

# THE CIRCULAR

Bradford Railway Circle

No.366 – 4<sup>th</sup> Quarter, 2013

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## Editorial

In this issue, we have great articles from Keith Preston, Gary Hayhurst and Peter Holden. In response to the Editor's frequent pleas for material, Keith has dug into his archives to come up with an account of his 2009 RTC trip to Austria; Gary provides another article about his recent railway outings (see subsequent issues for more); and Peter gives us Part 2 of his trip to Denmark (Part 3 to follow in the next issue). Thank you, gentlemen, for coming to the rescue with articles & photos, and we now have a small stock of material in hand for future issues – but more is always welcome, especially from members who haven't yet put pen to paper for us. If your article doesn't appear immediately, please be patient.

Not much to comment about this issue, but the first run of one of the new Edinburgh trams took place (at night) a few days ago. We wish the project every success, and hope the Leeds tram project can come to fruition as well. It will no doubt come as a relief to Edinburgh residents, when the temporary diversions & consequent traffic chaos around Haymarket is finally resolved!

Finally, if you have not renewed your membership subscription, this is your last copy of *The Circular*! We would not like to lose any members, so please remember to renew as soon as possible.

In August 2009 I was one of only 22 participants on a Railway Touring Company “Austrian Steam Safari” from London via 1<sup>st</sup>-class Eurostar & Thalys to Koln on day 1. Day 2 by DB train 1C119 09:16 to Innsbruck 101.138 via Stuttgart Hbf, reversal working to Ulm. 218.487 & 218.485 took over with reversal at Friedrichshafen Stadt to Linden, where OBB 1144.217 came on and hauled us to Innsbruck Hbf arr 19:15 via Arlberg. Three nights at Grand Hotel Europa with visits to the Achenseebahn & the Zillertalbahn. Of interest in the Hbf Innsbruck was a model of the Project BBT Brenner Basis Tunnel, 55km from near Innsbruck to Fortezza. Some work was in progress for theoretically part of a continuous high-speed line from Berlin to Palermo (Sicily) via Austria & Italy – this expensive project was funded by European grants. Late at night the self-service electronic information machine near the model was showing a 10-15-minute DVD about BBT.

Later we went by OBB OEC561 05:00 Bludenz-Vienna from Innsbruck 07:30 on Sun 9/8/09. Motive power was 1016.011 via Worgl, Kufstein, Rosenheim avoiding line, Priem, Kufstein, Freilassing to Salzburg Hbf arr 09:29. We changed to OEC111 Salzburg D10.12 with 1116.116 to Bischofshofen, where we boarded a charter road coach (from Innsbruck!) with our driver Reinhardt who was very knowledgeable about all aspects of Austria. The coach stayed with us through to Friday 14<sup>th</sup> August. The coach took on a scenic route passing castle Hohenwerfen – now an eagle-breeding centre in one section at the top. We had a boat trip on Wolfgangsee, followed by a shed/works visit to SKGB [Salzkammergut Lokal Bahn] Schafbergbahn, where we saw Z1, Z2, Z4, Z6, Z11, Z13, Z14 & 0999.705. Z11 pushed us up the Schafbergspitz with two coaches all in green livery. We crossed Z12 (red livery) at Schafbergalpe. After 90 minutes at the summit (1783m) we returned with Z12 on the 16:10. We called at SKGB museum at Mondsee on spec at 17:50, and had a warm welcome adding 60 euros + sales to their funds – locos included KL 2341 1890 0-6-2T No.4, KL 2342 1890 0-6-2T No.5, KL 2821 1893 0-6-2T No.9; also smaller exhibits, railwayana, maps and models. In a separate specially-built building are historic coaches, including the Kaiser’s saloon. All well worth the 3-euro entry fee, though the three steam locos in the original single-road locoshed are difficult to photograph as they occupy all the space, with only centimetres to spare at each end! They are painted black but are in good external condition. Sadly, there are few remains of SKGB, so no track to run trains. I knew nothing of this railway or museum, so I don’t know if any section still survives.

After a night in Steyr, we had a private charter on the Steyrtalbahn, using KL 6925 1914 0-6-2T *Klaus* (299.102!). Various runpasts and photostops were arranged by their friendly staff. As we were late due to the direct road to the Lokalbahn being blocked to our coach by a building under scaffolding, we did not have an opportunity to investigate the station or locoshed. Near Walmenkirchen 0-4-0T 170.4 KM 17834 1951 and 0-8-0T Resita 1327 1957 are dumped out of use in the siding. At Grunburg there were many oou stored wagons and coaches. In shed 1 were Gmainder 0-6-0DM D105, Krauss-Linz 3710 1898 0-6-2T; under repair – KL 1512 1929 0-6-2T 498.04,

Just a couple of additional messages from the Editor -

Firstly, as we begin to think about next year's *Circular*, it has been suggested that we have a photo of *Tornado* for the magazine covers. If anyone has a suitable shot that is (or could be cropped to) vertical format, please contact the Editor.

