

THE CIRCULAR

Bradford Railway Circle

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Editorial

This time, we have a Bumper Christmas issue, with 20 pages! Our President Gary Hayhurst has come up with some interesting snippets from Cornwall (with some nice photos), and another piece is planned for next issue. Thanks to all who contributed material. There is a slight shortage of photos, so please get snapping. Anyway, to whet our appetites for issue 363, I have included some of Michael Wade's photos of a trip with Andy Roberts to Bulgaria – Andy's article and more photos next time.

We also have several readers' letters, which may trigger some debate on the topics raised – enhancement of digital photos; meaningless talk titles; and members chatter during talks. Over to you for reactions . . .

Apologies to Geoff Kerr for omitting a couple of paragraphs from his article in last issue, about Cork. The article is reprinted in full on p.14 of this issue.

Merry Christmas and Happy New Year to all!

Great Britain V (Part 2)

Peter Holden

Monday 23rd April

Can the K4 redeem itself?

Following yet another haggis breakfast we have a steady walk back to the station. This Alex Salmond bloke is beginning to become a real pain. If he is going to run a country he needs to get a few things sorted. For the second morning in a row I am unable to buy any beer to take on the train. This morning I was turned away by Ken Morrison of all people! No alcohol can be sold before 10:00! How did the bloke get in with stupid rules like this?

The train departed Fort William on time, and for the first time we are in the front carriage. The noise was splendid and the K4 did indeed put up a much better performance on the somewhat smaller hills on the West Highland Extension. The latest story regarding the previous day's dismal show was that it has a spark arrester in the chimney and it had become blocked due to inferior coal! Good progress was made and our destination of Mallaig was reached on time. The West Highland Line and the extension really are the pinnacle of railways in Britain.

We had a good hour to wait for our ferry so we had a quick pint in a somewhat grotty pub near the station. The ferry arrives. Three passengers get off and around three hundred get on! The bar on the ferry was stocked with "Isle of Skye" bottled ales so a few were enjoyed.

We meet up with passengers from the other half of the train as we pass them at Armadale ferry terminal, somewhat exaggerated tales of woe being exchanged. Even on a miserable day the Isle of Skye is a splendid place, perhaps that's as well as on all my journeys across Skye I don't recall much sunshine. We cross the relatively new road bridge to Kyle.

Our coaches pull into the station yard and we make our way to the train. Once more we are at the front. We leave Kyle of Lochalsh around thirty minutes late, behind Black 5 45305 designed by Stanier, the first black 5s being introduced in 1934. Both the Black 5s we were to be hauled by over the week were built by Armstrong Whitworth of Newcastle; 45305 was built in 1936.

The weather was changeable, a bit of sleet, a lot of heavy rain and the odd spot of sunshine breaking through. With our train departing late we did seem to spend quite a while in passing loops. Our water stop was at Achnasheen. We firstly wait a long time for a train to pass and then we shunted into the other track through the loop to take water. We then waited for a further train to pass before eventually moving on. Most of the time we were waiting the local farmer was also waiting to cross the tracks in his new range rover. He was not best pleased!

We carry on making good and noisy progress to our destination for the night Inverness. Rather interestingly the train ran into the Kyle / Wick platforms which were far too short for this length of train. We had a coach to transfer us to our hotel for the night. Again a good mile from the town centre. Andy and I decided to walk back into town and visit the Castle Inn for a spot of supper and a few pints of the local ales. The food was very good, not so the beer. Having spent a few hours in the pub we decided



Launceston Railway *Lilian*

Gary Hayhurst



Covertcoat at Launceston Railway

Gary Hayhurst

The Hypocycloidal Engine

An ingenious solution to a non-existent problem
The path described by a point on the periphery of a circle which is rolling around the inside of a larger circle is known as a hypocycloid. When the smaller circle is one half of the diameter of the larger circle the resulting hypocycloid is a straight line.

The engineer Matthew Murray made use of this curiosity c.1840. Why trouble with a nice simple crankshaft and connecting rod, when you can use a hypocycloidal gear?
Having no merits whatsoever (and quite a few shortcomings) very few examples were ever built.

But when a friend gave us a large internally toothed gear we decided to re-create Mr Murray's amazing engine.

