

THE CIRCULAR

Bradford Railway Circle

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Contents

Page

1	Editorial	
2	Great Britain V (Part1 of 3)	Peter Holden
7	Letter To The Editor	Gary Hayhurst
8	Railway Picture Websites (Part 6)	Victor Lee
9	A Winter Warmer	Michael Wade
12	Notes	Chris Taylor
13	Meeting Reports	Philip Lockwood
14	Visit to Cork, July 2012	Geoff Kerr
19	Photographic Competition	Tom Ickringill
20	Secretary's Page	Peter Holden
20	Circle Diary 2012	

Editorial

Firstly, the Editor offers his apologies to all, especially Tom Ickringill, for omitting from *The Circular* No.360 Tom's article about the forthcoming Photo Competition. However, there's still time to take part, as entries can be handed in on the day (31st October, before 7:20pm) – so go ahead and ENTER! Let's all get photting (or digging out historic shots from our archives) to make it a great success. And don't forget, there are prizes for the winners!!

Many thanks to new contributors – Chris Taylor and Geoff Kerr, for responding to the Editor's please for more copy. Chris' Notes from Fenay Bridge (see p.12) will help to keep us informed about current developments; and Geoff's article about Cork and the railways around there (together with his photos) cover an area we seldom hear about.

News that the decision to award to new WCML franchise to First, instead of Virgin, has been stalled by Virgin's request for a judicial review, is hardly inspiring, as no doubt the whole process will now be delayed by many months.

Further apologies – this time for splitting Peter's GBV article into three parts, but it would have occupied an entire magazine if left undivided, and the need to include several other pieces in this issue means that we'll cover his adventures in easy stages.

Great Britain V (Part 1)

Peter Holden

I have been threatening to join Michael on his annual trip around Britain by steam train for the past couple of years. Work commitments and general lack of funds have always managed to put a stop to this unfortunately. Having paid off my mortgage last year and having permission to book holidays during the annual stock count (gutted about that) I thought 2012 was to be the year. Andy Roberts was easily convinced he should join us.

The “Great Britain” is run by The Railway Touring Company. Michael, being a “regular”, volunteered to do the bookings.

The main problem for this venture, would be getting gauge clearance at home. I thought it would be unfair to spend such a vast amount of money without inviting Kay to join me. Inexplicably she was not too keen on spending nine days on a train. Even the over the top guide to the trip in the brochure did not inspire a change of mind. Anyway after the obligatory two days or complaint, a compromise was struck, which involves me paying for a holiday later in the year to Portugal.

Friday 20th April

After packing my case away down to the bus stop, catching the bus shortly after 09:30 meant it was packed out with pensioners with their bus passes.

I decided to travel to London on the 10:22 Grand Central service from Bradford Interchange. The guard made several apologetic announcements about the set (180 102) being on hire from Hull Trains, thus it had no power sockets or wireless internet. On arrival at Kings Cross I had a quick look around the new concourse, which at the moment is being used for passengers entering the station. Being the cynical person I am I soon found fault. The ends are open to the elements, so I imagine standing waiting for your train to be announced (45 seconds before departure) in mid winter will be a cold experience. Having had a good look around I made my way to the Northern Line to meet Michael and Andy in the Royal Oak, Borough. At 21:30 having spent a most pleasant seven hours in the pub it was time to call it a day.

Saturday 21st April.

An early start sees Andy and me catching a Piccadilly Line train from Oakwood, leaving around 06:40 to Kings Cross. On arrival I noticed a West Coast 47 against the buffers at platform one, it had brought the empty stock in to form our train. We had plenty of time before our booked departure at 08:17 so a bacon sandwich was enjoyed before leaving our cases in the baggage car and finding our seats. We were booked in carriage E which was situated in the centre of the train. I had a wander up the platform to take a picture of *Bittern* as it simmered away at the front. Built at Doncaster in 1937 this was supposed to be the epitome of the Gresley design. Apparently it spent much of its life running between Newcastle and Kings Cross, returning the following day, before moving to Ferry Hill and working trains to Edinburgh and Glasgow. It did its last “proper job” in 1966 a bit like the England football team!

Now it has to be said I had been wondering how on earth it could take so long to travel from Kings Cross to Edinburgh. Having been on many railtours in the past I’m used to trains wasting time un-necessarily, but nine and a half hours was a new concept to



"Bittern" at Kings Cross

Peter Holden



70013 *"Oliver Cromwell"* at Preston

Peter Holden



46115 'Scots Guardsman' at Aviemore

Peter Holden



61994 "Great Marquess" at Fort William

Peter Holden

me. The 08:00 East Coast service does the same journey in four hours and thirty one minutes!

Having been born too late for steam traction, this was my one and only chance to do such things as an A4 out of Kings Cross.