Secondly, may we wish all our readers a very Merry Christmas and a Happy New Year. Thank you to all who have contributed to *The Circular* by submitting articles and photographs.



Runpast on the Steyrtalbahn, Austria – August 2009

Keith Preston



582 at Graested, Denmark

Peter Holden



LB224 Helsingør 29 June 2013, Denmark

Peter Holden

D50 4WDM JW 3251061 1962 G8 *Bemi*, KL 1994 1888 0-6-2T 298.102. We were told that two locos were under repair at Steyr. In Shed 2 – OK 25592 1956 St-B Diesel, 764.007 Resita 1407 1959 0-8-0T, KL 3711 1898 0-6-2T 298.52.

There is an extensive private Feldbahn museum with lots of rolling stock at a licensed chalet/bar in the yard at Grunburg. Our second visit that day (Mon 10/8/09) was a charter from Kembang Gaming to Lunz-am-See, using UV1 Krauss Linz 4785 1902 598.03 0-6-4T. Not in use was UV2 KL3357 1896 0-6-4T 598.02. Again we had several runpasts, photo-stops and footplate-rides. There had been floods around the area, but thanks to volunteers the rockfalls and landslides and damaged track had been repaired, some volunteers working up to 14 hours a day as OBB staff were unavailable. Single-unit railcars were operating Waidhofen-Gstadt and the line to Ybbsitz looked as though it was being used; however, other sections were very rusty, and funding by OBB has stopped. The station-master at Lunz-am-See was in full uniform to welcome us and show us a small exhibits museum in his station. In the locoshed was KL 2256 1890 *Molla* & loco.5. In my notebook, I have locos 2190.01, 2093.01, 2099.01 & loco.2, but they may be OBB stock seen on our coach journey from Steyr to St Polten.

On 11<sup>th</sup> August we had to travel on our coach from St Polten to Obergrafendorf, as that section of the Mariazellerbahn was closed for engineering work to repair flood damage. Only a limited service was operating to Mariazell – MH6 steam loco was out and unlikely to be available until 2010 or later, as few funds were available for repairs. We travelled to Mariazell in EMU 6090.001. Around the Obergrafendorf station were the following – 1099.01, 004, 014, 011, 016 all in red & white; 1099.008, 010 in brown with “Otscher Bar”, Single DMU 5090.016, 014, 015, 007. Later 5090.007 and 5090.008 were seen on short service workings. 4090.003 EMU, 2090.001, 2095.015, 2095.011 & pw vehicle X532.001. Out by the locoshed were 2092.004 & UV3 298.201. Inside the shed were frames & a new boiler from Graz, allegedly for a “new” UV3, as the original loco was rusting away in the weeds.

The 74km to Mariazell is spectacular, with spirals, several horseshoe curves and steep gradients to Unterbach, Uberbach and Winterbach. There was evidence of repairs to rockfalls, landslides, as well as new ballast & track, following the severe weather of June and July. At Mariazell, both 0-6-0T 31 *Stammerdorf* KL 5099 1904 and KL 4819 1902 0-4-0TM were out of use due to boiler failures. Neither loco will be steaming for several months. We had a short ride on the “tramway” behind Jung 14036 1968 0-4-0DH & two coaches. Not much wiring or poles have been completed. We returned on a service at 15.10 (15L) behind 1099.010 + 5 coaches and van, including a closed buffet car. The coach took us to Vienna.

On the 12<sup>th</sup> August there was a visit to Heishaus Strasshof – again hardly any staff available, but work was being carried out on some of the steam locos inside the depot. X512.08 diesel + 2 coaches took us to the museums line.

13<sup>th</sup> August – train Vienna-Metz 1116.050 to Absdorf; 1144.220 Absdorf-Gmund, 399.001 charter to Gross Gerungs and return, with lots of runpasts & photostops on the way out.

