

# THE CIRCULAR

Bradford Railway Circle

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## Editorial

Welcome to 2013 to all readers. We start the new season with a new cover, comprising a historic image of a Holbeck Jubilee at Leeds, thanks to Gavin Morrison.

In this issue we complete Peter Holden's trilogy relating his adventures touring Britain from one end to the other behind kettles, and we see an article from distant member Andy Roberts about a steam tour in Bulgaria. David Tillotson's programme of visits for the year is here, too – book early to avoid disappointment – all proceeds to charities.

Lastly, thanks to Robin Patrick for some hot news – “To mark the launch of the new Bond film Skyfall being released on DVD and Blu-Ray, a unique partnership between 20th Century Fox Home Entertainment, Metro-Goldwyn-Mayer Studios and East Coast trains, has seen its Class 91 No. 91107 renumbered as 91007. The loco, coupled with set BN29 and DVT No. 82231 was unveiled with a specially-designed livery featuring stars of the film and the iconic 007 insignia. The design includes Daniel Craig's James Bond sliding on his back firing his infamous Walter PPK pistol, the SKYFALL and 007 insignia, and East Coast's magenta stripe. The Mk4 DVT livery features some of the cast, in addition to cover shots of the Blu-Ray and DVD. Both the '91' and DVT feature a 'mock-up' nameplates, SKYFALL in silver on a black background with the 007 insignia. It is intended that these will be replaced with cast plates at a later date. After unveiling at King's Cross the train formed a special 1Z07 08.33 King's Cross to Edinburgh today Saturday 16th February and in the pictures [see p.16] the train is approaching Platform 9 at York Station and then departing.”

## Great Britain V (Part 3)

Peter Holden

### Thursday 26<sup>th</sup> April

Andy and I decided to give the school bus a miss and travel by train to Barnhill Station. Having had a coffee in Queens Street Station we catch the train from the low level platforms out to Barnhill arriving in good time for our departure behind 46233 *Duchess of Sutherland*. A Stanier design 4-6-2, it was introduced in 1938

Well it has to be said I would have preferred to leave Glasgow Central and had a good thrash down the main line to Carlisle, but unfortunately it was not to be. We retrace the previous day's route at a somewhat quicker pace to be fair, through Newton-on-Ayr turning off the main line at Newton Jct, swinging left onto the freight line towards Kilmarnock. We pull up for water adjacent to the defunct Ayr Loco shed. Memories of spotting trips with Graham in the early eighties came back!

It was patently obvious that certain crews treated the whole engine driver thing differently. We progressed at speeds of around 50 – 60 mph all day, the *Duchess* proving about as dull as the A4 on the first day. It seemed to take forever to reach Carlisle. We did pull in only a few minutes late however. Andy and I took water in the Wetherspoons. We leave Carlisle on time and take the Midland route via Settle. Much more of the same I am afraid. The *Duchess* made easy work reaching its customary cruising speed of around 60mph, that was as good as it got. We let the service train pass and took water at Appleby. On a plus side I would guess we did not slow down all the way up to the summit at Ais Gill making easy work of the gradients involved. We were near the rear of the train, but hardly heard any noise from the engine.

Dropping down over Batty Moss viaduct we carry on past Settle Jct to our next water stop at Hellifield. Tender replenished we progress, taking a right turn towards Lancashire, and through Clitheroe and Blackburn to our destination of Preston. Once more a bus transfer, this time to the Best Western Hotel, Leyland. At last a hotel with a hand pump. This is more like it, unfortunately not their version of Thwaite's Wainwright was dreadful. I had a word with the girl on reception, who informed me that there was a local pub about a ten minute walk from the hotel. So Andy and I ventured out into darkest Lancashire. We find the Railway Hotel, Leyland and have a decent pint before moving on to the local Wetherspoon's pub the "Leyland Lion" plenty marvellous old photographs depicting Leyland buses and trucks, fantastic to look at. More importantly they had two Acorn ales from Barnsley and two Moorhouse's ales from Burnley. I had to do all the translating, having had Tom Heavyside visit the Circle so many times meant I understood the strange version of English they use, plenty of "have you not" and "did you not". An enjoyable evening was enjoyed, before the walk back past Leyland Station to the hotel.

### Friday 27<sup>th</sup> April

Once more Andy and I having had breakfast decided to forego the bus ride back to Preston Station instead walking to Leyland Station to catch the train to Preston. We had around ninety minutes before our train left, so we had a pint of Roosters Leghorn in the local Wetherspoons and found an off licence to stock up for the train.

We leave Preston behind 70013 *Oliver Cromwell*, for what in my mind was the best run of the week, once again no messing about, we pulled out of the station and after only a short while we were making good progress up the West Coast Main Line our coach being at the front gave us a marvellous chance to hear the engine as it roared south. There were plenty of GPSs in use on the train and we were told that we were travelling at 82mph for a fare distance. Absolutely brilliant. Our arrival into Crewe was on time. As the loco took water, I had a stroll around the station.

