

# THE CIRCULAR

Bradford Railway Circle

No.360 – 2nd Quarter, 2012

---

## Contents

### Page

1	Editorial	
2	CLC Letter Box	Arthur Reeder/Frank Robertshaw
7	Class 172's	Brian Whitaker
8	Railway Picture Websites (Part 5)	Victor Lee
10	Freedom of the Southwest (Part 2)	Andrew Roberts
12	Photobooks	Tom Ickringill
13	Meeting Reports	Philip Lockwood
18	Secretary's Page	Peter Holden
20	Circle Diary 2012/Small Ads	

---

## Editorial

Thanks to a number of members for articles submitted. At last I'm not scraping the barrel to fill the magazine. One or two pieces are held over, so don't worry if your latest contribution isn't here - please keep them coming. To avoid any issue being dominated by any very long article, I often split articles over two issues – I hope readers will not mind. Also, to allow a bit of flexibility in our content, I add or remove the “Special Traffic Notices” section, according to whether or not I need to make space. These notices are important, though, including fire instructions, shopping discounts, various disclaimers etc – so if you aren't familiar with them, please check out older issues (e.g. on the Circle's website).

So, this issue starts off with a very interesting piece from Frank Robertshaw, reproducing his friend's article about restoring a CLC letterbox. And we have another websites article from Victor Lee, with loads of juicy links. Something for everyone, I hope.

Now, let me advertise the Circle Library – new members may not be aware of our library cupboards in the kitchen, stacked with books (still a few), videos (reducing) and DVDs (increasing). No charge for borrowing – please just sign your name & date in the little notebook, and enter the Return date when you bring them back.

Our recent outdoor visit to Stately Trains at Embsay (organised by Philip Lockwood) was a great success (see Meeting Report). The date coincided with the Circular publication date, however, so I hope members will forgive me for holding The Circular back for a fortnight.

# CLC Letter Box Arthur Reeder & Frank Robertshaw

*Words by Frank in italics*

*I met my friend Arthur Reeder through our mutual interest in letter boxes. Arthur owns the Isle of Wight Postal Museum where he has on display over 210 letter boxes and other memorabilia. F*

I heard about the CLC letter box in 2004 when it was discussed in the Letter Box Study Group Newsletter. The general consensus was that it had been scrapped along with most of the steam traction items. From pictures the box looked very interesting as it displayed CLC at the top which stood for Cheshire Lines Committee. The CLC were one of the odd railway companies that had infrastructure and carriages but owned no engines.

They used the engines from the LNER and the LMS. This CLC box had separate boxes for LMS & LNER and a third that appeared to be blocked off. It stood adjacent to a brick wall beside some railway lines.

That was until October 2007 when a strange sight appeared on eBay. This was a similar looking box but looking a lot more dishevelled and it was for sale. Being of interest but very expensive I contacted the seller to find out about the location, the weight and condition etc. I was surprised to find that he didn't know the answers to the last two questions, but he knew it was in Stockport. A quick call to friend Chris Williams who lives in Stockport and he was on the trail to go and have a look! Chris was soon back to me and sent me photographs to show that it was basically a wreck.

The top was broken completely and there were several large cracks, one opened out to more than  $\frac{1}{2}$  " in the cast iron. Not only that, the cast LMS and LNER plates had been cut off and the general condition was extremely poor with holes all over the casting. Some time later I was to find out that some of the damage was due to enemy action in WW2! Added to this the box was in a garden against a fence and a long way from the road. Oh, and it was huge weighing probably  $\frac{3}{4}$  ton!

I contacted the owner and he was staggered. He withdrew the box from sale, pending enquiries. The owner subsequently put the box back up for sale but with a revised description, alas it got no takers as the condition meant it was not really worth the money.

That should have been that, but the owner next contacted me direct and this is what happened. The box had belonged to his father, who had worked all his life from Trafford Park Sheds where this box stood. When the main body of steam engines were scrapped, the works were scaled down and removed from the infrastructure. His father was a railwayman, and he had installed a length of track in his garden to propel a "pump trolley" up and down, which his boys sat on. At the bottom of his garden he had a shed full of railway artefacts and he chose to obtain this old post box for his collection. During the removal of the box from the sidings, they had chained a block and tackle to the overhead footbridge to lift it out. The footbridge had "moved" during this and the box was dropped, causing damage to the body and the top to break. The

top was already cracked and it fell apart. (This footbridge supposedly was installed to help workmen and postmen to gain access to this part of the site as a driver had nearly been run over crossing the track work on the level.) The box was manhandled onto a truck and taken away. It then stood in the guy's garden until his death.

After his death, the house contents were removed and sold, but the box was too big and damaged to even then be of interest. It was taken to one of the brother's houses in Stockport in the back of a transit van. It was subsequently dropped again and yet more damage was done to it. It then languished there until March 2008 when I was asked to make a serious offer for the mortal remains.

This is where things get interesting as the owners, the three brothers, live in different locations. The youngest has the box in his garden in Stockport, the middle one lives in South London, and the oldest brother lives 5 miles from me in the Isle of Wight! There really was no contest when they found out where I lived. The only thoughts they had were, it must not get scrapped and it mustn't go abroad. It had to have a good home. Indeed I took a phone call on the way home from a family get together in Harrow and we did a deal to buy the box with one guy sitting outside my house here and me driving down the motorway from London. The deal was based a projected cost to repair the box and replace the cast iron plates that were stolen. I deducted these costs from the original asking price and we had a deal.

Now yet more coincidences. Getting it from Cheshire to here, I was offered a very special rate by a local haulier if it could be placed on a pallet. He was extremely sympathetic to what I wanted to do, but I needed to get it placed on a pallet. and also out of this guy's garden, and all this in Cheshire while I am on the IOW! Next coincidence, I had a call from a lady in Altrincham who ran, yes, a haulage business. She wanted some information about a postbox she had bought and got my number from a newspaper article on the internet about a little autistic lad that was fascinated by postboxes. She very kindly sent one of her guys with a truck over to Stockport and he reached across the garden with a very long Hiab arm and picked it up. He took it to her works and he banded it to a very strong pallet and got it picked up for me. She took no money for this, she just wanted to help.