14<sup>th</sup> August – Morning free, then 14.40 Westbahnhof to Wurzburg ICE 411.506 with OBB markings.  
15<sup>th</sup> August – 06.26 Wurzburg-Frankfurt-Koln Hbf 101.085, with 101.086 at the other end. 10:44 Koln-Brussels with Thalys 4343; 14:32 Eurostar Brussels-St Pancras 3108/3107.  
Thus ended an excellent tour, for the most part in fine sunny weather, though thunderstorms each evening in Innsbruck.

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## **Trip to Copenhagen June 2013 (Pt. 2) Peter Holden**

### Thursday 27<sup>th</sup> June

I have a couple of friends who are guards in Belgium. One of them Gyula, is a guard on the Thalys trains which run between Paris / Amsterdam and Paris / Koln. I mentioned to him that Kay and I were thinking of catching the Thalys from Antwerpen Centraal to Amsterdam Central, partly because there is now very little choice. All of the other through services appear to have been withdrawn. This also gave me the opportunity to cover the high speed line north of Antwerpen. Shortly after I received a message from Gyula to say he had swapped his shifts around so that he would be working the train we were catching! Having checked out of our hotel, we went across to the station to catch the 09:30 to Amsterdam, positioning ourselves on platform 22 (which is on the lower level on the through lines) adjacent to the carriage number instructed. Gyula met us and escorted us to our seats in first class, all unexpected and most pleasant. The journey on Thalys is over in no time - one hour and ten minute, as opposed to around three hours using other services!

Gyula had to work a train back to Paris in 20 minutes, so we said our farewells and thanked him for his efforts on our behalf. Suitcases deposited in the left luggage area, we made our way out of the station to find a suitable canal tour. This was all new to me, having been to Amsterdam several times and only managed the ten minute walk from the station to the Wildman Bar! Having studied the various routes on offer we chose one of the longer trips. It was most pleasant touring the city by boat. Following our two hour cruise, a pleasant few hours were spent exploring the area around the station, including the Wildman Bar for a few Dutch beers.

We made our way to the Station in good time to catch the 19:01 to Copenhagen. Now I must point out at this point that one of the many things we do much better in our country is sleeper trains. Most other countries, especially in Europe just stick you in your compartment and leave you there. Where is the lounge car? What a failing. Anyway the empty stock arrived behind an ancient looking electric loco, our carriage was at the far end (the front). We departed on time but unfortunately we only managed to get as far as Utrecht Central before things went badly wrong! "There is a problem on the line ahead, we may be here at least two hours" Passengers just wandered off in all directions, not long after the guard announced a further hour's delay, soon after which, we did actually set off. I'm not sure how many people were not back on the

train at this point! I was quite keen to see which route we would take and also where the locomotives would be changed. So we had Dutch electric 1730 from Amsterdam to Emmerich, then DB electric 120 110-2 to Hannover, The day ended somewhere in the vicinity of Dortmund.

### Friday 28<sup>th</sup> June

On Arrival into Hannover our train was shunted along with two other trains to form trains to Copenhagen, Prague and Warsaw. As our train was over two hours late, on arrival at Hannover the front four carriages (ours) were uncoupled, shunted onto the rear of the Copenhagen train and we were off! Last in First Out! Class 120 118-5 being our loco from Hannover to Padborg (which lies near the border between Germany and Denmark). As day broke so did the weather. From Padborg we continued behind Danish electric loco 3C22. It was indeed an interesting journey across Denmark despite the weather being somewhat grim. The highlight was between Odense and Roskilde - I am not sure what the 10 mile stretch of water is called, it may be "The Great Belt" but the train and the adjacent road travel out on a long bridge to a central island before tunnelling under the water for the second half (I think the road continues on a further bridge). Arrival into Copenhagen was only around 40 minutes late, so that was pretty good considering.

Our hotel for the next three nights was only around 50 yards from the central station. The rest of the day was spent doing boring tourist stuff which did not involve railways.

### Saturday 29<sup>th</sup> June.

Kay was keen to visit a castle in Helsingør, so we depart Copenhagen on the 09:12, a journey of around 31 miles. On arrival we are greeted by a most interesting old station building, most of the trains were, it has to be said not very interesting at all - small modern DMUs. Outside Helsingør Station things were looking up. There are lines in the road, I was at this stage a bit baffled as I was unaware of any tram systems and there were no wires?. As we walked to the Castle the answer came around the corner, a DMU came down the street! There is a section of line between Helsingør and Grønnehave where the track runs along the harbour road. Having spent a somewhat dull couple of hours in Kronborg Castle, the highlight of which was not all the stuff about Shakespeare's Hamlet, but the marvellous view of the harbour the station and across to Sweden from the castle roof. On return to the station, I was keen to return on a different route, but managed to find the wrong train, so returned by the same route. I did however pick up a leaflet about preserved steam railways, and managed to work out that one of the lines commenced their operating calendar the next day!