We depart on time to begin our somewhat slow dawdle up the east coast main line, suburban units whizzing past in the normal manner I'm used to whizzing past them! The A4 never really got going, I remembered a run behind *Sir Nigel Gresley* on the Scarborough Spa, which was truly fantastic. Unfortunately, this was no such journey. We arrive at our first water stop at Holme Jct, just south of Peterborough. Tender replenished we move away, great! I reckon that if an A4 can do 126mph down this hill surely we can manage 90mph up it? Not so, we did manage to reach around 70 on the odd occasion but alas not for long. We arrived at our second water stop on time, this being the ex-Royal Mail terminal at Doncaster. Having stood for quite while we move away, and soon we are up to speed (so to speak) as we travel north. We turn away from the main line at Hambleton South Jct. This is not the route our very comprehensive itinerary suggested we would do? We make our way through the now defunct Gascoigne Wood and swing right to head up through Sherburn to Church Fenton. Blimey! There are a lot of people with cameras at Colton Jct. must be a special coming through, wonder if we will pass it?

I am not making this up....honest. I noticed that one of the passengers had turned up in fancy dress. He had come dressed as Scott of the Antarctic. Complete with a massive anorak, balaclava helmet and goggles. He took up position in the vestibule and stuck his head out of the window; he had a stop watch in his hand and scribbled notes as we went along. There he stayed for the entire week! I can't imagine a Yorkshire man paying so much for a seat and standing up all week. Unbelievable!

York. Locomotive change, we say farewell to *Bittern* and were to continue on behind A3 4472 *Flying Scotsman*, but apparently it is broken again (after all that money has been spent on it?). So instead of another Gresley locomotive, we welcome 70013 *Oliver Cromwell*. Built at Crewe works in 1951 to the standard design of Robert Arthur Riddles, the loco spent its early years working expresses out of Liverpool Street. It hauled the last BR steam passenger train on 11th August 1968.

More importantly there is the York Tap to investigate, a newly converted pub in the former buffet rooms, which had until recently been a home for a model railway.

We depart York on time and make our way north at a reasonable pace. This is more like it! At last we are moving! Chalk and cheese springs to mind, there could hardly have been a more stark contrast. 70013 was marvellous - it went fast and sounded good. The section between York and our next water stop at Low Gill Royal Mail terminal was splendid. I would guess we kept to 75mph at least. We had a class 47 on the rear to accomplish the shunting in and out at Low Gill. Having filled up we leave the 47 behind and continue north, once more a splendid run was enjoyed. Arrival into Waverley was around 21:30. Overnight accommodation was at the Holiday Inn adjacent to Edinburgh Zoo.

Sunday 22nd April

Following a good night's sleep and a fantastic breakfast (including haggis) being negotiated, we join our bus transfer back down to Waverley to re-board our train. Moving away on time behind 4-6-0 46115 *Scots Guardsman*, which was built in 1927 by the North British Locomotive Company in Glasgow. It was rebuilt in 1947 with a tapered boiler and smoke deflectors.

We exit the station and head east to travel around Edinburgh on the freight lines as steam locomotives are not permitted to travel between Waverley and Haymarket. Our departure from Edinburgh had been brought forward, but strangely our booked time at Haymarket West Jct. was the same, so we stood for forty minutes in the middle of nowhere! Moving on again we travel across the Forth Bridge, presently there is no scaffolding or men working on it for that matter! So the view from the bridge is much better than for, well as long as I can remember. The bridge does indeed look splendid. Carrying on through the home of Linoleum (Kirkcaldy) to Thornton Junction, the train passed Thornton North Junction and stopped in the down loop. Here splitting in half. The front half continuing forward, behind *Scots Guardsman*, through Dundee and Aberdeen to Inverness. Whilst our half at the rear behind K4 61994 *The Great Marquess*, reversed and ran back through Cowdenbeath, along the normally freight only line to Alloa and on to Stirling, a quick glimpse of the boat lift at Falkirk was seen as we continue forward to the outskirts of Glasgow. Having passed Eastfield Depot (not one 37 in sight), we swing right, now following the route of the sleeper train to Fort William. Our next water stop was at Craigendoran Jct. near Helensburgh. These water stops are really a pain! Having waited for a train to come off the single line section we at last move on. The K4 did really well until we came across some serious inclines and then things fell apart somewhat! As is the case with diesel specials the people in the trains appear to know far more about what should be happening up front than they think the crew know. Various stories of sub standard coal and sub standard drivers were passing around as we made slow progress. In some cases only a few yards were moved before grinding to a halt again.

We eventually reach Crianlarich - time to get the camera out. Up to the front for a picture of the engine. It looks quite well in BR black. I spotted a mistake with the repaint. They must have not had the right numbers, some one had put "6MT" above the number, this can't be right? 2MT would be more like it. Apparently it is a class 6 because it has three cylinders I am told? Can it only use one at a time then? I reply. The last of the serious hills being negotiated in the Corrour area now behind us, we make good progress to our destination of Fort William. Our hotel for the second night is the Ben Nevis, for the second time we are a distance from town, around a half hour walk. A few drinks were enjoyed in the bar before calling it a day.