So it came to pass that a lorry groaned up to my door, and disgorged 950kgs of cast iron onto my driveway, and it only cost me £80. To be honest I scratched my head when I saw it, as Chris was correct in his assessment it was a pile of scrap. Not only that it was a heavy pile of scrap and I couldn't even move it! I phoned a mate who does my welding, and he said if I could get it to him, he would do all the welding for me, so I decided there and then to get it picked up and taken straight to the welder. Although constructed in three parts, it had been welded together sometime so it had to go in one piece. The door hinges are in a poor state as well, and the top two are just about workable but there is no chance of replacing them. During the time waiting for the driver to turn up I had a fiddle with the bottom postbox. This was not locked as I thought, but rusted shut. When I got it open, there was a dead mouse, many spiders and rubbish, and the mortal remains of one of the railway plates. I duly did the artwork for these plates and sent it, together with these

bits, to our old friends Machen Engineering, to make me some new ones. (I still haven't paid for them yet and they still haven't sent me a bill).

I delivered the box to the welder and it sat there for ages as he couldn't get his hands on enough welding rods to complete the job. Whilst it was there, I decided to do some detective work to find out what I could find out about it. The answer was basically nothing, apart from a photograph in the H.C.Casserley publication called "Britain's Joint Railways". Even the NRM at York knew nothing. I did get hold of a railway group that helped as much as they could but even they had no knowledge of its existence.

***If any members of Bradford Railway Circle have any knowledge of this box Arthur will be pleased to hear from you. [reeder944@btinternet.com](mailto:reeder944@btinternet.com)***

But the box itself had also even some life apart from recent times. It had also seen several colours. It was basically still black when I got it, but scraping the paint away had shown it was red for most of its existence and before that, well light green, but also before that, brown! This now neatly coincides with dating the box, as it is older than the railway grouping of the 1920's. Underneath the plate where LMS plate had been were the letters MR (Midland Railway) and where the LNER plate had been was what looked like MS&L (Manchester, Sheffield and Lincoln Railway) both painted on to the box. This meant that the box pre-dated the old Great Central Railway (GCR) so it pushed its age back further into the 1880's. Colour-wise this all fits as the GCR used brown colour up to 1912 when they changed to two tone green. (The old MS&L railway became the GCR in 1897).

So the box is far older than first thought. Also the area it had been sited in was bombed during WW2 and there were a number of holes and gouges caused by flying shrapnel in the face of the box. All in all, now a remarkable survivor. Add to this, the years of exposure to the heavy sulphurous atmosphere of an engine shed, and the external conditions all explained its state.

I also chopped the remains of the two right-hand locks on the doors. I was going to chuck them out but talking to our local locksmith, he said bring them in and he would take look. We he had nothing remotely like them to sell me, but he made one up out of the pair and also a key for it. Only two more to find now.

In due course the welder finished the box and I had it picked up and dropped off again at the Island Military Museum for shot blasting. The guy there cleans ex WW2 tanks, yet he had never seen as poor as this box for surface damage. Not only that, he couldn't believe the thickness of the cast iron compared with normal pillar boxes. Eventually he cleaned it all off inside and out and he applied two coats of a special sealing undercoat he uses on submersibles because he is that kind of guy! It was duly delivered back here in November 2008. I wrapped it all up and battened down the hatches for the winter.

At the start of February, the pallets arrived from Machen Engineering, so thought was given to starting on the box again. Only a little play here and there, you know, just try the plates to see if they fit kind of things. Well I bolted them all on, after drilling all the fixing holes Machen had forgotten to do, then tapped out all the old bolt holes in the box and so on. Then the bottom box - it had lost its hood a while back. I

## Cheshire Lines Committee Letter Box (see p.2)



Box in ex-railwayman's garden



As finally restored by Arthur Reeder



BRC visit to Stately Trains, Embsay, 27/6/12





46115 'Scots Guardsman' speeds towards York at Brumber Hill with 5Z61 0653 Carnforth - York NRM on Tuesday 19th June, stock for following day's flame carrying special. Robin Patrick



37676 'Loch Rannoch' & 47798 'Prince William' at Copmanthorpe 20/06 on returning ECS as 5Z62 1803 York - NRM - Carnforth 37676&47798 Robin Patrick

wonder if I should make one up?...yes of course, and then it has to be bolted on. Another fine day, oh I'll just do a spot of filling on the holes, nothing major...1 litre of filler later and me looking like a flour grader after sanding it all down. Kim was not too pleased as we were supposed to be going out for Sunday lunch but I just had to get some undercoat on all that filler, 2.5 litres of the stuff!

So it came about that we had two good weekends together and I managed to get all the black glossing done at last. The box has had three litres of gloss on the outside, and half a litre on the inside. So it was finished and all shiny gloss black. But it looks plain. So highlights in white to the name plates, and the beadings? Yes, pick them out in red. It looks fantastic to me.

The trouble is it does not go even halfway to showing all the hard work and effort that has gone into it and all the help I have had from others, not to mention the support from Letter Box Study Group Members! And I still don't have any definitive answer to the usage of the bottom postbox either. I was told that it was a collection box for the Post Office, and then another said it was for internal mail and another suggested driver time sheets! I do know that it had been sealed off by 1949 though and the plates cast for it were blank, so any further information would be gratefully received. Indeed, any information about this box would be welcome, anecdotal or otherwise!

I still have to sort the lock, but hey, we have spring coming up and who needs Sunday lunch anyway..