The afternoon was spent enjoying another canal tour before making our way on a local train to Parken Stadium for the Speedway Grand Prix. Tai Woffenden the British rider came 6<sup>th</sup> on the night. A most enjoyable evening sat with thousands of noisy Danes who become very quiet as their nation's riders made hard work of it.

### Sunday 30<sup>th</sup> June

Following breakfast a tour around some of the local lines commenced with the 09:36 service to Hillerød this train formed of a rather basic articulated EMU. A journey out and back was then made to Hundested Haven. Quite a small harbour town, I was more than happy to return on the same DMU we went out on! To be honest these little trips were planned so as to arrive at around the right time to travel on the preserved Steam train, if running. So with this in mind our next train was the 12:30 Hillerød to Graested. On arrival the place was deserted. I found an incredible old member of station staff in vintage uniform, and without the help of a word of Danish, I managed to find out that the 14:14 steam service to Grønnehave was indeed running. The inbound train arrived on time behind an Italian built loco. The works plate stating Milano 1900. No. 582 was a 4-4-0 tender engine. Following the crossing over of two mainline DMUs the steam service returned into the station and we departed on time. The journey was most enjoyable small 4 wheeled carriages, they had their own bottled beer as well! A would guess the train travelled at around 40-50 mph Most enjoyable. We could have walked on to Helsingør station from where the steam service terminated, but by waiting a short while for the next service train, this would mean we would be able to traverse the line around the quay side. Our service back to Copenhagen from Helsingør was formed of intercity stock, much better than the local trains. On return, the rest of the evening was spent having a ridiculously expensive meal, whilst pondering the following day's journey to Berlin.

*[to be continued]*

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## **Baie De Somme, France**

**Gary Hayhurst**

This article is about a visit to France organised by David Tillotson. This visit took place between Thursday 25<sup>th</sup> April to Monday 29<sup>th</sup> April 2013. There were six people on this Tilly tour, namely David Tillotson, Frank Robertshaw, Ken Horan, Robin Patrick, John Hullett and myself.

Well to give a bit of background to this visit. The actual event is called Chemin de Fer de la Baie de Somme, Fete de la Vapeur, Avril 2013. My rough translation is Baie of the Somme steam festival.

Where is Baie de Somme? When I first heard about it I thought it was somewhere where the First World War battle was fought - how wrong I was. Baie de Somme is where the Somme river enters the English channel south of Boulogne.

The actual festival was on Saturday 27<sup>th</sup>-Sunday 28<sup>th</sup> April but we were going early to see the setting up of the event.

Thursday was spent getting from home down to the Channel Tunnel and going on the Chunnel train, followed by a trip down France's A roads to get to our accommodation in Abbeville. On the way we had a visit to the Romney, Hythe and Dymchurch narrow gauge railway and also saw some Eurostar trains.

Baie de Somme is what we call a heritage line that runs a service mainly in the summer. It is metre gauge but there are areas of mixed gauge, this being metre gauge



and standard gauge. The railway's operation is centred on Noyelles sur Mer which is a station on the main line from Paris to Boulogne.

Noyelles sur Mer can be likened to the bottom of a 'Y', The right hand side of the 'Y' runs north then west to Le Crotoy, the left hand side of the 'Y' runs south then west to St Valery sur Somme and then onto Cayeux sur Mer.

When the festival is in full swing there is an extensive service of trains entering Noyelles sur Mer from both Cayeux and Le Crotoy simultaneously, with other steam engines waiting to back down on to the newly arrived passenger trains with a view to departing within minutes with full trains to Le Crotoy and Cayeux.

Noyelles sur Mer also has displays of other locos both steam and diesel and stalls of food and other items.

One of the main attractions for railway fans is the sheds at St Valery Canal.

This is on the other side of the canal from St Valery sur Somme.

After booking in to our hotel in Abbeville we had time to visit St Valery Canal.

Here are sheds for steam, diesel and petrol engined locos and covered accommodation for coaches and a railway building converted into accommodation for visiting crew.

The whole place was very open and we were allowed to wander where we wanted and take as many photographs or video as time would permit. This also extended to the rest of the system other than in certain parts of the busy station of Noyelles sur Mer and even there as long as you obeyed the train marshals you were safe. The only high visibility jackets were the train marshals, the locomotives crews wore dark blue overalls.