We were soon back on our way again leaving the West Coast Main Line and taking the route through Shrewsbury and Hereford towards Newport. The weather was not the best, but in spite of this there were plenty of people out with cameras. *Oliver Cromwell* performed faultlessly as we continued south. At Maindee we took the curve avoiding Newport and continued on the main line past Llanwern to our water stop at Magor. Tender replenished we head east towards the Severn Tunnel. A good speed was attained as we entered the tunnel, and indeed as we left the tunnel up the 1/100 climb, we were still travelling at around 50mph. We arrived into Bristol at around 17:40. This was the earliest we arrived at any of our overnight stops. The Ramada Hotel is only a stones throw from Temple Meads, so we walked from the Station rather than go on the coach provided. This early finish at last gave us the opportunity to venture out for an evening meal.

### Saturday 28<sup>th</sup> April

Initially we were to be hauled by two West Country / Battle of Britain class locos from Bristol to Penzance, but once again this was not to be unfortunately. We were double headed by 34067 *Tangmere* and 70013 *Oliver Cromwell* (for a change!)

34067 was completed at Brighton Works in September 1947 and was named after an airfield in west Sussex. Tangmere airfield's nearest Harvey's pub would be the White Hart at Arundel, should you be interested.

Again we were treated to a splendid run away from Bristol to our first water stop at Tiverton, our train stopping on the site of the former Tiverton Junction Station. Away again on time we continue on passing nonstop through Exeter St. Davids and around the famous coastline of the Dawlish area. Once again there were many out to record our train's progress. The climb of Dainton Bank, was apparently quite a good one, beats me? we crested the summit at around thirty miles per hour? I recall a previous special with a class 59 at the front reaching its top speed of sixty miles per hour from a standing start actually on the bank! Still there you go.

Our next booked stop was at Plymouth. Unusually we had around one hundred and five minutes. We found the "James Street Vaults" as our water stop. Not been in this direction out of Plymouth Station before, turning left outside the station the pub was up on a hill behind the car park. Three reasonable pints of Wells Bombardier we almost enjoyed before heading back to the train. Departure was on time at 13:29 good time was made through Cornwall. This section of the GWR main line as I am sure you know was engineered by Brunel during the period when he had lost his ruler! The line speeds and the trains speed were well matched.

On arrival into Penzance we made our way to a favourite pub “The Crown Inn” which is on a street running parallel behind the main street. Unfortunately they have started to brew their own ale now, which was not up to much. The only proper beer on sale being Otter Ale. We sampled a pint of all three on offer before returning to the station. Our run back to Bristol was originally to be behind a Western class diesel, but yet again this was unavailable, so instead we returned behind 47 760. Very disappointing! If you are going to have your kettle replaced by a diesel, at least it could have been a more interesting one! The passengers who had hither too been recording every inch of our progress meticulously, for some inexplicable reason did not bother. Perhaps their electronic gadgetry could not keep up to this sudden input of speeds greater than snail pace? We were at the rear of the train, so were pretty much unaware of what was pulling it.

Blimey this diesel lark will never catch on. Imagine a locomotive that can travel all the way from Penzance to Bristol non-stop and nearly twice as quick.

I must admit I’m getting too old to spend nine days on a train. I think Andy was in the same frame of mind. When we arrived back into Bristol he would not go to the pub, now that is serious!

### Sunday 29<sup>th</sup> April

I pointed out at breakfast that Scott of the Antarctic was now struggling with his left hand, must have contracted a spot of frostbite I imagine.

Anyway bags packed and off to the station, a reasonable late departure sees us heading out of Temple Meads behind GWR 4-6-0 Castle Class No. 5043 *Earl of Mount Edgcumbe*. Funny name for a Castle? Apparently it used to be called *Barbury Castle* but was renamed after a GWR Company Director. I think they should have made the director change his name to Sir Barbury Castle, would have made more sense.

Anyway never mind that, I can carry on with my totally unbiased locomotive performance appraisals. This design dates back to 1923 and was designed by C.B. Collett. Now I’m not sure which CME came up with the original GWR 4-6-0 design, but as we all know he did fortunately leave behind twenty or so outline drawings on tracing paper which lasted until the end of steam, so no other design was ever needed. Now that’s using your brains! (Stanier nicked a few of course.)

Off we go at a very good pace out of Bristol and up the bank passed Filton, at this stage we were at the rear, but there was plenty of noise and smoke from up front. It was a miserable day the rain was pouring down. Very good progress was made to our first stop at Gloucester. I stayed on the train as the monsoon continued. Our loco ran around the triangle and coupled on to the other end and we reversed out so as to take the line through Stroud to Swindon. Well this part of the trip was well up there. It was truly brilliant. It sounded nearly as good as a 37 leaving Queens Street! The engine was working flat out as it climbed Sapperton Bank, we had a few bits of wheel slip as we neared the summit but the skill of the driver kept us moving at an admirable pace. Well it’s all downhill after that. We made our last water stop of the week at Wantage Road, and carried on at an admirable pace all the way into Paddington. This is more like it, we are passing the local DMUs.