The large gear has 86 teeth, so we had to cut a 43 tooth gear to run inside it, not the easiest sub-division of a circle. The main bearings once saw service on a grain elevator in a Launceston water mill and the flywheel rim was until recently part of the slewing ring on one of the wind turbines which now grace/despoil parts of North Cornwall.



to head back to our hotel. Fifteen yards from the pub and the heavens open! Having sheltered in a doorway for ten minutes I decided to call a taxi. The time in the doorway was not wasted however as I noted that the shop was an off-licence which stocked an excellent variety of bottled beers from around the world.

Tuesday 24th April

Boo! No haggis with the breakfast. Other than that it was yet again a very enjoyable start to the day. Andy and I walked back into Inverness, Michael waited for the bus. Our train departed Inverness at 10:51. We visited Wetherspoons “sorry we don’t sell alcohol until 12:00????” Two large cappuccinos were enjoyed instead. We retraced our steps back to the off-licence we had discovered the previous evening. The shop opened at 10:15 so we had plenty of time for the five minute walk back to Inverness station with our bottles of Scottish and Belgian beers. We were to be double headed by 46115 & 45305. Alas this was reduced to just *Scots Guardsman*. Once again we are at the front as we depart on time. Once more a splendid run was enjoyed as we head down the Highland main line to our booked water stop at Aviemore. The weather was, well typical Scottish weather, no hose pipe bans here I feel. The view from Culloden Viaduct was quite nice as we travel over at speed.

Indeed a very good run to Aviemore was enjoyed, a quick photograph being captured before crossing the footbridge and the road to partake in a couple of pints of Cairngorm Beers in the Cairngorm Hotel! Best ale, so far this week.

All too soon we depart Aviemore and progress south to our next water stop at Perth. Conscious of this being the birthplace of Stagecoach, I did not let this sombre fact put me off a couple of pints in the Dickens Pub.

We press on at a good pace taking a right turn at Hilton Jct. heading towards Glasgow; we travel through, Stirling, Cumbernauld and Coatbridge before heading into Glasgow Central.

We have a brisk walk to our hotel for the next two nights, the Premier Inn on Argyle Street. Having had a quick wash, we are on our way to the pub, all plans of a pub crawl around the area were rained off, so we went to a nearby Wetherspoons, here having an evening meal and a few local ales.

Wednesday 25th April

This was an optional day. We chose to take up the option of a day return to Stranraer behind a pair of Black 5s. The second Black 5 being 45407 which was built in 1937. Having breakfasted we join our bus transfer to Barnhill Station near Springburn Works, to pick up our train. The coach was great, it was adapted for school work having 3 + 2 seating. It was cramped to say the least! It must be used for junior schools. Our train arrives and we pile on, our coach being at the rear. We depart on time at 10:15. We suffer a slow exit from the Glasgow suburbs as we crawl along at around 15mph. This was OK for me as I could spot quite a few of the new 380 emus. Eventually we start to progress a bit quicker; we make good time through Ayr and arrive at our booked water stop at Girvan. Two engines twice as long! Andy was

beginning to suffer from too much time sat on a train syndrome. He escaped from the train and went on a fact finding mission to Asda. He discovered Schneider Weisse Beer and Glencoe Premium Oatmeal Stout on his expedition, this being the only major find of importance in Girvan.

We move on to our destination over what appeared to be the hilly part of the route. On arrival in Stranraer we had to walk through the train to alight in the station. I was unaware that the ferry traffic had left. It has to be said that there was not much else to speak of in the town. You were left with the feeling the place would become even more of a backwater than it already is. Eventually we find the only hand pump in the town! Unfortunately we were last into the pub and they had sold out. We visited a pub on our walk back and had a pint of McEwans beer, the land lord told us that we had won the Crimean war because the troops drank McEwans! It wasn't up to much, probably led to Florence Nightingale being kept busy! A visit to the local Morrison's (at 15:50!) produced an interesting selection of bottled beers for the return journey. We depart at 16:23 and we are in the front carriage. The climb out of Stranraer was marvellous, the two loco's working hard continually for a good half hour or so. As with the outward journey we were booked to take water at Girvan, but instead we pulled up at a loop prior to Girvan. The trusty West Coast road tanker was on hand to fill the two tenders. Off we go again, through Girvan and on to our pathing stop at Ayr. I suggested bailing out at Ayr and catching a service train back, but there were no takers.

The run from Ayr back to Glasgow Central was slow at best.