***The Isle of Wight Postal Museum is not open to the public but if you are in the Isle of Wight, Arthur and Kim will be pleased to see you and you can view the CLC box and all the other exhibits at the museum. They both have businesses to run so do ring them to make sure they are in or can make arrangements. I know from experience that they will make you welcome. If you are camping or have a caravan, they can accommodate you on the site. I can give you their telephone number or use email as above. F***

---

## **Class 172's**

## **Brian Whittaker**

On Sunday December 11th I made an effort to try out the LM class 172s. I caught the 0900 from Leeds to Plymouth,,a cross-country HST with power cars 43285/321. Arrival at Birmingham New Street was 1122 - 2 mins late. Next move was 220017, 9 late at 1213 as far as Leamington Spa where I boarded Chiltern 168003 in the platform awaiting the bus link from Bicester North. Departure was on time at 1301, the journey was via the former GW line. A 172 was spotted at Widney North so at Solihull I changed onto 172235 to Birmingham Moor Street. The southbound train to Solihull was 14 late due to level crossing problems earlier in the journey from Stourbridge Junction; the unit was 172342, a 3 car set; the earlier one was a 2 car. By now the weather was awful - rain and black sky as we passed 67012 and Chiltern coaches stabled just south of Moor St.. At Solihull I changed onto a Chiltern train to

Marylebone formed of 168108/005 as far as Leamington Spa. There I changed onto 221139 on an Edinburgh train which took me through to Leeds arriving at 1853.

The 172s seemed to be good units - comfortable seats and fairly spacious. The 3 car trains would be good units for Northern around Yorkshire – well, one can dream.

---

## Railway Picture Websites (Part 5)

**Victor Lee**

A big bag of allsorts from the good old days

Over 300 good black-and-whites of the Somerset and Dorset lines (Bath-Evercreech-Bournemouth, and Evercreech-Burnham-on-Sea) can be enjoyed at [www.flickr.com/photos/phil-seaford/4927223281](http://www.flickr.com/photos/phil-seaford/4927223281). They are expandable via clicking on “lightbox”. Hundreds more (some in colour) are at <http://www.mckechnies.dsl.pipex.com/3218/s&d>. Unique to the S&D were the 7F 2-8-0's 53800-10. The last one retired in September 1964 – half a century after the first one emerged from Derby. Two survive. The lines closed in March 1966. No wonder they were losing money. No dmu's or railbuses ere tried, and a passenger train was sometimes a huge 9F 2-10-0 with, er, three coaches! Plus, trains left Bath at 4.55pm (too early for commuters), then at 6.05pm (rather late). As if trying to *discourage* passengers.

Another beloved scenic route was the LNWR's Lakeland line, the Cockermouth, Keswick and Penrith. Last resort of “Cauliflower” 0-6-0's. Cockermouth-Keswick closed in 1966; Keswick-Penrith in 1972. See [www.cckpr.fsnet.co.uk](http://www.cckpr.fsnet.co.uk) for pictures. Speaking of “Cauliflowers”, pictures of every LNWR class since 1863 are at [www.lnwrs.org.uk](http://www.lnwrs.org.uk).

Now let's revisit Scotland. [www.railbrit.co.uk/location.php?loc=Polmadie](http://www.railbrit.co.uk/location.php?loc=Polmadie) has 1950's-60's Glasgow shed scenes, from Caley Jumbos to Co-Bo's and Claytons. Both colour and b/w. Also post-steam era to 2010. Replacing loc=Polmadie with loc=St%20Margarets gives 40 1960's pictures from this Edinburgh shed. Ex-NB 4-4-0's and 0-6-0's Y9 0-4-0T's, NBL diesel-hydraulic shunters, and ex-LNER (V2, A4, B1). Again, many in colour. Replacing loc=Polmadie with photographer=A\_Snapper\_%5BCour gives 73 colour slides of Edinburgh-Glasgow in the late 50's-60's. Includes Gresley Pacifics, Eastfield, Haymarket, Saughton Junction and Polmont. For numerous (mainly b/w) images of Edinburgh's railways since the 1890's, many of which show stations, see [http://www.edinphoto.org.uk/0\\_edin\\_t/0\\_edinburgh\\_transport\\_-\\_railways.htm](http://www.edinphoto.org.uk/0_edin_t/0_edinburgh_transport_-_railways.htm) For 173 Scottish steam pictures 1959-1967 (mainly b/w) try [www.flickr.com/groups/1380364@N25/pool/](http://www.flickr.com/groups/1380364@N25/pool/). A little-known Scottish shed with intriguingly ancient origins was Kipps. A substantial part was built as long ago as 1831 (when Stephenson's *Rocket* was but a 2-year-old!) as the Moss-side Locomotive Works of the Monklands and Kirkintilloch Railway. For 1950's pictures of Kipps shed (home to ex-NB locos), plus a history, see [www.jhowie.f9.co.uk/kipps.htm](http://www.jhowie.f9.co.uk/kipps.htm).



Agreeably nostalgic though it is, we need a change from all this steam and sheddery. Contrary to popular myth, I *really enjoy* old railway maps. Attractive scroll-down maps of Notts lines in 1922 are at [www.nottsheritagegateway.org.uk/themes/railways/nottsrailways1922.pdf](http://www.nottsheritagegateway.org.uk/themes/railways/nottsrailways1922.pdf). The GC lines are in green, GN in turquoise, Midland in pink. Not just pretty, but essential colour-coding: around Bulwell/Hucknall/Annesley three competing lines intertwine like an unravelling rope. Around Sutton-in-Ashfield, a cat's cradle of lines provided this town with FOUR stations. Other places managed with a mere three (or 2). By replacing 1922.pdf with 1946.pdf you get Notts lines as at 1946. For maps of Lincolnshire lines (1880 and 1964) see [homepage.ntlworld.com/david.enefer/lincs/lincs.htm](http://homepage.ntlworld.com/david.enefer/lincs/lincs.htm). Also has scroll-down trips along Lincolnshire lines (60's/early 70's). Mostly black-and-white. I wish Mr Enefer would use a gentler colour (white or beige) instead of the *ink-blue* of his picture surrounds – I find it unsettling – spoils the soothing effect of exploring rural byways. I enjoyed the “Humber Ferries” colour slides (BR paddlesteamers).