[to be continued]

Letter to the Editor

Gary Hayhurst

Dear Members,

Those who attended Bradford Railway Circle meeting on the 8th August 2012 will realise what an excellent show we were treated to by a professional photographer, one Paul Bigland. Paul may not be an ardent railway enthusiast but is certainly a photographer who has an intense photographic interest with railways today.

Paul takes only digital pictures of the modern railway scene both at home and abroad. He does have some steam engines, mainly in Germany and Wales, but on the whole it is up to the moment scenes of modern railways.

He gains commissions from TOCs and Network Rail and other parties, and his pictures are published in railway magazines for both public and industry.

The biggest thing for me was the refreshing challenge he brought to his pictures. For all of you out there who are looking for something different in their photographs then I suggest that Paul might be the one to inspire you.

His use of light and shade was an interesting aspect as well as his use of his camera at different heights. Yes there were some of the usual three quarter views but these were in the minority, he was often challenged by the TOCs for those unusual pictures of trains, infrastructure and trains in the community and in the landscape. One of his challenges was to get pictures of crowded railway platforms especially at peak times.

As Paul said he did not think Network Rail would allow him to stand on a tall step ladder on a busy concourse. His answer was to attach his camera to a monopod and hold up high and take pictures using a long cable release – the results were shown to us.

During the show Paul was able to talk with ease as his wife worked the computer. Paul was quite open to questions from the floor and gave insight into many of the techniques he uses to get high quality digital pictures. Because he works for various railway companies he was able to gain access to many places the normal enthusiast would not be allowed to go so we were a bit envious of some of the pictures he was able to take.

The only disappointment of the evening was the number of members who turned up for the show. I will not go into numbers but it is a sad reflection on our club when less than a third of the membership fails to attend a meeting. Philip Lockwood expresses in his meeting report how he felt personally embarrassed by the poor attendance, and I too felt embarrassed by the poor turnout.

I have spoken to Peter Holden and asked him if he would try and book Paul again for either a spring or autumn date and I would encourage as many members as possible to attend and view digital photography in a new light.

Lastly the reason Paul did not attend 4 weeks ago was that he had received an urgent commission to take a picture of 18 people at Kemble station, one of them being Her Majesty The Queen.

Paul Bigland's website is <http://paulbigland.zenfolio.com>

Railway Picture Websites, Part 6 Victor Lee

More windows into vanished worlds

www.gnsra.org.uk/gnsra_gallery_stations.htm. This splendid site has over 200 colour and b/w station pictures from the Great North of Scotland Railway (Aberdeen/Ballater/Fraserburgh/Speyside area). The GNSR had an abundance of fine wooden buildings. [*Probably due to the abundance of fine wood up there – Ed.*]. Replacing “stations” with “signals” gives 26 signal box pictures; replacing with “misc” gives 180 other GNSR photos. A further 63 are on the [_locomotives.htm](#) subsite.

Hundreds more, from the 1950’s to recently, are at

www.railbrit.co.uk/location.php?loc=Great%20North%20of%20Scotland%20Railway The related railbrit subsite with [?loc=Caledonian%20Railway](#) has over 700 pictures of ex-Caledonian lines from the 1960’s to recently. The subsite [photographer.php?loc=G._H._Robin_collection_by_courtesy_of_the_Mitchell_Library._Glasgow](#) gives an A-Z scroll-down choice of 314 locations on 144 lines, mainly in Scotland (e.g. Coatbridge Branch; Dundee & Newtyle Railway).

www.flickr.com/groups/1100543@N24/pool/ has 358 pictures of former Scottish stations, mostly taken in recent years. Some further flickr collections are:

[.../1766550@N23/pool](#) “Trains no more, UK” Over 2000 colour pictures of disused railways. For worldwide coverage (over 16,000), see the [.../groups/disused_railways/pool](#). A still larger collection “Train stations: the older the better” is at [.../32008539@N00/pool](#) (over 19,000 worldwide; both disused and used). Yet another is “Abandoned train stations worldwide” at [.../911532@N23/pool/with/3563351552/](#) with over 2500. “Railroad crossings of the world” (over 6500) are at [.../groups/railway_crossings/pool](#). This includes numerous signalboxes, of course. For lots more, see [.../groups/signalbox/pool](#) (over 2700) and [.../462645@N22/pool](#) (8810, UK).

Over 750 pics of departmental locos, coaches, wagons etc are at [.../1443566@N25/pool/with/3511849681/](#). (For many more, see departmentals.com, as described in part 2 in Circular 354).

Scrapyard enthusiasts will enjoy [.../groups/scrapline/pool](#). Over 3800 steam, diesel and other (including [bridge dismantling](#)). For 282 UK pre-nationalisation pictures (b/w), see [.../1629542@N25/pool](#). All aspects of UK closed railways (over 4300 pictures) are at [.../groups/beeching_axe/pool](#). Trains traversing the streets of Weymouth (230, colour and b/w) are at [.../1742935@N23/pool/with/4077510520](#). Over 600 b/w of West Yorkshire railways in the 1950’s/60’s are at [.../groups/leedsrailways/pool/thanoz](#). For 336 (colour and b/w) of “Yorkshire’s lost railways”, see [.../1556926@N21/pool](#).