15 September 2012 - Plovdiv - Siemens Zero dmu

Michael Wade



18 September 2012 - Lakatnik – 05.01 4-6-2

Michael Wade



20 September 2012 - Smajdovo – 03.12 4-8-2

Michael Wade



21 September 2012 - Karnobat - 46229 Co-Co electric

Michael Wade



Arrival into Paddington was pretty much on time, I said farewell to my fellow passengers and made my way to the underground formally known as the Hammersmith & city Line. Errr! How can it be the Circle line if it no longer goes in a circle? Anyway a quick journey along whatever line it may now be and I am in good time to catch the 15:50 Kings Cross to Leeds, good it's an HST it was predictably packed, but the 125mph was appreciated much more than normal.

So to sum up the week -

Riddles came in a clear first.

Collett took second place (with a special mention for the daftest loco name!).

Stanier came third, possibly due to his 4-6-0s been more numerous and making up for the woeful performance of the Duchess.

Gresley brought up the rear having designed the slug of the week (A4) and the only loco which failed miserably (K4).

Bulleid was disqualified for only turning out one loco instead of two and for being from New Zealand!

Around 2,000 miles of main line steam haulage, well it has to be good. Thanks to Michael and Andy for their company.

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## Bulgaria 2012

**Andy Roberts**

*[See more photos in the last issue of the Circular - Ed]*

### Tuesday 11<sup>th</sup> September

I meet Michael at King's Cross; he had arrived at 13:45 on the Grand Central service from Bradford Interchange on board 180105 *Ashley Jackson – The Yorkshire Artist*. We took the tube to Victoria and joined the 14:36 Southern service to Redhill formed of unit 377201. Having spent a couple of hours at the Garland, a Harvey's pub, we returned to Victoria at 18:18 on unit 377119. We then continued to Heathrow for our overnight stay at the Premier Inn.

### Wednesday 12<sup>th</sup> September

We checked out at the early hour of 05:30 and caught the bus to terminal 5. Checking in we headed for the business class lounge. Originally we had hoped to travel by train to Bulgaria but because of train service problems we had no option other to fly. Our British Airways flight to Sofia was on an Airbus A320 which departed at 08:25. On arrival we had a very easy passage through Customs and Immigration before transferring to our hotel. The first excursion on offer, which we chose to miss, was a sightseeing tram tour on the metre gauge tram-line, other tramlines being standard gauge.

### Thursday 13<sup>th</sup> September

Today we were due to travel to Septemvri, for the Rhodope Mountain line, by service train. However there was no spare carriage to add to our train so we had to travel by road. On arrival at Septemvri a number of service trains were noted hauled by electric locos with ex-German carriages.

A visit to the narrow gauge (760 mm) depot had been arranged. On site were a number of diesel locos built by Henschel in 1965, which haul the three daily passenger trains and two shunters that are used to shunt stock about, one being from Henschel, the other from Kambarka of Russia. In addition there were five out of use diesels from Uzinele 23 August / Faur of Bucharest. Stored on shed were four steam engines, 2-10-2T 613<sup>76</sup>, built by Chrzanov in 1949, 0-10-0T 509<sup>76</sup> Schwartzkopff 1931, 0-6-2T 1<sup>76</sup> Rheinmetall 1922 and 600 mm gauge 0-8-0T 470<sup>60</sup> Henschel 1917.

We departed Septemvri, 220 mtrs asl, at 13:35 on our special train hauled by the one working 2-10-2T, 609<sup>76</sup> Henschel 1949. Our journey was to Velingrad, 740 metres asl, where we were to spend the first of two nights. Velingrad is 39 kms from Septemvri at the end of the first stage of the 125 km branch line.

### Friday 14<sup>th</sup> September

Today's travels started by taking the coach to the far end of the line, Dobrinishte 834 mtrs asl. Departure from Dobrinishte was at 11:05 with 609<sup>76</sup> to Bansko, 900 mtrs asl, a short run of 5 kms. Here the loco was watered and turned. On display were 504<sup>76</sup> an 0-10-0T built by Ceskomoravska Kolben Danek of Prague 1927 and a railcar from Ganz of Hungary 1941, both out of use. We continued to the summit of the line at Avramovo 1,267 mtrs asl, assisted from Yakoruda for sixteen kilometres by 75 004 one of the Henschel diesels. The next section to Sveta Petka consisted of a number of spirals as we dropped 224 mtrs; unfortunately the line was so well wooded that we were unable to appreciate the scenic nature of it. From Sveta Petka we continued back to Velingrad, where we spent our second night. During the day we made a number of runs past and managed some reasonably good shots.