Numerous signalboxes are at [www.signalbox.org/gallery.shtml](http://www.signalbox.org/gallery.shtml). More signalbox websites are scattered through my previous articles. You may recall the Annesley-Woodford Halse journey, featuring 30 boxes on the GC main line, at <http://www.annesleyfireman.com/id10.html>. Well, I've now found a set showing SEVENTY boxes, again all on the GC main line! Dates vary from construction (around 1897) to disuse (1966 and after). The address is [www.transportarchive.org.uk](http://www.transportarchive.org.uk). What you do is, type “signal box” into the search box (no pun intended). If you type in “station” instead, it gives you 700 GC-line station pictures. I bet Eddy Lumb will be browsing this one! Signal (as opposed to signalbox) fanatics will like [www.signalbox.org/signals.shtml](http://www.signalbox.org/signals.shtml).

And now, from “pegs” to . . . posters and paintings! For scores of lovely “See Britain By Train” posters, try [www.travelpostersonline.com](http://www.travelpostersonline.com). This also has pre-1948, Irish and continental posters (attractive arrays of 6 per screen, each picture being expandable). Scores of prewar Southern posters are at [www.srpublicity.co.uk](http://www.srpublicity.co.uk) but most are in black and white! See [www.carriageprints.com](http://www.carriageprints.com) for scores of 3cm-by-9cm scenic paintings from the 1930's-60's. Arrays of five per screen look nice, but the pictures are not expandable.

For about 500 posters(plus postcards, early lithographs, vintage station/infrastructure pictures, and then over 600 good 40's-50's steam to follow), go to [www.imagestate.com/Preview/PreviewPage.aspx?id2367046](http://www.imagestate.com/Preview/PreviewPage.aspx?id2367046) and click on the “British railways” box. (If you just want the 600 steam-era photos, click on the “C.I.K. Field” box instead.) A slight annoyance is the faint “X” engraved on the enlarged screen images (to discourage unpaid-for downloading). This [www.imagestate.com](http://www.imagestate.com) site is a vast collection on all subjects (e.g. 35,000 pre-1900; 3200 1950's). It's so vast you might never find the railway stuff unless you use the extended address above: homepage indexes on huge sites can be bewilderingly complex. A similarly vast site is [www.time-capsules.co.uk](http://www.time-capsules.co.uk), which includes railways, aircraft, canals, ships, street-scenes and road transport. Another giant archive is [www.scienceandsociety.co.uk](http://www.scienceandsociety.co.uk). With this, it is quite easy to retrieve specified picture

sets to your own liking (e.g. Cuneo paintings; BR posters; railway warehouses) as discussed in Part 1 (Circular 353). Yet another big, general, old-pictures site is [www.heritage-images.com](http://www.heritage-images.com). Specifying “British” and “railway station” gave over 200 (up to 1960’s). Specifying “railway station” alone gave about 550 worldwide.

For bankers of the uphill-shoving variety, see spectacular thunderous outpourings at [www.lickeyarchive.photobook.org.uk](http://www.lickeyarchive.photobook.org.uk). [Editor’s note – sorry, this site is no longer available – see sister site <http://www.lickeyincline.co.uk/>.] Included are impressive 0-1-0, 2-8-8-2T and 2-10-0 types (and, er, 0-6-0 Jinties!). The century 1850-1950 is covered by 40 photos. Plus 1950’s (76 photos), 1960’s (156) and beyond. Quality varies greatly; some are newspaper cuttings!

We think of tank engines as smallish and Thomas-like chaps. How odd, then, to think that the biggest loco ever to work in Britain was . . . a tank engine! It was Gresley’s 69999, the 2-8-8-2T banker. All Garratts are tank engines. Of conventional side-tank locos, R H Whitelegg’s 4-6-4T’s are among the most massively impressive: that’s something for Part 6. Plus, maybe, colossal American 4-8-8-2, 2-10-10-4 and other such sky-darkening monsters!

---

## Freedom of the Southwest (Part 2)      Andy Roberts

Tuesday 30<sup>th</sup> August. Today we are moving our base to Par for the next two nights. Once more we board the 09:36 From Exeter, alighting at Par, 150 246 being the unit. After checking in at the Royal Hotel, which is conveniently placed outside the station, another trip to the seaside seemed attractive, so we headed for the 12:09 Par to St.Erth (43 070 & 43 091), and at St.Erth we change onto the branch line to St. Ives. There was an air of total mystery as to whether the service would run. As the departure time came and went (which is more than can be said for the train), we were not too sure what to do next. The train by this time was showing as cancelled, perhaps we could find a local bus? Or catch the next service to either Penzance or back towards Truro? As we pondered our options the train appeared, somewhat late. Everyone piled on and we were quickly on our way. I quick look at the timetable showed that there is not much time for catch up should things go wrong, so this must have been the case, but why did FGW show it as being cancelled? So the late running 13:18 to St.Ives departs, 150 121 being the unit. A walk into town for lunch, visiting The Golden Lion which had a very good selection of ciders on sale as well as real ale, and The Queen’s Hotel. Local beers from Sharps and St. Austell were sampled. Being Bank Holiday week the place was packed. Time to move on, not to the Railway Station, but to the bus stop. Peter’s idea was to catch the No.17 bus to “Mexico Inn” which is not too far from Long Rock Depot, and changing here onto the 16:51 bus to Helston. Helston may no longer have a railway connection but does have one of the country’s original brew pubs, The Blue Anchor which brews “Stingo Ales”. I tried their Jubilee and Middle beers, excellent they were. After a very enjoyable few hours we catch yet another bus, this time the No.2 to Penzance. With time on our hands a visit to the

Crown Inn was made, before boarding the 21:45 to Par. This train was the “Night Riviera”, and 57 603 is our locomotive; loco-hauled is indeed a rarity these days. Making use of the lounge car we tucked into a burger washed down with beer, before arriving at our destination.