I enjoyed [.../groups/lwrg/pool](#) which has 218 pre- and post-closure pictures of the Leeds-Wetherby-Chrch Fenton lines. Also of local interest to me is [.../groups/samuel_ledgard/pool](#). Not railways, this one: just a marvellous collection of 193 street scenes from the 50’s and ‘60’s featuring Sammy Ledgard’s buses.

The above flickr pools all need prefacing with www.flickr.com/groups. There now follow flickr collections which need www.flickr.com/photos as prefix.

.../blue-diesels/sets/72157604635404420/. The “blue-diesels” bit is misleading: this marvellous set has nearly 700 pre-1970 BR pictures (mainly b/w) including numerous stations, depots and signalboxes. Many from East Yorks.

.../hisgett/sets/72157626617067470/detail – lovely black-and-whites of pre-grouping days (1860’s-1920’s). Mainly British. 78 photos.

.../31514768@N05/4672082300/in/set/72157608782897800. Lovely black-and-white Southern steam 1950’s-60’s (298 pics).

.../10105401@N03/sets/72157604027082580. Railways, trams and buses around Leeds/Otley/Ilkley; 138 pictures, 1930’s onwards.

.../davidwf2009/sets/72157626316585532. Railways around Harrogate 1965-68; 85 colour slides.

.../16749798@N08/sets/72157617600705024/ 1950’s-60’s (mainly 60’s) ex-LNER steam; 104 b/w pictures.

.../64353697@N07. 72 1960’s b/w steam (and some diesels) around Crewe/Manchester/Preston.

.../64215236@N03. The Gerald T. Robinson collection. BR E/NE/Sc steam (127, colour); BR LM/Scottish steam (225 colour); SR steam (100 colour), BR diesels (95 colour). Also BR steam in black-and-white (330 pics).

.../johnneave/348810708/in/photostream Over 8800 BR steam (mainly b/w)

.../12078476@N07/3988370964/in/pool-703246@N21/ Over 8000 BR shed photos 1948-94.

.../loose_grip_99/sets/72157612142030460/with/4076748527 North Lincolnshire railways: 52 pictures (colour and b/w).

.../railwaydave/collections Includes Lincolnshire (57 colour and b/w); coaches, vans & wagons (63 pics); stations, boes & signs; steam sheds 1963-68 (311 pics). Railway Dave is based in Nottingham.

.../mikealaska/page792/ Pages 792-795 show about 90 Scottish steam, mainly around Perth, plus some old buses.

A Winter Warmer

Michael Wade

You may recall that back in 2009 I happened to be in Manila on the day that some new Korean built diesel railcars were introduced onto the local service from Manila Tutuban to Bicutan, a distance of 16 Miles. On my return to Manila this year we decided to see how things had developed. The first thing to note was that the service now ran to Alabang, one and a half miles further, and that the units are getting well worn with a number of the smaller windows plated over and the larger windows now have protective grilles over them.

Regarding the actual service there is now an hourly service off-peak which becomes half-hourly during the peak. We travelled mid-morning on a Sunday and

struggled to get on the train as it was so busy which gives an idea as to how popular the service is. However as both Bill and I are old and decrepit and sometimes use walking sticks we were allowed into the front carriage which is reserved for women, passengers with children, seniors and the disabled. Having said all that, the carriage wasn't much less busy than the other two.

To operate the service Philippine National Railways (PNR) bought six three-car units, one of which is hors de combat having lost an argument with a Coca-Cola delivery wagon, so at present they have to make do with only five, nowhere near enough. The other problem is that the platforms are only long enough to hold three coach trains and at least one has a major level-crossing at each end of the platforms so it would be difficult to increase the length of the trains.

Besides seeing what was happening to the local services in Manila our intention had been to sample the new long distance services to the south and see how the railway to the north was developing. Sadly the train service to the south is as yet only overnight so the opportunity to sample it was declined. To the north the refurbishing of the railway to Angeles City has come to a standstill, reportedly due to funds having dematerialised. The only new developments we did see were in Manila where there were many new, well second-hand, trains that have been donated by Japan, unfortunately these are all electric units and as PNR has no wires I am unsure what they intend to do with them.

As I had to cancel last year's Christmas visit to Thailand at the last minute due to serious health problems we continued this year's trip to the warmth with a visit to Thailand so as to catch up with the railway developments there, some of which Bill had done previously.

One day we took the opportunity to make a journey on the metre gauge State Railway of Thailand (SRT). Our journey commenced with a short trip from Hua Lamphong, Bangkok's main station, to Makkasan, the home of SRT's workshops. Here Bill had arranged to meet his contact, a senior engineer involved in the extension of the railways around Bangkok including High Speed lines to the north and north east. Like the UK these are dependent upon politicians making a decision and, of course, upon obtaining funding. One advantage of calling at Makkasan was that we could peer over the work's walls and see the preserved steam engines. These had been given to the King some years previously and now were very much in need of some TLC, however on Bill's last visit this had been pointed out to the work's manager and they have since been moved into a protected area where a little cosmetic work has been done on some of them.