### Saturday 15<sup>th</sup> September

At 11:05 we retraced our steps today from Velingrad to Septemvri with 609<sup>76</sup>. Here at the main station was our main line train consisting of green carriages from the Royal train of King Boris III hauled by 01 23, a 2-8-2, Winterthur 1935. We travelled east to Plovdiv and then north to Karlovo a distance of 120 kms. To reach Sofia we again had to use the coach.

### Sunday 16<sup>th</sup> September

Today is a notable day – Why? It's my birthday. Our journey started from Sofia Central Station, again with 01 23 and the Royal Train. We travelled north-east to Volujak and then south to Pernik and Radomir. From Radomir we continued on the branch to Gjueshevo, on the Macedonian border, a total of 161 kms from Sofia. The very modern traction on the branch is formed of Siemens Desiros, known as Zeros.



The final 34 kms from Kjustendil was steeply graded and as it was wet it took about three hours. Sadly most of this section was travelled in the dark so we were unable to appreciate what appeared to be the attractive scenery. Work started during WWII to build a tunnel through the mountains into Macedonia and these plans have now been resurrected, though are subject to the usual availability of funds. We headed for our hotel in Kjustendil by coach over the much shorter route of only 20 kms.

### Monday 17<sup>th</sup> September

This morning the train, again with 01 23, travelled 54 kms from Kjustendil to Radomir, reversed and continued south 43 kms to Dupnitsa where the loco visited the loco depot to be serviced and turned. Whilst this was happening a visit to a local monastery was arranged but too little time was allowed which played havoc with our timings for the return to Sofia via Pernik, 91 kms.

### Tuesday 18<sup>th</sup> September

Whilst en-route to Sofia Central station we noted some dual gauge tram tracks though it appeared that the standard gauge tracks were not in use. Today's train was hauled by 05 01 a 4-6-2 built by Krupp in 1941. We headed for Cherven Brjag 141 kms from Sofia. Our journey was initially north through Svoje then north-east through Mezdra passing through some fine scenery. The engine worked well and we were informed that it actually reached 80 kph.

On arrival at Cherven Brjag our engine was exchanged for 03 12 a 4-8-2 built by Henschel in 1942. As we continued east via Pleven to Levski it became apparent that the loco was struggling and any sort of grade brought us almost to a standstill. On arrival at Levski it was decided that the train would take too long to get to Gorna Orjahovitsa so they sent for the coach to take us direct to Veliko Tarnovo where we were to stay the night.

### Wednesday 19<sup>th</sup> September

A city tour was organised for the morning which involved some street walking and climbing up to some monuments. Our train was due to leave from Veliko Tarnovo back to Gorna Orjahovitsa but because of a landslide it wasn't possible, so we had to use the coach. We left Gorna Orjahovitsa at 14:45 behind the same engine hoping for a better run. Our route was to Schumen 141 kms away. At Asenov there is a loco reserve with a number of steam engines, a couple of diesels and a steam plough. Unfortunately our engine was still having problems, bad coal was rumoured. At Targovishe we were again met by the coach for those who wished to make a relatively early night. About a third of the party remained on the train where an electric loco, 44 088 from Skoda, was attached to take us to Schumen, arriving about midnight.

### Thursday 20<sup>th</sup> September

We left Schumen at 08:10 for Karnobat 93 kms away. We travelled south via Komunari where we reversed to Dalgopol where we again reversed back to Komunari, this diversion was for lineside photographers on the coach. From Karnobat we

continued by coach to Nesebar for a night by the Black Sea. At Karnobat we noted ex-BR 87s 87007 & 87020 and then en-route to Nesebar we passed the ex-BR 92 double heading a freight train.

### Friday 21<sup>st</sup> September

A two-hour tour of old Nesebar was taken early in the morning before heading to Burgas for our last steam hauled journey to Karnobat 61 kms away. In the yard at Burgas were two 87s 87019 & 87026. At Karnobat we changed from steam to electric traction for the 357 km journey to Sofia via Tulovo and Karlovo. Our 5,100 kW Co-Co engine was 46 229 (No, not *Duchess of Hamilton* !!), built by Electroputere. En-route we stopped at Pirdop, the base for the ex-BR 87s where we found 87010 & 87004 *Britannia*.

### Saturday 22<sup>nd</sup> September

Today, a relaxed start, some of us took the opportunity to visit the depot in Sofia where 01 23 and 05 01 are kept together with a number of out of use locos. We then called at the university where an electric loco and a 760 mm 2-10-2T are kept. Finally it was off to the airport for our 14:35 flight on an Airbus A321.

I am pleased that I made the trip but don't think I will return to Bulgaria. The total distance travelled was 1,580 kms of which 1,175 were behind steam.