Wednesday 31<sup>st</sup> August. A very civilised start today - the 09:51 to Plymouth with 43 023 & 43 181. Crossing platforms we board the 10:54 to Gunnislake (150 246). This service uses the other remnant of the L.S.W.R (Exeter Line) as far as Bere Alston, and we noted en route the mileposts relating to distances from Waterloo. After reversing and passing over Calstock viaduct you arrive at Gunnislake. A very steep descent into town for lunch, visiting the Buccaneer inn, The Cornish Inn and the Tavistock Hotel, where the landlord (not Timothy Taylor) insisted his Sharp’s Doombar straight from the barrel was the best pint in Britain. Peter having sampled the beer, suggested he should get out more, going on to assume he had never been to Yorkshire for beer! Indeed he had not. He then told us that he had served 6 pints of his “so called best beer” to a group of American visitors, and they left it. Although leaving it was never an option, he had now shot himself down in flames! But that’s his story - mine is they were homesick for a Bud! Back to the station, wisely by bus back up the hill for the 13:45 to Plymouth, returning on the same unit. Our next branch was the Looe line. Catching the 15:12 Plymouth to Liskeard (43 179 & 43 025) crossing of course the Royal Albert Bridge on the way. Then onto the 15:42 to Looe (150 126) reversing at Coombe, noting the still used freight line to Moorswater. A walk into town to visit The Bull, The Ship Inn, The Globe and Ye Old Salutation, Skinner’s and St. Austell beers being enjoyed. We returned on the 18:33 changing again at Liskeard onto the 19:11 to Par (43 063 & 43 017) The remainder of the evening was spent in the Hotel where we were treated to Peter’s pool skills.

Thursday 1<sup>st</sup> September We check out of the Royal Hotel and board the 08:51 Paddington service as far as Bath, our next stopover for two nights, 43 175 & 43 177 being the power cars on this through service. Having checked into our B&B for two nights we rather predictably head back to the station to catch the 12:36 to Bristol Temple Meads (158 950). A connection was made onto the 13:16 service to Severn Beach, returning on the same unit 150 238, on the 13:55 back to Bristol. Three rather splendid pubs were visited, The Kings Head, The Cornubia and The Seven Stars. Returning to the station we board the 17:30 Bristol TM to Swindon, an HST service with power cars 43 137 & 43 021. This enabled us to traverse a not very well used line - we board the 18:44 Swindon to Trowbridge (via Melksham) being formed of a single car 153 377. At Trowbridge we decided to return to Bath Spa on the 19:47 (158 887). Supper was now enjoyed in The Sam Weller followed by a few pints in The Raven.

Friday 2<sup>nd</sup> September Our last full day, this was a sort of triangular route. 09:36 Bath Spa to Portsmouth Harbour formed of 158 953. Berthed alongside the station is HMS Warrior, and of course HMS Victory is also at Portsmouth. An early lunch was enjoyed in The Ship and Castle, before returning to the station to catch the 13:23 to

Southampton Central (158 952) We change at Southampton onto 444 018 which forms the 14:24 to Weymouth. A pleasant walk along the sea front and through the town, for a visit to the excellent Boot Inn, which serves a full range of Ringwood Beers. After sampling the full range we return to Weymouth Station in good time to witness a remarkable and totally bizarre shunting manoeuvre. 158 951 was positioned in the platform. The arriving service from Bristol was running around 25 minutes late. A train crew arrived but would not allow passengers onto 158 951, eventually they ran the unit out of the platform, into a siding outside the station. The unit from Bristol eventually turned up, but alas this was not to be our train. 158 951 then returned to the platform stopped in front of the recently arrived train and we were allowed to board. Around 30 minutes late we departed. Why on earth they did this totally pointless manoeuvre, rather than leave on time, is beyond me???

Saturday 3<sup>rd</sup> September. Homeward bound. Peter left early, heading home via London, apparently passing three locomotives in steam on the way! For myself and Michael it was the 10:07 Bath Spa to Worcester Foregate Street (158 955), reversing at both Bristol Temple Meads and Gloucester. Lunch was spent at The Dragon Pub before returning to the station to catch the 15:02 to Cheltenham Spa (158 955 again) Here connecting with the 16:01 to Swindon (158 763) reversing at Gloucester. Michael headed to Bristol for two nights, myself to Paddington on the 17:11 HST. Apart from the Tube – my journey's end.

It was pleasing to see so many travelling by train especially on the West Country branch lines. Quote of the tour. Originating from a South West Trains 158 toilet. "I tried to get hold of something". My thanks of course to Michael and Peter for the company. Total mileage 1,711.

---

## Photobooks

## Tom Ickringill

There are many companies, especially via the internet, whereby, in some cases, after downloading the applicable software (not in every instance), can then proceed to produce their individual and personalised book. Before downloading the specific requirements to the producer, it is up to you to decide on layout, narrative, size of book required, quality and type of paper, no of pages, etc.etc. – the list can be endless, depending on what you want. There are many companies out there vying for your custom – Pixum, Blurb, Photobox, Snapfish by HP, Bob's Books, My Publisher and Vistaprint (Albelli (?)) to name but a few.

I have used My Publisher, an American based company, on three separate occasions so far and they come highly recommended, but you have to wait for special offers, watch the USD exchange rate and don't be caught out by FED-EX charges. The quality and service I have found to be excellent. Another one used was Snapfish (albeit via a free offer from the Daily Mail) whereby I can class this on a par with My

Publisher. My only disappointment was Pixum (another free offer spotted) whereby this was rubbish to put it mildly.

The main reason for this article is that one of the companies mentioned, Blurb, does, after your request, offer these books for general sale to the public. If you go onto their website, click on bookstore and search for 'railways' there is about 20 pages of railway related books for resale. The vast majority of these books can be previewed from 15 pages to its entirety. Some are by well known photographers, e.g. Michael Rhodes & Robert Falconer. Others are by 'Railway Groups' up and down the country, one being the UK Railway Photographers Group who have their own website on Yahoo.com. How many books these individuals sell and how much they may make is a totally unknown quantity, and, obviously Blurb will take their %. (at this initial stage, I have not studied any of their terms and conditions).