[to be concluded]

A Visit to Launceston Steam Railway G Hayhurst

Whilst on holiday with my wife in Cornwall on the 4th September 2012, we came across this 2 foot narrow gauge line on the track bed of the old Southern Railway at Launceston; this railway ran eventually to Padstow.

It was only by chance we found this railway due to seeing a sign on our way from Bude to the Eden Project when we passed through Launceston.

On our arrival we parked our car on what must have been part of the trackbed but had been covered in hardcore to make a dry firm surface. We then walked a short distance to the station passing through a short tunnel, part of which was used for the storage of railway equipment.

The ticket office doubled up as a shop selling books, DVDs and other railway type products.

Our train was in the platform consisting of closed in carriage and a semi open carriage.

Our engine was an 0-4-0 quarry engine with a home-made tender attached.

The loco was called *Lilian*. Some photos were duly taken and shortly afterwards we set off.

The loco had a lovely smooth action and ran like the proverbial sewing machine. There was no jerking of the carriages and with a rising gradient the driver put the engine to work. It was good to hear the engine working hard.

The round trip is around 5 miles and runs through pleasant countryside. At the end of the line, which is called Newmills, there is a run round loop next to a farm catering for children with the a large indoor and outdoor area which is open to the public for a small fee.

There are plans to extend the line to a little village of Egloskerry but this is dependent on the council and local landowners.

The tickets allow unlimited rides on the train.

On returning to our starting point we left the train and went to look round an old building that contained many different transport items including steam engines, Trojan cars and vans, motor cycles and other mechanical equipment including one piece of machinery which is subject to another article.

Whilst looking round this museum I spoke to one of the male attendants. After a few questions to him he realised I was interested in the railway and he then proceeded to give me a complete tour including entrance to some of the buildings which are normally off limits to the general public.

Altogether they are the custodians of 4 engines of the quarry type, they have had home-made tenders to ease the space required for coal.

Lilian which was our engine is a Hunslet Quarry type loco built in 1883, *Covertcoat* built by Hunslet in 1898, which has a lovely red and black livery.

Dorothea in green built 1901 also a Hunslet and was built with a covered cab which has been completely rebuilt by Kay Bowman for which she won an award in 2002 .

Velinheli which is in the course of a rebuild, a Hunslet built in 1886.

In addition they have a diesel electric railcar under construction, this based on ex GPO tube railway motor units.

Some people will remember these GPO units when we rode them on one of David Tillotson's trips to London. A hair raising ride at the time.

Although the Launceston railway does not have a large membership they do seem to have a core of extremely competent engineers.

There are some other locos which can be viewed on their website.

We stayed at the railway for lunch, this was in a large single storey building, Even this building had its history. It originally been built as a bungalow in the Surrey area and had been dismantled and moved to its present site.

Whilst having lunch the driver of the loco *Lilian* stopped at the table and because I had shown a lot of interest in the railway he invited me to have a footplate ride on the next train, how could one refuse.

So if you are in the Launceston area this railway is worth a visit.

Ben's Bits

At Chester, the railway bridge across the River Dee was, when it was built, the largest cast iron girder bridge in Britain. It collapsed in 1847, killing five people – the first cast-iron bridge disaster. Henceforth, engineers favoured wrought iron for bridges.

The first notable railway death was that of Huskisson, a member of the Board of Trade, at Rainhill in 1830.

The Sonning Cutting accident (due to a landslip after heavy rain) in 1841 resulted in the deaths of several passengers and was the first railway disaster to be investigated by the Board of Trade.

The hoo-ha about the loss of the WCML franchise for Virgin has led to the reconsideration and revision of all tenders. This is likely to cost the taxpayers £100 million in compensation. Three civil servants have been suspended. (Oct. 3rd news) [Editor's Note: Virgin's franchise has now been extended for two more years, and the officials are back at work. The official report into the fiasco is scathing about their methods for evaluating the tenders – no allowance for inflation, etc etc.]