The journey from Hua Lamphong to Makkasan is only three miles and I was expecting one of the ubiquitous dmu to form the train so I was surprised to find that our train was in fact to be hauled by a 4500 class diesel loco. From Makkasan we joined a train to Chachoengsao Junction a further 35 miles and this was, as expected, a four-car dmu. At Chachoengsao Junction we found a large number of men on the platform all dressed in pink which rather reminded me of Japan where, at some stations, the train cleaners were dressed in pink. These men must have been members

of some club or other organisation as they were waiting for a charter-train which arrived at the adjacent platform.

Our return journey to Hua Lamphong was on the same unit that had brought us from Makkasan. On the approaches to Hua Lamphong we noted a number of carriages and locos that had been repainted in various new colours, the class 158 Sprinters looked particularly fetching in the new bright purple, unlike the one which I had travelled on to Hua Hin in 2008 which had been extremely tatty.

On the last few occasions that I have been to Bangkok we had seen the new standard gauge high level railway under construction en route to Suvarnabhumi airport. At last it opened within the last twelve months and Bill sampled it shortly afterwards. He found that there was a stopping service from Phaya Thai on the Skytrain metro line and an express service from a midpoint interchange station. The problem with this was that the interchange appeared to interchange with nothing, no metro, no buses and not even taxis. So his only alternative had been a two kilometre walk to the nearest metro station. The other point that had not been thought through properly was that the stopping trains were formed of three car units, whilst the express trains had four cars. This led to the stopping trains being particularly overcrowded whilst the fast trains to nowhere useful were almost empty.

Of course I had to sample this new railway so we made our way to Phaya Thai and took a stopping train to the airport. The unit was a three car Siemens unit, similar in appearance to our class 350 but with 'plastic' longitudinal seating, not over comfortable but acceptable for the 28 kilometre journey. On arrival at Suvarnabhumi Airport we lunched and then caught an express back and discovered that they now realised the mistake of their original plan as alternate expresses now run through to Phaya Thai, whilst the other continues to terminate at that intermediate interchange. As mentioned above the express trains are four-car units also from Siemens and very similar to our 350s, even to the 2+2 seating and other internal fittings.

Our third rail trip in Thailand was definitely the most interesting. First we made our way to Bangkok Wongwian Yai station. For a capital city station this is an oddity, having only one track which ends not in buffers but in a clump of bamboos. Being only one track there is only one platform which has plenty of stalls and snack shops. Across the track is a road with many shops, including a seven-eleven. Needless to say people just cross over to do their shopping whilst waiting for a train. The service from Wongwian Yai is a fairly frequent one of two or four car dmus to Maha Chai. This is a 31 Km single line with two passing loops.

At Maha Chai one has to detrain and walk through a large fish market with many stalls selling fantastic prawns, squid, other shell-fish and of course many types of fish. Here there is a ferry across the river (hence the fresh fish). On the other side there is a one to one and a half kilometre walk to Ban Laem station where we lunched on fried rice whilst waiting for a two-car dmu to take us on the next part of our journey to Mae Klong. This is again a single track line of 32 kilometres which has only four return trips per day. I didn't spot any passing loops though I suppose there must be at least one. The line is much more run down than the one from Wongwian

Yai and needs quite a lot of track refurbishment but we kept to time and finally arrived at Mae Klong.

Mae Klong was, to me, the real the highlight of this journey. The station is a market and many of the stalls are literally touching the rails. So when a train arrives/departs the stall holders have to move their goods and tables away from the track as well as fold the canopies back so the train could pass. We alighted from the train and moved back along the track so that we could see the action. When the train was about to depart it sounded its horn to give warning. The stall I was stood near had a track level display on wheels so it could be pushed back under the rest of the display. Then the canvas canopy was folded back just far enough to allow the train to pass. As soon as the train had departed back to Ban Laem everything was returned to its normal trading position. Sadly I was unable to photograph this as I would have needed something like a ten millimetre lens instead of my usual 45 mm one. From Mae Klong we went to a nearby resort for the night before returning to Bangkok by road.

If anybody is in Bangkok for a few days I would certainly recommend to trip from Bangkok Wongwian Yai to Mae Klong as a worthwhile excursion.

Notes

Chris Taylor

STALYBRIDGE CLOSURE

To finish the new track layout and commission the new signalling, the line from Huddersfield to Stalybridge will be closed from Saturday 27th October to Sunday 4th November 2012 inclusive. At the time of writing (early August) the revised daytime train service will be as follows:-

Scarborough to Huddersfield - hourly, Hull to Huddersfield - hourly. The Middlesbrough and Newcastle trains to Manchester will be diverted to operate via the Calder Valley not calling at Huddersfield. The Leeds to Huddersfield hourly stopping service will operate. The Leeds to Manchester stopping service via Batley and Brighouse will terminate at Hebden Bridge. The Calder Valley service will also be revised to free up train paths for the diverted Trans Pennine trains. Buses will replace to stopping service between Huddersfield and Ashton or Guide Bridge (to connect into a train service), the replacement buses will not serve Slaithwaite and Marsden stations but will stop on the A62 in these villages. Buses will run from Huddersfield to Manchester calling at Stalybridge and an express bus will link Huddersfield to Manchester Airport

ENGLISH NATIONAL CONCESSIONARY SCHEME

Over 250,000 bus passes issued by Metro are due to expire in March 2013. Metro are due to start the process of renewing these in August 2012 in order to spread the renewals they initially be done on line via the Metro's website. This is Metro's preferred method as it saves an enormous amount of work.

