</sup> July – Nineteen-Nineties, Part 1, by Peter Holden

Our Secretary entertained us this evening with the first part of what will be a five-part series of his railway travels in the 1990's. His first slide was of particular interest to me as it showed the remains of the Liverpool Overhead Railway where it entered the tunnel at the Dingle terminus. This was visited twice by me on school trips in the early 1950's. With a slide show depicting the 1990's it is always interesting to note the changes that have taken place, Skipton still had the distinctive mill chimney, Forster Square in the process of being "rationalised", class 60's being built at Procor. Peter's job at that time seemed to coincide with excellent locations, and indeed, excellent weather, also further afield the stone trains of Foster Yeoman in the Vale of the White Horse seemed to be a popular photographic venue. Excellent photography, amusing commentary leaves your reviewer looking forward to Part 2. Vote of thanks by Philip Lockwood.

### 27<sup>th</sup> July - L&Y Locomotives, by Noel Coates

As one who finds the digital age as something of a challenge, tonight's presentation by Noel using Powerpoint gave a very polished talk on L&Y locomotives. We started at Manchester Victoria with a look at the Tile Map of the system before receiving a detailed explanation of just how the locomotive fleet of the L&Y developed. It was interesting to learn that the railway mainly standardised on three main types. the 2-4-2 tank, the 0-6-0 goods and the heavy freight 0-8-0. the railway did have other types and it was interesting to learn that the little 0-4-0 tanks known as Pugs originally had sprung buffers, and that they were changed to solid wooden blocks to avoid buffer locking on tight curves. Another fact the 4-4-2 Atlantic locomotives known as "Highflyers" were the only inside cylinder Atlantic's. We ran out of time before Noel could finish the talk which would have included the Hughes 4-6-0 express engines and the "Final" L&Y design the Hughes Crab. We look forward to our next visit from Noel to complete the story. Vote of thanks by Eddie Lumb

### 10th August – Hills and Valleys, by Richard Winfield

Richard started his show in East Anglia with the railways around Great Yarmouth, still with semaphore signals in evidence. From the Valleys we moved to the hills of Derbyshire and the Hope Valley line at Edale, photographs of trains leaving Cowburn Tunnel and the amazing earth movement around the Mam Tor area known as the Shivering Mountain. For even larger mountains we next moved to Austria and the Brenner Pass line before moving to Innsbruck to ride the tram system. Not far out of Innsbruck we arrived at Jenbach to photograph the metre gauge Zillertalbahn. Boat



enthusiasts were catered for with paddle steamers and the double ended ferry boats which ply between Switzerland and Germany across Lake Constance. A tantalising view of the outside of the Zeppelin museum at Friedrichshaven before moving to your reviewer's favourite country, Switzerland! We started at Andermatt, progressed to Martigny in the Rhone valley and ended up on the MOB system. A varied show covering a large area of hills and valleys. Vote of thanks by Ian Button

#### 24th August - Narrow Gauge railways East of Geneva, by Ray Wilkinson

The subject of Ray's show tonight as the title suggests are the many narrow gauge lines alongside the lake of Geneva and the beginning of the Rhone valley. Starting from the city of Geneva with an aerial view showing the close proximity of the airport which is linked to the city by both rail, and unusual extra double jointed trolley buses. Along the lake-shore our first NG line visited was the Nyon-St.Cergue-Morez railway with its unusual pale green livery. On to Vevey, home of the Nestle empire, where we caught a lake-shore trolley bus to Montreux where we have a choice of three rail systems - the SBB standard gauge, the MOB metre gauge and the rack fitted Rochers de Naye mountain line. Slightly further along the lake we caught the steep funicular at Territet which links up with the previously mentioned Rochers de Naye. A visit was made to Bouveret with its "Vapour Park" miniature village and miniature railway. As a final visit we climbed out of Montreux on the MOB or to give it its full title the Montreux-Oberland-Bernois railway - a non rack line but the steepest adhesion railway as it gains height with a series of tight curves passing through the vineyards linking up with the Blonay-Chamby preservation line as we continue to Montbovon to ride yet another system to the cheese and chocolate village of Gruyeres. Finally on to Chateau-d'Oex and Zweisimmen with its branch to Lenk. Thank you ,Ray, for a well documented visit to this corner of Switzerland. Vote of thanks by Ian Button.