Paris – The “Meteor” underground system is deeper than the Metro and has been driverless since 1998. [More from the Editor: I hadn't heard of the Meteor, and at first thought it must be an April Fool story. Anyway, dyslexic travellers must find it very confusing. On the topic of the metro, Michael Leahy sent me an email referring to the Metro train, the interior of which was recently painted to resemble the Palace of Versailles – truly stunning, with painted ceilings, columns, artworks, fake library shelves, etc – please see <http://www.dailymail.co.uk/news/article-2171124/Paris-commuter-train-carriages-transformed-resemble-rooms-Palace-Versailles.html>

Shanghai contains a quarter of China's population and is a transport centre – the hung Chow Hub. This cost 10 billion dollars and handles 1 million passengers a day. There are seven modes of transport on 6 floors, up to 43 metres above ground-level – including thirty rail lines, and five subway lines.

The world's fastest passenger train is a Maglev.

Two tunnels have been proposed for vehicles and trains from the M1 to the M67.

The Government owns Directly Operated Railways – running the ECML taken over from National Express. Its operating profit increased by £7.1 million on a turnover of £665.8 million, giving the Department of Transport an overall profit of £195.7 million.

In 2011-12, 18.9 million passenger journeys were made - a 2.1% rise over 2010-11. (from T&A) [Does that mean the figures are for West Yorkshire? – Ed.]

Letter to the Editor – 1

John Tickner

Dear Editor,

Work is preventing me from attending any meetings at all at present, but I want to pick up on this.

I am probably oversimplifying, but I imagine attendees at BRC meetings fall into two categories, those who turn up come what may for a regular social evening, and the 'waverers', who pick and choose presentations that they think they will enjoy. I am sure there are many in the latter category who are now reading about the Paul Bigland show and wishing they had turned up. Would it not help to have some more information in advance, to 'sell' the show so that everyone knows what to expect beforehand?

We have another classic example coming up in November. Maybe I should be aware who Steve Chapman and Colin Kennington are, but I am not. The show is called 'Somewhere in Europe'. The forthcoming meetings information tells us 'plenty of scope there'. How many of the 'waverers' do you think will be inspired to turn up for that one?

Best wishes

John Tickner

Letter to the Editor – 2

John Tickner

Dear Editor,

I can't help smiling at the instruction 'Prints that show obvious digital enhancement will be disqualified', written in very stern heavy type. What exactly is the problem?

Photographic manipulation has been with us since the birth of photography. As just one example, many will be aware of the work of Frank Meadow Sutcliffe, and his photos of the Whitby fishing community in the late 1800s. It is known that if Frank was printing his glass plates in the darkroom, and had a picture he liked, but the sky was a bit bland, he had no qualms about printing in the sky from a completely different plate!

A good darkroom worker will get up to all sort of tricks, not least a good amount of dodging and burning, to 'enhance' his prints. What is the difference between these enhancements and digital enhancement?

Maybe the problem is with the 'obvious' digital enhancement, but in many cases if the enhancement is obvious, it has been badly done anyway and likely to be marked down by the judge accordingly.

Other digital enhancements, for example HDR, are clearly obvious, but why does that merit disqualification anyway? Should not all photographs be judged equally on their merit?

Best wishes

John Tickner

Letter to the Editor – 3

Michael Wade

Dear Editor,

This year I have only been able to attend a few meetings and on a number of occasions I have found it difficult to hear the speaker. This is because speakers nearly always stand at the back by the projector and speak quietly to my back. Surely it would be better if they stood at the front and spoke to all of us. This would of course entail a member standing by the projector to change cassettes and make sure that the slides stay in focus. I remember one meeting in which Tony Newnham sat at the front which I found it much more enjoyable.

One other problem I find in hearing the speakers is that members sitting by the projector insist on chatting whilst the speaker is speaking. I feel this to be most discourteous.

I trust that the committee will take this on board and try to help members who sit towards the front of the church hear the speaker.

All the best,
Michael

Meeting Reports

Philip Lockwood

September 5th - Steaming around the world by David Tillotson

A show by our past President David. This was an all slide show covering a selection of the many countries visited to track down the remains of steam. The list of countries read something like a world gazetteer, starting in the UK before moving to Europe and more distant countries. Many of the pictures were taken on charters, many of which were arranged by David, the quality of which was excellent. Nearer home it was nice to see a picture of the ex Mersey locomotive *Cecil Raikes* long overdue for restoration as well as visits to Statfold Barn, Barrow Hill and the Cleethorpes Lt Rly. I expect this will probably be the last slide presentation from David as I understand that he has now gone over to Digital, or to use the immortal words of Dorothy Burrows, 'Gone Queer!' Thanks David for a most enjoyable evening I for one will look forward to yet another presentation in the future.