To take this further, have any members of the BRC used Blurb and what are their thoughts on the end product ? Is there anybody out there who would consider a joint effort to produce such a book on behalf of the BRC and then forward the profits to the Circle's coffers or say to a specific charity? At this initial stage, it's a case of 'testing the waters' and finding out who may be interested without turning this into a discussion forum. If I'm not at a meeting, you can always email me on [tomthetrainspotter@btinternet.com](mailto:tomthetrainspotter@btinternet.com).

---

## Meeting Reports

## Philip Lockwood

### 21 March 2012 - Trains, Buses and Trolleys in Bradford by Robin Lush

Robin started with pictures taken at Bradford Forster Square Station when it still had much of its original track layout. We saw Jubilee and Britannia class locomotives in the latter days of steam. It was interesting to see the old Bradford Power Station with its unusual wooden cooling towers. Moving out to Manningham with the engine shed still in place with the somewhat basic means of coaling the engines. Also interesting were the views of the one-time meeting room of the Circle on Manningham Station. Moving to Exchange Station, just about intact at this time, with views of the Bradford portion of the Yorkshire Pullman being shunted by an immaculate 03 shunter. Next it was the Trolley section with many views not only of the trolley buses, but also many of the buildings which were swept away later in the name of modernisation, including views of the old Swan Arcade and also petrol at 49p per gallon (not per litre!). As usual the circle vehicle spotters were able to name choice examples from the past including a Jowett Javelin sports car. The industrial scene was covered with a visit to Esholt Sewage Works with the locomotive Nellie being fuelled with "Waste" - an early example of recycling. The end of trolley buses was covered along with the various examples of motor buses which were to replace them, being replaced themselves and becoming a part of history. An excellent show, good photography, thank you Robin. Vote of thanks by Eddy Lumb.

#### 4 April 2012 - L&Y Locomotives Part 2 by Noel Coates

A return by Noel to give us Part 2 of the History of L&Y Locomotives. As we have come to expect, Noel has an encyclopaedic knowledge of all things L&Y, and he also has a good understanding of computer, it would appear. The presentation was as usual excellent. We started in the Harry Hoy period which ran from 1900-1904, this was a period where the style of lettering changed on locomotives; it was interesting to note that Lancashire is spelt with ten letters whilst Yorkshire only has nine therefore presenting an unbalanced look. The answer, simple, put a full stop after Yorkshire! From 1904-1922 George Hughes took over as CME and in doing so introduced the Rail Motor where the engine unit had Walschaerts valve gear for the first time on the L&Y. The show finished at 21-30 with Noel having still much to add to the history of the L&Y, so possibly we might have the makings of a Part 3. Vote of thanks given by Ian Button.

#### 18 April - The rebirth of the Great Western Mainline by Stuart Baker

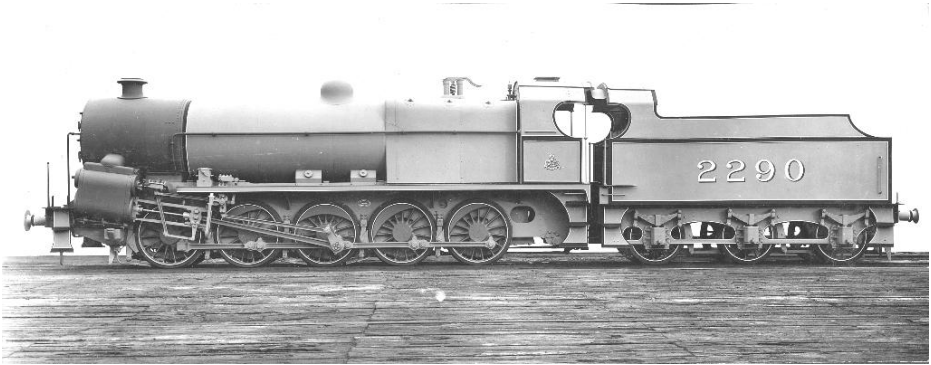
Consulting Frank Robertshaw's book, "The Bradford Railway Circle 1945-2005" I note that the first talk given to the Circle by Stuart was on the 20th September 1972, which also happened to be the last meeting at the Idle clubroom. The subject then was Railway Electrification, so it was an interesting parallel that tonight's talk, "The Rebirth of the Great Western" and the plans to electrify a large part of the railway network should in some ways follow on from his first talk. A large part of tonight's talk dealt with the rebuilding of Reading station, with all the associated problems associated with this work. Stuart explained that a good part of the planning took place on the dining table at home over a weekend. Multi-million pounds schemes appeared to be less of a problem than I experience in re planning my model railway! The talk ran in two parts with a break for tea, something unusual for the Circle. The clue for the tea mashers being a blackberry, in this case a real fruit one as opposed to an electronic cell phone! On resuming, Stuart dealt at length with the new electric trains which in some cases would be both electric and diesel powered. I unfortunately had to leave before the meeting finished so am unable to give more information about the second part. As usual Stuart regaled us with many tales of amusing incidents, probably better not related here in print. Thanks Stuart, as a Swiss railway enthusiast can I suggest a talk about your earlier travels to that country. Vote of thanks by Eddy Lumb.