#### 7th November 2011 Enjoyable Pictures, by Robin Patrick

Once the title of the speaker had been sorted out, Robin informed me that he is neither a Knight of the Realm, nor a QC as reported in Steam Railway recently. We commenced to see an excellent selection of slides taken in a period before the end of steam on BR up to the present day. We started with bits of *Flying Scotsman* in the NRM before seeing it in running order on an earlier date. One of your reviewer's favourite locomotives, the ex L&NWR Super-D 0-8-0 appeared not once but four times during the show, this together with the same company's "Coal Tank" gave good coverage of the meagre selection of ex-"Premier Line" locomotives preserved. Another favourite image was of *Sir Nigel Gresley* in blue with a rake of LNER teak coaches on the North Yorkshire Moors line. A South African 2ft gauge Garrett on the Welsh Highland in 2004 brought home to your reviewer how quickly the years pass as it seemed only like yesterday when they arrived! The simple title "Enjoyable Pictures" does not do justice to the quality and variety of the pictures seen tonight, although I am sure the evening was enjoyed by all present this evening. After the show I mentioned that I would have liked to have seen some overseas subjects, you will be pleased to learn that Robin has placed his name on the list for next year with a similar

show of his overseas pictures. The vote of thanks was given by Squire Lumb of Exley! Or should that be simply Eddie Lumb?

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## Letter to the Editor

Keith Preston

Dear Editor,

I feel a need to reply to the lengthy thoughts of Victor Lee about votes of thanks. There are two sides – 1. The VOT should be discarded; 2. The VOT should be retained. I am in favour of 2.

In each society of which I have been a member, only one does not have a thank-you at the end, and I would add that society rarely pays ANY visiting speakers' expenses, which is discourteous. I agree with John Tickner that a short vote of thanks is a courtesy to the speaker, who may have spent several hours preparing the talk. Who does the VOT is up to the Society concerned.

No member of any society can be dictatorial as is Victor, who wants everyone to agree with his views. I seem to recollect that Victor used to arrive late and leave early, although I'm pleased that he does not do this now. I believe the subject of VOTs has had a good airing of opposing views. Perhaps the final say, for members who attend, should be at the next BRC AGM.

Victor has a good knowledge of former railways, and I believe he has explored many on foot. Can he write one or two (shortish?) articles on railway walks for *The Circular* to tell us what remains of interest - with a map! – or grid references. In the mid & late 1960's a group of us walked a lot of the closed lines around Bradford and Halifax, before areas were redeveloped. At that time, metal signs were dumped on embankments or in undergrowth. Those that we found and could carry away are scattered about the museums and stations along the KWVR, to whom they were donated.

Keith Preston

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## RCTS Meetings – West Riding Branch programme

Indoor meetings at Saltaire Methodist Church, 19:30 – all welcome. Admission £2.

2011

20 October	Ken Grainger : “South Yorkshireman” (Bradford to Marylebone)
*1 Nov (Tues)	John Holroyd : “30/40 Years Back”
17 November	Donald Townsley : “Locomotives Built in Leeds” (digital)
8 December	Gavin Morrison : “A World Tour”