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## **Ben's Bits**

[From January 1953 "Meccano Magazine"]

On page 1 there appears a photograph of an experimental lifting barrier with separate "STOP" signs and lights and floodlighting. It was installed at Warthill on the NER line between York & Hull. I assume that this was the first on British Railways track, but probably not the first in Britain – I think that honour goes to Tan-y-Bwlch on the Ffestiniog Railway.

Another article concerns nicknames for locomotives. The writer commences with the Old Contemptibles (the British Expeditionary Force in Belgium in 1914) who saw old-fashioned Belgian locos with square smokestacks and promptly named them "Souvenirs".

Webb 0-6-2 tanks of the LNWR – a slow loco – were named "Mourners".

"Baby Scots" were a smaller version of the Royal Scots derived from Crewe Claughtons, but were officially known as "Patriots".

One Eastern Region class, the B1's or "Antelopes", is interesting, in that LNER 8308 was named *Bongo*, so the men named the class "Bongoes". But the management disapproved, so they had the nameplates removed. However, BR 61005, as 8308 became, had the nameplates restored.

The Crewe Works 0-6-0 locos known as 18-inch Goods were named “Cauliflowers” at Camden and Carlisle. This derived from the adornment of the centre splashers with the LNWR company’s coat of arms, which at a distance looks like the vegetable. One ex-GN loco class was known as a “Jenner”, but I don’t know why.

The GWR “Saint” class had several names, such as Ladies, Courts or 29’s (most commonly) as their numbers began with 29. Several groups were incorporated into the class.

Nicknames go back a long way, when you consider “Wylam Dilly” or “Puffing Billy”, and have gone on to include “Bury’s”, “Sharpies”, “Vulcans” and “Peacocks” from their makers. Some Brighton (LBSCR) locos built in Scotland were known as “Scotchmen”, and in SR days some similarly-built “King Arthurs” were called “Scotch Arthurs”.

The Stroudley “Terriers” were also known as “Rooters” – these 0-6-0 tank locos date back to the 1870’s.

The LNWR had large and small locos called “Bloomers”, probably due to their performance, echoed in Webb’s 4-cylinder compounds which were to conquer Shap singlehandedly. The 1400 class 4-6-0’s were not a success and were dubbed “Bill Baileys” after the song.

“Piano-fronts” were named after the front cover over the low-pressure cylinders.

“Hikers” got so named after the added-on feedwater-heaters on top of the boiler.

The L & Y had “High Flyers” from the large driving wheels on the 4-4-2’s.

The Worth Valley had its “Jinty”, “Ugly” and “Spam-Can”, so nicknames get perpetuated.

### Electric Railways

Magnus Volk constructed and ran the first electric passenger railway in Britain, on the sea-front at Brighton. It opened on 4<sup>th</sup> August 1883 and was 2’ 0” gauge, the electricity being supplied at 50V DC via the running rails & through the wheels. It was about ¼ mile long.

The electric railway between Portrush and Bushmills in Northern Ireland was fully opened a few weeks later.

Siemens had shown electric traction to be feasible at the Berlin Exhibition of 1879, and later at the Crystal Palace in 1881. H B Binko has a similar line there in 1882.

T A Edison had an electric railway at Menlo Park, USA, in 1880.

The original Volks line was extended by 2¾ miles at 2’ 8 ½” gauge in 1884 and was run at 160V DC via the running rails. It is still running, but with a 3<sup>rd</sup> rail. In 1915 a child fell across the rails and died later of shock. At the inquest it was stated that 160V was considered safe, and the Board of Trade considered anything below 250V as safe!

## Meeting Reports

## Philip Lockwood

### 9 Jan 2013 - Favourite Lines Pt3 North Lincolnshire by Victor Lee

For our first meeting of the New Year Victor gave us Favourite Lines Pt3. This covered the lines in North Lincolnshire. This is an area not familiar to your reviewer, but fortunately I did have my copy of Martin Bairstow's and Chris Bates book of the area. I think for once a map would have helped those without this reference. We started as usual with a warm up of slides of vintage commercial vehicles before the official start time of 19-30. Our first Lincolnshire slide being of the former station at Elsham, although the station is long gone the lineside still has a display of flowers from the former station garden. Although most of Victor's slides seem to have been taken in the 1980's and I would imagine that most of the places visited will have now changed out of all recognition, the area still looks like a place to visit more in the future. We proceeded to Scunthorpe before travelling to Barton on Humber and Barrow Creek, surely a most atmospheric place, before moving on to the former ferry station and pier at New Holland. This is one place that I used to travel to by Paddle Steamer in the early 1960's. Victor remarked that he had no pictures of the paddle steamers as he needed to spend more time visiting stations! A most enjoyable and informative show from Victor - perhaps we can spend more time in this area in the next instalment of 'Favourite Lines'. VOT by Eddy Lumb.