So if you don't have direct access to the Internet then there is always the library, friends, relatives, neighbours etc. The online renewals are due to be operative during

August. Other methods of renewal will be available but not until December or January and even if half of those renew during the first 3 months of 2013 then there may be a delay in getting your new pass. At the time of writing Metro will not be writing to pass holders it is up to the individual to renew, although there will be plenty of publicity.

Chris Taylor www.flickr.com/fenaybridge

Meeting Reports

Philip Lockwood

8th August 2012 - In My View, By Paul Bigland

Our speaker, Paul who is a professional photographer specialising in rail transport subjects, apologised that he had to cancel his original date as he had to photograph the Royal Train, Including the Queen at Kemble Station! His presentation started with some of his earliest photographs which had originally been on slide film. It should be explained that Paul is always looking for a different angle in his pictures, not the usual 3/4 favoured by many. Moody shots at Manchester Victoria and Exchange and in his own words 'playing with light' at Euston. He covered a good many assignments including Virgin Rail's veteran driver, Tommy Farr on his last run to London as driver on a Pendolino. The surprise at Euston was the naming of a Pendolino Tommy Farr. Paul explained that he changed over to digital in 2004 as he felt that he couldn't compete with other photographers in low light conditions.

We covered many of his assignments including riding and photographing the last West Coast Postal. A cab ride on the vintage Metropolitan electric locomotive 'Sarah Siddons' and Christmas Day covering track relaying. The reconstruction of St Pancras was covered in detail at its various stages, and aerial pictures whilst riding in Network Rail's helicopter. I found the whole evening thought provoking and leaving with the intention of trying some of the more unconventional ideas.

The only downside being the extremely poor attendance from our members which for one felt somewhat embarrassed about. Perhaps we might be able to persuade Paul and his wife to give another presentation in the future. The vote of thanks given by Ian Button

22nd August - Bulleid's Other Locomotives, by Colin Boocock

A return visit tonight by Colin to continue where he left off discussing the locomotives of O.V.S. Bulleid. You may recollect that on his last visit to the circle the airsmoothed Pacific's were discussed at great length. Tonight dealt with the locomotive situation on the Southern railway when Bulleid was appointed CME. The Southern was already well into electrification, and with the exception of the 4-6-0 'King Arthur' class used mainly small locomotives. Many 'improvements' were tried on such locomotives as the Q class 0-6-0 tender engines as well as the 4-4-0 'Schools' class, these modifications mainly fitting many of the class with larger blastpipe, which may have made some improvement to performance but doing little for the outward appearance! A later

development was the Q1 0-6-0 a locomotive stripped of all extras looks not to everyone's taste, Probably the most unconventional engine's were the Leader class 0-6-6-0 which was probably not developed to it's full potential. From the Southern Bulleid moved across the sea to Ireland to take charge of the CIE whereas an echo to the leader class, developed a Turf burning locomotive. Colin concluded by showing a short sequence about his favourite charity 'The Railway Children,' no not Jenny Haggerty, but children living rough on railway stations mainly in India, The Circle were pleased to donate tonight's takings to this worthwhile cause. The vote of thanks given by Eddy Lumb

Visit to Cork, July 2012

Geoff Kerr

In July I made my first ever visit to Cork and travelled on the local railways and buses. On two days, I used a combined bus/rail ticket valid on the trains to Cobh and Midleton (*sic*) as well as the city buses, and also went as far as Mallow on the Dublin line.

Irish Rail or Iarnród Éireann (IE) operates Inter-City services from Cork north to Dublin, and local services east to Cobh and, since July 2009, to Midleton on the former Youghal branch. These are the only IE commuter lines outside Dublin. Trains to Dublin normally run every hour; intermediate calling points vary but always include Mallow, where connections can be made for Killarney and Tralee. There are also a few through trains to/from Tralee, which reverse at Mallow. Trains run hourly to both Cobh and Midleton, half-hourly at peak times. There is no longer any freight in the area.

Cork's Glanmire Road station opened in 1893 and is some 15 minutes walk east of the city centre. It is now named Kent after Thomas Kent, a prominent republican executed during the 1916 Easter Rising. There are five platforms; 1 to 3 are bays for the Cobh and Midleton trains, while 4 and 5 are through platforms on a sharp curve under the fine train shed. Dublin trains use no. 4, while no. 5 is used by the Tralee service as well as peak-hour extras to Mallow, some of which run through to 4 and cascaded from the Dublin area. They resemble our class 158 but have four sets of double doors per coach and seating density is lower than in the UK. The weekend services to Cobh used two units in multiple. Trains to Tralee were formed of a 3-car 22000 class Inter-City dmu, built by Tokyu and Rotem and delivered in 2006 - 10.