Sep 19th - The Derwent Valley Light Rly- A Pictorial History By Jonathan Stockwell

Tonight a presentation by almost our longest serving member of the BRC having joined when almost still in short pants! The subject, the Derwent Valley Lt Rly being his pet along with Land Rovers, the Somerset and Dorset Joint Rly and the Highland Rly. Jonathan speaks with authority as he is the Archivist for the railway as well as a volunteer guard on the line. As the title explains this was a pictorial history showing pictures of all the stations on the line together with many stories gathered from people involved with the line in the past. The railway was never nationalised and the thing

that came across was the forward thinking by the Directors in promoting various schemes to make extra revenue. Also the family spirit amongst the employees. The line used many unusual locomotives many hired from the NER and later the LNER and BR, but also used early railcars as well as a Sentinel shunter. Next year marks an important anniversary for the line. Perhaps an outside visit by the BRC might be in order. Thanks Jonathan for a most informative and enjoyable evening. The vote of thanks was given by Eddy Lumb.

October 3rd - 30 & 40 Years Back, by John Holroyd

Tonight John entertained us with slides from 1982, 1972 and as a bonus a selection from 1962. We started in 1982 with a visit to India with some very atmospheric railway and stern-wheeler pictures, we then returned to early days on the Worth Valley. This was followed by a NGRS 'Monsoon Tour' to the Ravenglass & Eskdale Rly where I can vouch for the monsoon element as I was also on this visit. The ex GCR Manchester to Sheffield line had recently closed, but remains were still to be seen. We paid our customary visit to the attic to view the EM&W railway with a recent model of an ex L&NWR Chopper tank Locomotive, this John assures us was the type first seen from his pram!

1972 started in style with a ride on the Bournemouth Belle Pullman train and whilst in Brighton travel on the Volks Electric Rly. Canal boat voyages in the company of John Wilby and Brian Moss. And especially for Victor, a fairground ride with the name 'Death Victor Rly'. Marathon cycle holidays followed including visits to the Welshpool & Llanfair Rly. About this time stationary steam engines were fast disappearing including examples of both mill and Mine engines. Included in this section were many shots of the steam powered Humber Ferries.

Finally as a bonus we had a selection from the 1962 where although i didn't know John personally at the time we appeared to have similar interests having both travelled on the RCTS trip to the Festiniog railway on the 30th June of that year, and indeed taken almost identical slides! The vote of thanks was given by Eddy Lumb.

October 17th - Tribute to Steam, by Tom Heavyside

A welcome return by Tom from the other side of the border with his slide show, A Tribute to Steam. Tom started on the narrow gauge with the 15inch gauge Rhyl miniature railway, Tom explaining that any gauge less than this is not a proper railway in his book. We visited Eaton Hall near Chester to see the replica *Katie* before a visit to the Bure Valley. Fairly early pictures on the Kirklees Lt Rly before the L&Y station building was demolished. Moving up the gauge by one inch we visited Horwich Works, surely Tom's ancestral home! to see the works locomotive *Wren*. Many more railways were visited, often with Leeds built locos to the forefront, this indeed started a Lancashire Yorkshire competition amongst members of the audience, Tom was able to even the balance with many Beyer Peacock products.

The second part was laid out as the Ian Allan locomotive spotters books Starting on the Western before moving to the Southern followed by the LMS and LNER and finally the BR Standards. Like all the ABC's we looked at each power classification in

turn. A most enjoyable evening of excellent photography plus Tom's entertaining commentary. The vote of thanks was given by Eddy Lumb.

October 31st - Photography Competition (report by Tom Ickringill)

Just a big thank you to all of the participants, Robert Anderson for being our expert judge and Peter for helping to set up shop earlier, prior to going to the pub, and, finally, Peter again, for being our projectionist.

As Robert commented, with the digital age now at our fingertips, the number of quality colour prints entered this time was a great improvement, but, the number of black and white prints was disappointing. Also, the number of slides entered, I thought, was again disappointing – is this because everyone has gone digital? I had to dig into the archives for my entries – could others have done this? I'm fully aware that certain members, with excellent photographic skills, were conspicuous by their absence. Make the effort next time chaps !!