#### 2nd May 2012 - BR Steam in the 1950's and 1960's By Keith Preston

Tonight's slide show by Keith was mainly based on a chance meeting with an elderly gentleman by the name of Eric Stanley. He was in the process of getting rid of his slide collection and wondered if Keith would like them. A couple of carrier bags were later passed to Keith which contained a collection of slides, many from the Colourail catalogue. However, the first slide, not Colourail was a picture of Eric Stanley posing in front of an American 4-8-4 locomotive lettered for the Santa Fe railroad. What followed was a most interesting collection of slides, including a colour shot of the Easingwold Railway by Jim Jarvis, a nice shot of an L1 crossing Sandsend Viaduct, plus gems that included the fabled LNER Gresley Garratt locomotive captioned as

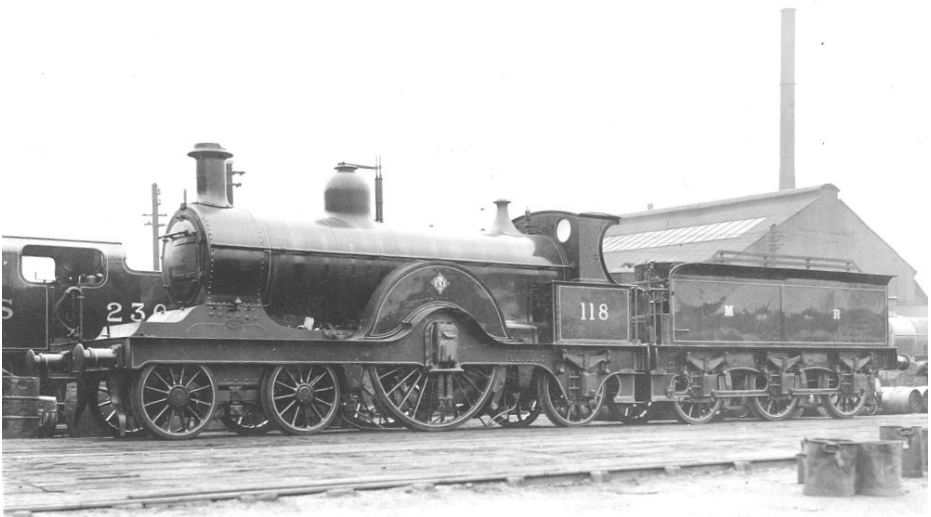


## More photos from the BRC Scrapbook Archive



Lickey banker – MR 0-10-0 No.2290 (built 1919)

See [http://en.wikipedia.org/wiki/MR\\_0-10-0\\_Lickey\\_Banker](http://en.wikipedia.org/wiki/MR_0-10-0_Lickey_Banker)



MR 4-2-2 "Spinner" No.118 – location unknown, but evidently soon after 1923, with an LMS-lettered loco on the left. Now preserved as MR 673.



42269 at Bradford Exchange on 07:50 Bfd-KX 6/8/66

M Leahy



45279 passing Mill Lane, on 09:00 Llandudno 6/8/66

M Leahy

near Dunford Bridge on the Woodhead line. Much audience participation as to details and locations of some of the pictures which also included a number of slides taken by Keith's father and Keith himself. One of the outstanding features to your reviewer was the quality of slides definitely not all taken with a Leica, and more probably taken with Kodak Retinette/ Ilford Sportsman pre SLR cameras. Also outstanding was the wealth of lineside interest sadly lacking for the present day photographer. A most enjoyable evening and a special thanks to Keith who has obviously put in a lot of effort in researching the slides to establish locations and dates. The vote of thanks given by Eddy Lumb.

#### 16 May 2012 - Trains in the snow by Les Nixon

A full house for this slide presentation and talk by Les. The first slide taken in 1964 of a Ford Cortina in a very snowy Derbyshire landscape setting the scene. Next an unusual sight in 1967 of a working traction engine working in tandem with another machine to clear a silted up dam. Next a sequence of shots taken from a lady's back garden, Les having knocked on her door to ask permission. After a couple of further visits coffee and biscuits were provided! A similar occurrence when Les returned to the same spot in the Hope Valley on four consecutive days to photograph the changing weather scene, on the third day a puzzled lady enquiring as to what he was about, when told he was photographing trains, supplied tea. A large number of slides were taken on Les's home ground in the Peak District before venturing further afield to include the Colne Valley and the industrial scene. Les relates the story of finding a £10 note in a field near Gledholt Tunnel whilst out photographing. No doubt Les will be inundated by calls from Huddersfield Railway Circle members claiming to have lost it! The Woodhead route was covered as well as further afield with snow in South Africa and South America. As always excellent photography and a witty and informative narration. Thanks Les. Vote of thanks given by Gavin Morrison.

#### 30 May 2012 - ITMA 'It's that man again' by Dave Scriven

Another entertaining evening again by Dave. Tonight a digital presentation which included print, slide as well as digital images scanned as a digital show. Dave chose to select his favourite stations, and just to make it more interesting (or demanding!) an alphabetical tour. Knowing Dave's interests for Swiss railways it was not surprising that his choice for A should be Arth-Goldau on the Gotthard Main Line, an interesting station as it is also one of the lower stations of the Rigi mountain rack line. Whilst racking my brain for a station beginning with B in Switzerland Dave chose Bradford Exchange in its final years. Many members guessed C as Carlisle before also guessing Doncaster for D. Nobody guessed E which was Erstfeld in Switzerland again, a favourite place for Dave. An unexpected choice for F - Farringdon in London. I didn't manage to make it to Z as 'Tea Mashing' duties called. As always Dave gave an interesting and witty explanation to his pictures, with his insider knowledge he was able to surprise two spotters who had never seen a Deltic on the main line, that if they waited a few minutes they would see two! Vote of thanks by Gary Hayhurst.

### 27th June 2012 - BRC Outdoor Meeting to 'Stately Trains'

The Circle enjoyed a warm sunny evening for this visit to Stephen Middleton's 'Stately Trains' workshops at Embsay. the outing was well supported by members and guests where we were shown on going restoration of the unique North Eastern petrol railcar and trailer coach. Also under restoration was an early Pullman coach. We moved on to inspect the three coaches used for the 'Strawberry Specials' in July each year. these being six wheel stock from the turn of the century and previously been in the stock of the Great Eastern Railway and the Great North of Scotland. Interest was shown in the fact that these vehicles had teak wheel centres. Stephen proved to be a mine of information and was able to answer the many questions asked. After the group photograph we were able to present a three figure donation towards his restoration projects. Perhaps if there is sufficient interest from members I could organise an evening 'Strawberry Special' for next year. The vote of thanks was given by our President, Gary Hayhurst.