### 23 Jan - Far Away Places Pt5 - Cuba & ZAFRA STEAM by Nigel Lawrence

Tonight's show was based on a visit to Cuba in 1999, and was originally a colour slide presentation. Nigel apologised for the pictures which had been scanned into digital form. this had resulted in a lack of definition. Apart from the steam locomotives and cane trains Nigel also painted a picture of the now run down state of the country. apart from the tourist areas the rest of the country appeared to be closed to the casual visitor. we saw the unusual sight of a steam train crossing a Motorway on the level with nothing more than give way signs to denote the crossing! The sight of 1950's American sedan cars, by now many having swapped there big V8 engines for something smaller. Of particular interest were the Budd, or should these have been Brill electric Interurban tram's of the Hershey company's line? A visit to the country's capital Havana followed. From your reviewers point of view I was disappointed not to have seen anything of the cane mills which used to have some interesting steam plant. Vote of thanks by Eddy Lumb.

### 6 Feb - 1990's Part 2 by Peter Holden

Another excellent show by Peter continuing from part one continuing the theme of pictures from the 1990's many taken whilst about his business with his lorry, taken on his sometimes extended lunch breaks!. Some nice night scenes at Preston and Carlisle, where Peter spent a cold overnight stay in pursuit of his photography! Memories of Circle visits to Moorthorpe and the Mallard Public House. Another circle visit to the Middleton Railway where we had a double headed train including the Sentinel shunter presently under overhaul at Middleton. A strong favourite with Peter is the Yeoman

Quarries around Westbury where we saw some excellent slides of not only the stone trains but also the Westbury White Horse. The Circle visits to the local signal boxes show just how much of interest has been lost in the name of progress in such a short time. A personal favourite being the Redmire Branch complete with Castle Bolton in the background. Thanks Peter for Part 2 I for one will be looking forward to part 3. Vote of thanks by Eddy Lumb.

#### 20th Feb - Steam in the South West and Wales by Mike Swift

When Mike arrived with magazines of card mounted slides we knew that we were going to have a nostalgic evening. Mike explained that in the company of a friend who had just acquired motor transport, they embarked on a camping trip in search of steam. First port of call being the Ironstone works around Kettering before camping at the lineside to record the Southern steam hauled expresses. Moving on to the more obscure we saw the delights of the Hayling Island branch complete with Terrier tanks. Next moving on to the Isle of Wight which even in 1962 appeared to be in a time warp. the delightful station at Ventnor with the station way above the Town. Moving to Weymouth with the sight of a pannier tank hauling a boat train through the streets! Glimpses of the Wenford Bridge branch where the Beattie well tanks had been replaced by Pannier tanks a matter of weeks before Mikes visit. The S&D at Radstock with pictures at Masbury Summit. We then moved to Wales starting at Swansea Victoria Station and visiting the colliery lines in the valleys before moving further north to the delights of the lines between Ruabon and Dovey Junction. Bala Junction the Branch to Blaenau Ffestiniog. Your reviewer remembers taking a picture of this station only the second exposure of his first roll of Kodachrome in the same year! The Talyllyn Railway with Towyn station in a much more original state than today. The memorable RCTS railtour to the Festiniog where your reviewer spotted himself in Mike's picture of the Princess Royal at Chester. A most enjoyable evening made more so by Mike's commentary. Perhaps we can persuade Mike to make a further visit in the future. VOT by our President Gary.

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## **Tilly Tours 2013**

## **David Tillotson**

Tuesday 9<sup>th</sup> April - A V Dawson, Middlesborough. Have some diesel shunters on site which look after transfers around the site.

Thursday 18<sup>th</sup> April - West Coast Railways, Carnforth. Final date to be confirmed in late January

Thurs 25<sup>th</sup>-Mon 29<sup>th</sup> April - Baie de la Somme, Abbeville, France. Special event only held every three years. Look at the web site 'Fete de la Vapeur Baie de la Somme' for full details.

A\_Sunday in May - Freightliner sidings, Crewe. Actual date will be finalised in January

Wednesday 1<sup>st</sup> May - Tata Steel Works, Shotton

Thursday 9<sup>th</sup> May - Wm. Sinclair's Peat Bog railway, Hethersgill, Carlisle  
This site is due to close late 2013 so make the most of this visit to a peat bog railway.

Tuesday 14<sup>th</sup> May - Astontrack, Hartlepool. Looks after shunting at Tata Hartlepool and Skinningrove. Visits to both sites.

Saturday 18<sup>th</sup> May - Brush-Wabtec Works, Loughborough

Thursday 23<sup>rd</sup> May - Cleethorpes Coast Light Railway. Provisional date depending on what happens at the railway

Friday 24<sup>th</sup> May - NMT – London/Plymouth and return. If NMT still use the HST set there are 12 places but a new timetable is being introduced in March and they may use a class 57 and DVT, if so the number of places will be reduced to 6.