My congratulations to John Tickner for being the overall winner, and to those who won the individual categories, detail as follows :-

35mm Slide Steam

1. Jim Livesey
2. John Whiteley
3. John Whiteley

35mm Slide Modern

- Tom Ickringill
Tom Ickringill
Jim Livesey

Steam Colour Print

- John Tickner
John Whiteley
John Whiteley

Modern Colour Print

1. John Tickner
2. John Whiteley
3. John Whiteley

Black & White Print

- John Whiteley
John Whiteley
John Whiteley

Humorous

- Ian Button
Keith Preston
Keith Preston

Nov 14th - Somewhere in Europe, by Steve Chapman and Colin Kennington

Tonight a Digital and cine show by two members of the Huddersfield Railway Circle. Somewhere in Europe being mainly Poland. A very polished digital presentation of travels in this interesting country which still uses steam on one of its lines. As with a majority of European countries diesel and electric traction replaced steam at an earlier date than in the UK. Anyone familiar with the West Coast main line of twenty years or so ago will probably recognise some of the electric locomotives currently still in use in Poland. These together with large and noisy diesels from former Eastern Europe and Poland's answer to the class 108 but worse! An interesting insight that I for one know little about. Vote of thanks given by Eddy Lumb

Nov 28th - Brighton By-ways - The Horsham & Guildford Direct Rly, by Tony Newnham

A further Southern talk by Tony tonight - this time the ex L&BCR Line from Guildford to Horsham. As always Tony having lived in this area in his formative years is a mine of information. Using his own photographs plus pictures gleaned from the internet we were taken on a station by station guide to the line. Unusually in pre-

grouping days the locomotives used on this line were named after the stations served. This was painted in large letters on the side tanks and as Tony remarked often caused confusion regarding directions the trains were travelling! In many ways as the title explains the line particularly in pre grouping days painted a picture of a rural backwater, the signal man at Baynards station as well as his railway duties managing to grow an impressive display of dahlias on the platform. One picture which depicted a station in pre grouping days was questioned by Victor Lee who thought the picture might have been taken in BR days as he was able to date it by the model of Silver Cross pushchair on the platform! A most informative talk about an area that your reviewer had no previous knowledge about, so I will be looking forward to the next instalment next year. The vote of thanks was given by our President.

The Hypocycloidal Engine

Gary Hayhurst

I came across this interesting piece of machinery at the Launceston railway (see my previous article). This piece of machinery allowed engineers to build portable steam engines to pump water or power other machinery via belts rather than building of large steam engines like James Watts beam engines where the building was built around the actual engine.

The Hypocycloidal engine was designed by Matthew Murray, the same man who was involved in the Middleton railway.

A unique feature of this engine was the hypocycloidal motion, whereby reciprocating motion was turned into rotary motion.

Now for the really technical description.

The geometric principle is that a point on a circle rolled round the inside of another circle of twice the diameter will scribe a straight line. In practice the small circle is a spur gear which rolls around inside a ring gear with internal teeth. As the piston rod rises and falls, the end is pivoted on a pin fixed on the periphery of the small gear. The small gear rolls around and through a crank drags the crankshaft round.

An hypocycloidal engine built in about 1805 by Fenton, Murray and Wood in Leeds is the third oldest workable steam engine(on steam). The traditional connecting rod is dispensed with and the crank pin is inside a gear rolling inside a ring gear and giving rise to an hypocycloidal curve hence giving its name to the engine.

If you google it there are many fine examples including a working model on You Tube.

It is believed that Murray devised this type of engine to get round many patents of James Watts steam engines in regard to crank arm design. So engineers in their quest for a way round the simple crank arm came up with this.

One wonders what railway steam engines would have looked like if the hypocycloidal mechanism had been used instead of a simple crankshaft and connecting rods.

One of the photographs I took in the museum at Launceston railway about the hypocycloidal engine says “an ingenious solution to a non-existent problem”. But I suppose engineers will always try new methods if they are blocked by patents.

Visit to Cork, July 2012 (reprinted) 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 Iarnrod Eireann (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/from Cobh, although not advertised as such. The concourse has been modernised and there was a good range of facilities. On permanent display is Bury 2-2-2 no. 36, dating from 1847. It was used by the Great Southern & Western Railway (GS&WR) on the Dublin - Cork service and was in service until 1874. The Travel Centre has a collection of railway crests from all over the world. Dublin trains consist of a GM 201 class loco (at the “country end” leaving Dublin), six or seven Mark IVs and driving generator van, which provides on-train services without calling on power from the loco. There are on-train announcements and information screens, in Irish and English. Cobh and Midleton trains are operated by 2-car 2600 class dmu, built by Tokyu in 1993/4 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. Littleisland 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 plinthed 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.