The line from Cork to Cobh skirts the shore of the Lee estuary. It was surveyed by Brunel and opened in 1862. Trains leave Cork past the signalbox and locomotive depot, passing the only remaining semaphore signals in the area, all lower quadrants. There is a sharp climb across a girder bridge, with a series of reverse curves. The train is soon running through an industrial area with the River Lee on the right hand side. The former freight sidings are disused. Little Island is the first stop and Glounthaune (formerly Cobh Junction) soon follows; these are the only staffed intermediate stations. At Glounthaune the Cobh line turns sharply south and crosses

the channels each side of Fota Island on the Slatty and Belvelly Viaducts built in 1887. Slatty viaduct comprises six bowstring arches on iron columns and approach masonry arches. Belvelly is similar but has only three arches. Fota station, between the two viaducts, serves a wildlife park, the only one in Ireland, and has no road access. Just before the station, the ruined Fota Castle can be seen on the right. There are two more stations, Carrigaloe and Rushbrooke, and the car ferry to Glenbrook could be seen from the train at the former. The line is double track throughout but there is now just a single platform at Cobh.

Cobh station was extended during the 19th century to serve Ireland's largest emigration port and the last port between Western Europe and North America. It was also the main centre for mail for Ireland and Britain from North America. Mail was brought by ship to Cobh (then called Queenstown) and forwarded by train to Kingstown (Dun Laoghaire) and on to Holyhead. This was faster than carrying it by ship direct to Liverpool. With the growth of air travel Cobh lost its importance as a mail and passenger centre and much of the station, which once contained a customs hall, remained largely unused until the opening of the Cobh Heritage Centre in the 1980s, at which time the station was reduced to a single platform. The station currently houses a "Cobh 150" exhibition of photographs. Cobh was the last port of call of "Titanic" on its ill-fated maiden voyage and the nearby memorial commemorates the tragic events of a century ago. The heritage centre recreates the old station atmosphere and includes a shop, café and exhibition. The ferry port is now at Ringaskiddy, on the western side of Cork harbour. Ferries serve Swansea and Roscoff and one could be seen across the water from Cobh station.

At Glounthaune, the Midleton line bears left away from the estuary. The Youghal line was originally the main line but closed to regular traffic in the mid 1970s and completely in 1988. Reconstruction began in early 2008 and the line reopened to Midleton in July 2009. There seems no immediate prospect of reopening to Youghal. There is one intermediate station at Carrigtwohill, which is all new with lifts and footbridge. The station is on a long crossing loop, but most of the line is single track. There are however two platforms at Midleton, with lifts and the original station building survives, but not in railway use. Of note is the well-restored former signalbox at the Youghal end of the platforms.

Trains to Cobh and Midleton are driver-only operated. This meant that the driver had to leave his cab to attend to the wheelchair ramp. There are mirrors, not monitors, at the end of all the platforms so that the driver can check the doors. Revenue protection staff travel on the trains but I saw only two in 11 trips. Midleton and Carrigtwohill, as well as Cork, have ticket machines. On one occasion (at Rushbrooke) the train had restarted but then stopped again to allow two late comers to board! I had experienced this before in Ireland.

Leaving Cork, Dublin trains immediately face a stiff climb through the 1355-yard long Cork tunnel, longest in Ireland. In steam days, trains often had to be both double-headed and banked. The line emerges above the suburb of Blackpool and, after leaving the city, runs through hilly countryside before reaching Mallow, 21 miles from Cork. The single line from Tralee and Killarney trails in on the left $\frac{3}{4}$ mile south of the

station and, as the connection is into the northbound line only, trains for Tralee have to leave Mallow “wrong line”. North of the junction the line crosses the river Blackwater on a viaduct known as the “Ten Arch Bridge”. At the north end of Mallow station, a plinthead Cowans Sheldon steam crane stands on a short length of track. GNR (I) 4-4-0 no. 131 used to be based here in the old steam shed. It was moved away in the 1990s and is now at the RPSI’s base at Whitehead. Mallow has three through platforms, no. 3 being used for the Tralee service. Modern lifts and footbridge have been provided since my previous visit in 1986. Reopening of several intermediate stations between Cork and Mallow is proposed.

In contrast to Britain, stations all had litter bins and there was a welcome absence of security notices and announcements. In fact, the only station announcements heard were at Middleton and Mallow.