42188 leaving Bradford Forster Square, no date

Michael Leahy

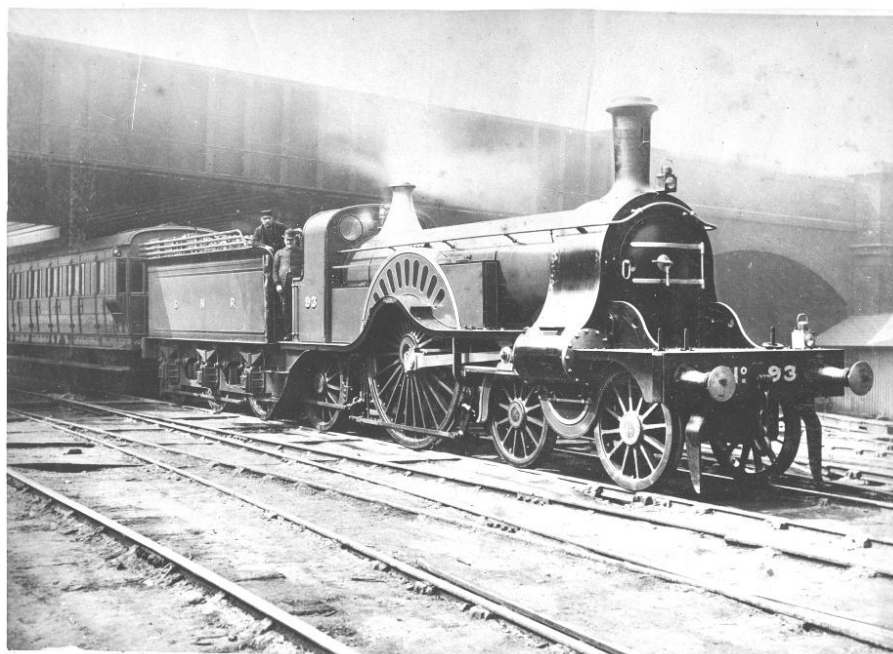


44824 departing Bradford Forster Square with the last "Devonian", 29<sup>th</sup> April 1967

Michael Leahy



G.N. No 251 AS FITTED WITH STOVEPIPE CHIMNEY IN 1909  
(PHOTO PRESENTED BY L.N.E.R. Co — per MR G. POW)



GREAT NORTHERN RY No 93: BUILT IN 1879.  
(PHOTO PRESENTED BY L.N.E.R. Co — per MR GEORGE POW)

Photos from a BRC Archive scrapbook.

Original captions by Douglas Butterfield

2012

19 Jan Ken Horan : “Now and Then” - Memories from an ex-BR Fireman (digital)

16 Feb John Meredith & Bob Schofield : Peter Barnes Memorial Slide Show

15 March AGM + Slides + Artefacts

\*3 April (Tues) Dave Beeken : “When Ripon Had Rails”

19 April David Walker : “All Colours of the Rainbow”

17 May David Tillotson : “Around Great Britain”

21 June Outdoor Event – TBA

\* Denotes Tuesday afternoon meetings, Saltaire, 2.00pm start

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## Secretary's Page

Peter Holden

Not a great deal to report in this issue. I along with Philip joined Huddersfield Railway Circle for one of their outdoor meetings recently. The trip was a run out to travel on the recently opened sections of the Manchester Metrolink system. As with our society most members are retired, so Mike Swift planned an all-day version of the visit, and there was provision for the “workers” to join in the evening. It was a splendid day out with many members and their wives enjoying a grand day out in the sunshine of Lancashire. With this in mind Philip has suggested that we plan an outdoor meeting next summer. So any suggestions will be welcome.

### Forthcoming meetings

Dave Peel will be presenting a most interesting collection of “Vintage USA Mainline Steam” photographs when he travels up to Bradford on **Wednesday 5<sup>th</sup> October**.

Unfortunately I will miss the talk as I will be on holiday that week.

**Wednesday 19<sup>th</sup> October** sees Jim Livesey presenting a talk entitled “Broad and Narrow Tracks” Plenty of scope there! As ever I am sure Jim will present a well-informed show comprising of first rate photographs.

John Whiteley will be presenting “BR Steam in the 1960s and Modern traction in the 1970s & 1980s” on **Wednesday 2<sup>nd</sup> November**. Sounds good to me! Plenty of fantastic and most interesting locos to enjoy top quality images of and as a starter, some steam engines as well. Something for everyone I’d say.

Unfortunately I do not know too much about our guest speaker on **Wednesday 16<sup>th</sup> November**, other than he has been dead for quite a while (must have been too many of his sister Dolly’s sandwiches that finally got him)! Anyway on Wednesday November 16<sup>th</sup> Arnold Ridley is back from the grave to present “A Taste of the Old School” I have been promised however the talk will not include anyone riding on pigs!

Dave Scriven will be presenting “Oh No Not More Snapshots” on **Wednesday 30<sup>th</sup> November**. Usual thing I suppose, Dave’s railway travels around Britain and Europe accompanied by terrible jokes! We would not have it any other way.

We will be finishing the year with our 66<sup>th</sup> AGM on **Wednesday 14<sup>th</sup> December** and Member's Night on **December 28<sup>th</sup>**.

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## Small Ads

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

**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.

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## Circle Diary 2011

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**.