44041 Bradford Valley 16/2/63

Michael Leahy



44467 Shipley 1/2/61

Michael Leahy

Bulgaria tour – see Andy Roberts' article next issue



13 September 2012 - Septemvri - 609.76 760mm 2-10-2T

Michael Wade



15 September 2012 - Velingrad - 609 76 760 mm + 75 006 Bo-Bo de

Michael Wade

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.

Secretary's Page

Peter Holden

Next year's diary is almost complete. Hopefully I will be able to fill the last few remaining dates shortly. [*As you see on the Diary page, Peter was successful- Ed.*]

A big thank you to all who have given talks or passed on possible speakers to me over the last twelve months

Not much else happening at the moment. Please make the effort to come along to the AGM and stand for Secretary of course!

Forthcoming meetings

We begin our 2013 program on Wednesday 9th January with an evening with Victor Lee who will be presenting "Favourite Lines Part 3 North Lincolnshire" Victor will be giving a pre-show curtain raiser at 19:10 "Preserved Lorries Galore"

Nigel Lawrence makes a welcome return on January 23rd to present "Far Away Places Part 5 Cuba & Zafra Steam" This should be a most entertaining evening.

Scraping the bottom of the barrel on February 6th we see some bloke showing a load of pictures from the early nineteen nineties When Peter Holden presents 1990s Part 2.

Ever popular Mike Swift returns to present "Steam in The South West And Wales" on Wednesday 6th March. I am sure this will be a popular meeting.

Paul Corrie will be presenting a compilation of slides taken from his entire collection when he presents "35 Years of 35mm" on Wednesday 20th March. Paul is a very competent photographer who generally only takes photographs in perfect lighting, which is just as well as he spends most nights at Neville Hill!

Circle Diary 2012-13

P	Dec 12 th	67 th AGM. followed by Members Night	Members
	Dec.26 th	NO MEETING	
	Jan.9 th 2013	Favourite Lines Part 3 North Lincolnshire, Plus Preserved Lorries Galore from 19:10	Victor Lee
	Jan 23 rd	Far Away Places Pt.5 Cuba & Zafra Steam.	Nigel Lawrence
C	Feb.6 th	1990s Part 2	Peter Holden
	Feb. 20 th	Steam In The South West & Wales.	Mike Swift
	Mar.6 th	1980s British Diesels	John Whiteley
P	Mar. 20 th	35 years Of 35 mm	Paul Corrie
	Apr. 3 rd	From The Lineside 25 Years Photographing Line	The Leeds To Carlisle Terry Hanson
	Apr. 17 th	Wanderings Around Wales	Gavin Morrison
	May 1 st	The Leeds Locomotive Industry	Don Townsley
C	May 15 th	Reedy's Rambles Part 2, Life On The Line	Gordon Reed
	May 29 th .	Mainline UK Steam Action	Ben Collier
	Jun 12 th	Photographing Trains Around The World.	Robin Patrick
P	Jun 26 th	Narrow Gauge Nostalgia	John Holroyd
	Jul 10 th	Outdoor Visit	
	Jul. 24 th	Another Brighton Byway.	Tony Newnham
C	Aug.7 th	A Swiss Odyssey, How It All began	Philip Lockwood
	Aug.21 st	Project Miller, Restoring The Prototype HST Back To Life - An Illustrated Talk. John Zabernik & Alex Wood Of The 125 Group.	
	Sep.4 th	Around The World With Modern Traction	David Tillotson
P	Sep.18 th	An Evening With Dorothy	Dorothy Burrows
	Oct.2 nd	North American Locomotives	Ian McIness
	Oct 16 th	The Design & Service Of The LMS 5MTs	Paul Abell
C	Oct.30 th	WYSIWYG Part 3	Alan Ward
	Nov.13 th	Thirty and Forty Years Back	John Holroyd
	Nov.27 th	Railway Themes	Jim Livesey
P	Dec 11 th	68 th AGM. followed by Members Night	

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

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