Wednesday 26<sup>th</sup> June - Buxton Limes Quarry, Great Rocks LETS TRY AGAIN - THIS TIME WITHOUT RAIN!!!!!!

Sunday 30<sup>th</sup> June - Evesham Valley Light Railway Garden Weekend event, Evesham

Sunday 21<sup>st</sup> July - Steeple Grange Railway & Ecclesbourne Valley Railway  
Ecclesbourne have a classic transport weekend

Thursday 25<sup>th</sup> July - Threlkeld Diesel charter  
Friday 26<sup>th</sup> July - Threlkeld Steam charter

Wednesday 7<sup>th</sup> August - SSI Redcar Steel Works – site visit

Friday 16<sup>th</sup> August - Moseley Trust – Apedale Railway Centre - Mixed locos charter with *Joffre* and various diesels working throughout the day. Cost £20 per person

Sunday 1<sup>st</sup> September - Amerton Railway, Stowe-by-Chartley, Staffs.

Thursday 5<sup>th</sup> September - Ravensglass & Eskdale Railway – behind the scenes and a trip along the line.

Sat 28<sup>th</sup> September – Sun 29<sup>th</sup> Sept - Stewarding at Barrow Hill for RAIL Event. Half day only - either day



4468, 60008 & 33001 NRM York 07-02-13

Robin Patrick



60008 NRM York 06-02-13

Robin Patrick





91007 in "Skyfall" livery, approaching York Station 1207 16-02-13

Robin Patrick



91007 departing York Station 1207 16-02-13

Robin Patrick

Friday 18<sup>th</sup> October - Wabtec, Doncaster

Tuesday 29<sup>th</sup> October - Clayton Equipment, Burton upon Trent. Still manufacturing locomotives for export.

Friday 29<sup>th</sup> November - Neville Hill and Freightliner, Leeds

Friday 6<sup>th</sup> December - Tilly's Annual Booze up Stalybridge to Leeds

- Most sites require orange high viz vests, strong footwear, hard hat, ear and eye protectors – bring these items with you just in case they are required.
- All sites will allow cameras and video but please note that on 'private sites' no photographs to be submitted to any magazine or placed on the internet.
- A charge of £5 per person per visit (unless stated otherwise) will be made – payments to be made at least 4 weeks in advance otherwise your name will be taken off the list – this money is donated to the site's chosen charity.

David B Tillotson

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## Special Traffic Notices

Will members please take note of the following points :-

- **Fire Precautions.** Please familiarise yourselves with the positions of fire exits and extinguishers at Heaton Baptist Church.
- **Members' Discounts.** In return for free advertising in *The Circular* members receive 10% discount on cash purchases at Frizinghall Model Railways and at Buffers – in both cases on production of a valid Circle membership card. See inside rear cover of *The Circular* for details.
- **Contributions to *The Circular*.** Original material, preferably in electronic format (almost any PC word-processor, preferably Microsoft Word or MS-DOS format, but not Microsoft Works, please), or by email to [ianbutton1@btinternet.com](mailto:ianbutton1@btinternet.com) or typescript – the Editor can scan & OCR (optical character recognition) typed pages.
- **Radiators.** Please do not adjust the radiator settings in the meeting room. The valves easily become jammed, necessitating drainage of the system, dismantling and repairs – very expensive.

- **Railway Magazine bound volumes.** The volumes of RM have been removed from the library due to lack of space. Any member wishing to read any volumes (we have c.1929-present day) should contact the Hon. Librarian, Gary Hayhurst, and he will bring them to the next meeting.
  - **Pictures for *The Circular*.** Photographic material submitted for consideration for reproduction in *The Circular* is accepted at the owner's risk. Landscape format is preferred for half-page reproduction, obviously, although if the photo is spectacular a vertical format full-page layout may be possible, or the picture might be used for our *Circular* cover picture.
  - **Disclaimer 1.** The opinions expressed in *The Circular* are not necessarily those of the Editor or the Committee.
  - **Disclaimer 2.** The Bradford Railway Circle cannot accept any responsibility if DVDs or video tapes borrowed from the library cause damage to a member's possessions.
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## 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).

**Article for sale/exchange** - Sculpture of Gresley A4 Mallard in coal (one buffer missing). on plinth 1/76 scale. Fantastic detail, similar to "wartime Black livery" could also keep you warm in a crisis. For sale £6.00 or may exchange for Riddles 9F, should anyone be selling one! Please apply to Reciprocal Reginald C/O "The Circular"

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In answer to John Tickner's letter in the previous issue, may I point out that it is most difficult to find out from prospective speakers exactly what they are to present. Indeed obtaining any title is often more difficult than you may imagine!

This is firstly because I often book them possibly up to 18 months before the date, and also they are generally not keen to commit to a certain subject, and indeed have not begun to assemble the talk at that time.