The surviving railways formed part of the GS&WR, largest of the pre-grouping Irish railways, but there are reminders of several of the other companies which once served the Cork area. All became part of the Great Southern Railways in 1925. The original Cork & Youghal Railway terminus was at Summerhill, above the tunnel portal, and part of this route is still visible today. Following the takeover of the C&YR by the GS&WR, trains from Youghal and Cobh were diverted into Glanmire Road station. The Cork, Bandon and South Coast Railway (CB&SCR), closed in 1961, served the south coast of County Cork from a terminus at Albert Quay. The main building of Albert Quay station survives, while part of the trackbed is occupied by Cork’s South Link Road (used by the airport bus service); there are roadside plaques commemorating the line’s history. Round the corner from Albert Quay was the Albert Road terminus of the 3’ gauge Cork, Blackrock and Passage Railway (CB&PR), opened in 1873 and closed in 1932. The brightly-painted building is now used partly as a pub and partly by a tool-hire company.

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



2-2-2 no. 36 in the forecourt of Cork station

Geoff Kerr



The classic view of Cork station from the road bridge showing the curved train shed, with a 4001 series Driving Generator Van at the head of a Dublin service.

Geoff Kerr

Please refer to Michael Wade's article "A Winter Warmer" on p.9



December 2009 - Bangkok Wongwian Yai Station with dmu.

Michael Wade



December 2009 - Bangkok Wongwian Yai Station with dmu

Michael Wade

See next issue for more fascinating pics from Michael, of the Panama Canal Railway "mules".

retouching, photo restoration, and printing up to size A2, contact John on 01535 601050, mobile 07967 604074, or email john@johnstickner.co.uk.

Photographic Competition – 31st October 2012

Tom Ickringill

Again, our bi-annual photographic competition is upon us. The Euro Football competition and the Olympics are now finished, so there's no excuse and hopefully time to prepare !!

The categories are as follows :-

- **35 mm Slide – Steam**
- **35mm Slide – Modern – Diesel or Electric**
- **Black & White Print – Steam or Modern**
- **Colour Print – Steam**
- **Colour Print – Modern – Diesel or Electric**
- **Humorous – Slide or Print**

....and, there will be an overall winner, albeit print or slide.

The basic rules for entry are :-

- No print or slide should have been entered in a BRC photographic competition before,
- Maximum size for print should be no greater than A4
- Maximum number of entries per category – 4

There will be a guest judge (to be announced), and I hope there will be a prolific number of entries that will break all records – so, come on, get out of your armchairs, stop watching that boring television and get prepared to make this a mega occasion. (If, unfortunately your away, or have a previous engagement, then you can pass your entries to either myself, Peter Holden or another committee member prior to the event). I'm aware, that amongst the avid readers of the Circular, there are those amongst you who find it difficult to muster up the effort, but I know you have taken photos of the railway scene in one form, shape or another at some time – dig out those precious moments and share them with the rest of us, after all it is the Queen's Diamond Jubilee Year – **ENTER !!!**

N.B. Prints which show obvious digital enhancement will be disqualified.

Also, it would be an aid to the judge that all prints are entered before the start, so the final time for entry is 7.20 p.m.

Secretary's Page

Peter Holden

I will start with, a big thank you to Philip for arranging our very successful visit to Stately trains at Embsay. It was indeed a most interesting and entertaining evening (especially the 37 in the back of the shed!).

I have placed a sheet on the notice board asking for volunteers to give talks next year. Please make the effort to give a talk if possible. If you don't regularly attend meetings and you feel you could be tempted to give a talk, please give me a call.

Forthcoming meetings

Wednesday **3rd October** sees John Holroyd present his annual look "Thirty & Forty Years Back" As ever I am sure we will have a packed room for what should be a most interesting collection of photography. My apologies to John as I am working that evening.

Tom Heavyside will be presenting a further installment of his long running and most popular series of slide shows "Tribute to steam" on **17th October**. Tom, I can report is still out and about with his camera, I saw him at Blackburn only yesterday (11th August) waiting for a special coming through.

Wednesday **31st October** will be our Photography competition, which will be organized by Tom Ickringill again this year. Please see details elsewhere in this issue, and make the effort to enter.

Steve Chapman and Colin Kennington will be our guest speakers on **Wednesday 14th November** when they will be presenting "Somewhere in Europe" Plenty of scope there. Steve gave a talk to us many years ago regarding his then involvement with Rail News, the BR staff newspaper.

Wednesday **28th November** Tony Newnham will be giving a talk about "The Horsham & Guildford Direct Railway". Please make the effort to come along and hear about the history of this line.

Our last meeting of the year will be our 67th AGM on Wednesday **12th December**. Only thing worth adding is that if you can keep awake long enough, we will be having a Members' Night afterwards, so please come along bring a few slides and most importantly, stand for the Secretary's position.

Circle Diary 2012

P Sep.19 th	The Derwent Valley Light Railway - A Pictorial History.	Jonathan Stockwell
Oct.3 rd	Thirty And Forty Years Back.	John Holroyd
Oct 17 th	Tribute To Steam.	Tom Heavyside
C Oct.31 st	Photography Competition.	Tom Ickringill
Nov.14 th	Somewhere in Europe.	Steve Chapman and Colin Kennington
Nov.28 th	The Horsham & Guildford Direct Railway.	Tony Newnham
P Dec 12 th	67 th 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..**