Our party took a mixture of stills and video in various locations without being crowded out. There was certainly a large British contingent in the area along with French and Belgians.

One of the strange events was in Cayeux where a 600 mm gauge line was laid down the main street of the town. This was about half a mile long with a steam engine and coaches running up and down. The road was fenced off to stop cars but pedestrians could wonder freely. I cannot see this happening at any of our heritage railways!

A Guide de Spotter was issued for the event at a cost of 3 euros which gave a timetable of trains and details of the engines involved including details of where the engines used to work and where they were built.

Although the event was mainly steam engines there was also some diesel railcars, some petrol engined railcars and several diesel freight/shunting engines.

This event is held every 3 years, so I hope to go to the next one.

On the Monday before returning to England David knew of a locomotive graveyard at Sotteville outside Rouen so we drove there and saw a marshalling yard full of electric and diesel locomotives waiting to be scrapped, I have included one photo to give some idea of the amount of locomotives in store.

## Meeting Reports

## Philip Lockwood

### 2<sup>nd</sup> October - North American Locomotives, by Ian McIness

Tonight's slide show covered Ian's visits to the USA where he was able to sample the delights of Colorado steam. Firstly staying in Durango and riding on the 3'6" lines through spectacular scenery, then moving to yet another 3'6" line at Chama on the Cumbres and Toltec line. This line, not being as commercial as the earlier line, enabled Ian to wander freely around the yards. A couple of interesting shots of the two steam-operated rotary snow blowers, one of which still gets used in winter conditions. In 1994 Ian took his wife on a holiday to Denver, and surprise, surprise - the hotel was right next to a large marshalling yard where he was able to watch and photograph the traffic on this busy transcontinental line. Ian assures us that he had no idea when he booked the hotel! The next series of slides were all collected over a number of years and depicted steam and early diesels. It was straight out of the Boy's Wonder Book of Railways, which I had as a child, with things such as the Pennsylvania Duplex 4-4-4-4, Pennsylvania 6-8-6 turbine locomotive, Union Pacific Big Boys and Canadian Pacific Royal Hudsons. For me it's the Norfolk and Western with its articulated 2-6-6-4 freight engines and my favourite 4-8-4 streamlined passenger locomotives made famous in the classic night shots by O. Winston Link. To round up with - early diesels in the colourful liveries adopted by the railroads in an earlier age, with examples from General Motors, Alco and Fairbanks Morse. A wonderful evening of nostalgia, thank you Ian. Vote of thanks by Gary Hayhurst.

### 16<sup>th</sup> October - The Design & Service of the LMS 5MTs, by Paul Abell

Paul delivered what I would describe as a more technical talk tonight with digital images and slides more as a way of describing the development and variations of this large class of locomotives. This might have been something of a disappointment to anyone looking for an evening of steam 3/4 views of the class. What we got was an in depth explanation of the forerunners of this mixed traffic locomotive. Surprisingly, the Black 5's origins go back to, amongst other locomotives, the ex LNWR Prince of Wales class as well as the Highland Jones goods. It was clear that what the LMS needed was a locomotive equally at home with a fast express as well as a goods train. Paul pointed out a surprising number of variations in this class - different valve gear, steel in some cases replacing copper fireboxes as well as dome and domeless variations. Use was made of technical drawings besides photographs to illustrate these points. So tonight as I suspect a large part of the audience left with a much greater understanding and appreciation of this well known class. Thank you Paul for a well researched presentation. Vote of thanks by Malcolm Riley.

### 30<sup>th</sup> October - WYSIWYG by Alan Ward.

Alan returned to the Circle with his show carrying his familiar title. He was intending on covering the period 2000- today but filled a whole show with a "choice" handful of slides and we only got as far as the latter part of 2003! We began with viewing replicas of the original steam locomotives at the NRM, and a few workshop shots

including *Tornado* or bits of it minus the boiler. Also viewed were GWR *City of Truro*, the LMS Stanier designed 2-6-4 original tank Locomotive, LNER *Green Arrow* and GN/GC Atlantics. The Southern was represented by Schools class *Cheltenham* and BoB class *Winston Churchill*. Still at the NRM, *Mallard* was framed sporting the ubiquitous BRC headboard! Out onto the mainline we saw plenty of shots taken around God's own county. Locations covered included various places on the S&C, the Grassington branch, Milford sidings, Burton Salmon, Hull (including a visit to the docks on a photo charter showing a K1 and an L&Y pug amongst the cranes, besides the ships moored along the quayside) and various locations on the line from York to Scarborough. Steam starred in every shot with the rare appearance of the odd diesel either just in shot or tagged on the back of charters.