---

## **Secretary's Page**

## **Peter Holden**

We seem to have got off to a reasonable start this year. I am pleased to say we have a couple of new members who have joined recently, which is very good to report. Personally I have just returned from a trip around Britain by steam train and I am preparing to go on holiday to Portugal next Friday (25th May), so it's all a bit hectic at the moment. Work has unfortunately managed to get in the way of attending a few meetings recently which is rather unfortunate.

Well, as a bridge into the forthcoming meetings bit:-

I along with work colleague Richard Walker (who has just joined the Circle!) have started a bit of a challenge at work. Each year East Midlands Trains offer a flu jab to all employees. So the challenge has been to make a day out whilst taking up the flu jab. We have had our jabs in "the quiet room", Nottingham Station; EMT's office at Norwich; and last year we visited The Management Suite at St. Pancras for the second time. The nurse usually asks where we intend going following the jab. "Lille today" I replied. So having been jabbed we board a Eurostar to Lille. We enjoyed an interesting trip over to Lille, riding the tram out to Roubaix and back followed by a spot of lunch before returning. Anyway a few beers later we board the 19:20 Grand Central service from Kings Cross to Bradford Interchange. We sat in the front carriage and the only other passenger in that carriage for some inexplicable reason chose to sit adjacent to us? I would imagine he found the pair of us, having had a bit too much, to be a bit of a pain? I went to the buffet and bought a couple of beers. On my return the man sat opposite boldly asks "are you Peter Holden". Yes I am, why? "I've just had a text from Jon Veitch"! Great, just what you need when coming home from France having had a few, the bloke sat opposite knows the boss! That will teach me to wear a "Neville Hill Real Ale Society" polo shirt. Five minutes later he hands me his mobile, I'm having a conversation with Jon. I have no idea what either of us said, but I'm still there! I had noticed that this chap sat opposite had an incredibly expensive looking

digital camera, and was showing railway pictures on his lap top to the guard. So as he had dropped me in it I thought I would get my revenge by inviting him to give a talk at the Circle! I'm pleased to say he took up the offer.

#### Forthcoming meetings

On **11th July** we welcome Paul Bigland who will be presenting "Through my Eyes" A selection of digital images from around the UK including many behind the scenes views of the modern railway. Paul is from Halifax and I met him on a train!

David Wilkinson will be presenting Digital Snapshots at our meeting on **July 25th**.

Not too sure of the exact content, we will have to wait and see.

On **8th August** we have a presentation by Richard Winfield - "Czech Returns". I am sure Richard will be entertaining us with a variety of interesting railway photography from this most interesting country.

Colin Boocock returns to continue on from last year's very interesting and informative talk regarding Bulleid's Pacifics, when on **22nd August** he presents "Bulleid's Other Locomotives" I think this must involve the odd diesel and of course that steam engine that looked like a diesel! Can't beat that! If we must have steam locos why not have them look like a proper engine?

"Steaming Around the World" is the title of David Tillotson's presentation on **5th September**. This is a change to David's original title, but I am sure we will all enjoy seeing David's images of steam from around the globe.

**19th September** will hopefully be a most interesting evening. Long term member (so to speak!) Jonathan Stockwell is giving a pictorial history of the "Derwent Valley Light Rly". I for one know absolutely nothing about this railway other than where it ran from and to! So it will be most informative to find out this railway's history.

---

## Ben's Bits

Most railways were built for freight traffic. The passenger traffic usually developed later. However, in the case of the Belfast & Northern Counties Railway in Ireland, its primary function was to transport passengers to a spectacular coastal path constructed by the company, incorporating exciting bridges & tunnels. After the war the path was allowed to deteriorate and it was eventually closed. It is now being restored under a £6 million scheme, and is due to open in 2013.

Passenger usage figures for Bradford area stations for 2010 have just been issued :-

Bradford Interchange	2,274,096
Bradford Forster Square	1,955,024
Keighley	1.5 million
Shipley	1.3 million
Bingley	1 million
Baildon	213,690
Saltair	586,208

## Circle Diary 2012 (\*\* indicates recent changes)

	Jul 11 <sup>th</sup>	In My View	Paul Bigland
	Jul. 25 <sup>th</sup>	Digital Snapshots.	David Wilkinson
C	Aug.8 <sup>th</sup>	Czech Returns.	Richard Winfield
	Aug.22 <sup>nd</sup>	Bulleid's Other Locomotives.	Colin Boocock
	Sep.5 <sup>th</sup>	**Steaming Around The World	David Tillotson
P	Sep.19 <sup>th</sup>	The Derwent Valley Light Railway - A Pictorial History.	Jonathan Stockwell
	Oct.3 <sup>rd</sup>	Thirty And Forty Years Back.	John Holroyd
	Oct 17 <sup>th</sup>	Tribute To Steam.	Tom Heavyside
C	Oct.31 <sup>st</sup>	Photography Competition.	Tom Ickringill
	Nov.14 <sup>th</sup>	Somewhere in Europe. Steve Chapman and Colin Kennington	
	Nov.28 <sup>th</sup>	The Horsham & Guildford Direct Railway. Tony Newnham	
P	Dec 12 <sup>th</sup>	67 <sup>th</sup> AGM. followed by Members Night	Members

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

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

## Tilly Tours

For David Tillotson's outdoor visits programme, please see the Circle website page  
<http://www.bradfordrailwaycircle.co.uk/downloads/TT2012.htm>

## Small Ads

**FOR SALE** Victor Lee has the following unwanted gifts for steam fans :-

1. Sculpture of 9F *Evening Star* in coal. 10 inches long (00-scale), on plinth. Amazing detail; black livery (naturally!). £6
2. Cigarette cards by Taddy & Co. – set of 25, mounted in 2ft x 1ft glass-fronted wooden frame. Cards of 1930's steam locos worldwide. Again, a snip at six quid!
3. Original oil painting of A3 60081 emerging from Arthington Tunnel. On "Daler Board", 10 x 16 inches, no frame. Artist is Frank Payne, 1979. A giveaway at ... £15

Please contact Victor if you are interested – Tel. 01132 866202.

BRC member John Tickner is still offering his **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).