I must admit though in all requests sent out to possible speakers I do say "The choice of topic is entirely up to you, as long as it's railway's we will be happy" So perhaps I am to blame for being a railway enthusiast who enjoys all things "Railway"

I would guess if I tried to tie people down to a subject that they had "ready on the shelf" we simply would struggle to fill the diary.

John is quite right to point out that some people pick and choose which shows to attend. The show which John mentioned in his letter was the presentation by Paul Bigland. It was in my view the best collection of photographs we have seen for quite a while. Indeed my very small amount knowledge of Paul and his work was not far off the mark, considering I met him briefly on a train, I had been to France on an all-day drinking trip, he was showing his work to the guard on the train, via his lap top. The photos were clearly remarkable and his camera looked more expensive than the train! That was enough for me, as I wrote in Circular No.360.

I will try and gain more information from speakers in future.

### Forthcoming meetings

Terry Hansen will be visiting us on Wednesday **3<sup>rd</sup> April** to present "From The Lineside, 25 Years Of Photographing The Leeds To Carlisle Line. I am afraid I know nothing of Terry's work, but the title he has given should be enough information.

Gavin Morrison will be "Wondering Around Wales" on Wednesday **17<sup>th</sup> April**. Wales is a most scenic country and over the years has been home to a remarkable selection of trains both passenger and freight. Before that though was the GWR. Whatever the era Gavin chooses to present we can be sure of some first rate photography.

Don Townsley is our guest speaker on Wednesday **1<sup>st</sup> May**. He will be presenting a talk on "The Leeds Locomotive Industry". I attended the Leeds Historical Transport Society to see Don give this talk. It was most informative and Don certainly knows the subject having worked in the industry. Should be most interesting.

Gordon Reed returns to present part two of "Reedy's Rambles" on Wednesday **15<sup>th</sup> May**. Part two of the talk involves Gordon's railway career when he had left Darlington Works and joined the permanent way department of the railways.

On Wednesday **29<sup>th</sup> May** hopefully we will be treated to some spectacular photography when Ben Collier returns (THIS TIME BY HIMSELF!) to present a selection of his 35mm slides of "Mainline UK Steam Action. Ben has visited on two occasions and unfortunately we only managed a quick glimpse of his photography as he presented the talk with his father Dave, who somewhat edged Ben out! Should be a good evening.

Robin Patrick will be “Photographing Trains Around The World” on Wednesday **12<sup>th</sup> June**. Well there is plenty of scope with that title, we will have to wait and see which countries Robin will be including.

John Holroyd will be presenting “Narrow Gauge Nostalgia” on Wednesday **26<sup>th</sup> June**. Fantastic subject. Fantastic speaker. I am sure it will be an almost full house. Sorry John, my apologies now, I will be on holiday in Denmark.

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## Circle Diary 2013

P	Mar. 20 <sup>th</sup>	35 years Of 35 mm	Paul Corrie
	Apr. 3 <sup>rd</sup>	From The Lineside 25 Years Photographing The Leeds To Carlisle Line	Terry Hanson
	Apr. 17 <sup>th</sup>	Wanderings Around Wales	Gavin Morrison
	May 1 <sup>st</sup>	The Leeds Locomotive Industry	Don Townsley
C	May 15 <sup>th</sup>	Reedy's Rambles Part 2, Life On The Line	Gordon Reed
	May 29 <sup>th</sup>	Mainline UK Steam Action	Ben Collier
	Jun 12 <sup>th</sup>	Photographing Trains Around The World.	Robin Patrick
P	Jun 26 <sup>th</sup>	Narrow Gauge Nostalgia	John Holroyd
	Jul 10 <sup>th</sup>	Outdoor Visit	
	Jul. 24 <sup>th</sup>	Another Brighton Byway.	Tony Newnham
C	Aug. 7 <sup>th</sup>	A Swiss Odyssey, How It All began	Philip Lockwood
	Aug. 21 <sup>st</sup>	Project Miller, Restoring The Prototype HST Back To Life - An Illustrated Talk. John Zabernik & Alex Wood Of The 125 Group.	
	Sep. 4 <sup>th</sup>	Around The World With Modern Traction	David Tillotson
P	Sep. 18 <sup>th</sup>	An Evening With Dorothy	Dorothy Burrows
	Oct. 2 <sup>nd</sup>	North American Locomotives	Ian McIness
	Oct 16 <sup>th</sup>	The Design & Service Of The LMS 5MTs	Paul Abell
C	Oct. 30 <sup>th</sup>	WYSIWYG Part 3	Alan Ward
	Nov. 13 <sup>th</sup>	Thirty and Forty Years Back	John Holroyd
	Nov. 27 <sup>th</sup>	Railway Themes	Jim Livesey
P	Dec 11 <sup>th</sup>	68 <sup>th</sup> 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..**