Narrow gauge was covered with trips to the R H & DR and Welsh Highland.

Plenty of preserved standard gauge railways were visited that showed photo charters, open days, galas and private visits. Many pictures have been taken from Kinchley Lane on the GC but we were treat to one from under the bridge! Whilst at the GC, plenty of shots of the Robinson 2-8-0 freight loco. Mr. McAlpine's Billiard table garden railway was featured with little locos gently puffing about effortlessly.

Works open days featured too. Lots on view at Crewe. One shot was of a tiny works narrow gauge loco called *Pet*.

Further afield we saw Dawlish sea wall and a nice shot of the Cathedrals Express at Little Bedwyn by the canal with a narrow boat descending the lock as the train passed by. Double headed Pannier tanks at Nuneaton.

Too much to mention, but, if you like steam, there was something for everyone. Thank you Alan. Attendance 20. VoT by Eddy Lumb.

### 13<sup>th</sup> November - Thirty and Forty Years Back, by John Holroyd

Forty years back means we are starting the year of 1983, in the attic at John's home viewing the latest addition to the EM&W Rly - a Bavarian Mallet locomotive in bright yellow. Lots of changes were taking place in the preservation movement, early days on the Middleton Rly still using Robinsons and Birdsalls yard for storage. A virtual treeless landscape on the Middleton Park line in direct contrast to today, and an interlude at Dunnington on the Derwent Valley Railway with the Fowler diesel. John's "Motive Power" at the time was a powder blue Mini -TVH 723; we also saw the early Land Rover that John shared with Jonathan Stockwell. The main event of 1983 was a railway holiday in China flying out in an Air Pakistan jumbo jet. John managing to escape from the organised party to do some sightseeing of his own, this included a visit to a fan shop where the owner wished to know if he knew Brighton and Hove Albion football club! This holiday concluded with a visit to Pakistan on the way home.

Stepping back a further ten years to 1973, we began with shots of the demolition of Bradford Exchange Station. A visit to the closed station of Radstock on the closed Somerset and Dorset railway, where an attempt was being made to preserve part of the site, and in contrast, a visit to the Peat Farm at Thornes Moor. A photograph reminded

Robin Lush that he got married this year. Then for another overseas tour this time via Liverpool St to the Hook of Holland and on to Switzerland where your reviewer became quite envious that John had not only travelled behind a RhB Crocodile, but also RhB 108 a 2-8-0 preserved steam locomotive. Moving on via Italy to Sardinia, where apart from the steam locomotives the staff produced a stuffed wild boar!! Back to Switzerland via the Simplon Tunnel and a visit to the metre gauge railways in the Rhone Valley, including the preservation railway at Blonay Chamby. We finished with many visits to steam stationary engines, some in working condition and some not. So we will leave John's show at Ellesmere Port viewing the desolation at that time from the deck of a narrow boat in the company of Brian Moss and Jonathan Stockwell. Thanks John for another excellent presentation. Vote of thanks by Eddy Lumb.

### 27<sup>th</sup> November - Railway Themes, by Jim Livesey.

Tonight's presentation was originally planned for Halifax Cyclists' Touring Club, Jim trying to make it of more general interest by including the railway in the landscape. He chose the theme, Dawn to Dusk and subdivided further into categories such as people or seasons. As we have come to expect from Jim the photography was fantastic, together with Jim's encyclopaedic knowledge of his subject. Dawn broke over South Africa, Argentina and China. This was followed by a section on people with shots taken in Peru, the USA and Turkey, and an impromptu cab ride in Germany. Coast followed with the Southern Pacific Daylight train and its impressive locomotive. For snow, it was back to China, Turkey and the UK. Deserts included South Africa and at that time a safer Syria. For trees, a surprise of a cherry tree at Dewsbury. Industry featured Brazil and Portugal. We followed this with Stations, Bridges and Viaducts, Towns which once again included Dewsbury, and also the USA with what is your reviewer's favourite American locomotive, the Norfolk and Western J class streamliner made famous in the night photography of O Winston Link. We did manage one shot of a Swiss train although by this stage in Italy this being the Bernina train of the RhB shortly before arriving in Tirano. Some spectacular shots in Peru where at an altitude of 15,000 feet Jim found enough energy to climb even higher to photograph a train on the Central Railway of Peru. We finished as to be expected with dusk and some spectacular sunsets. Thanks Jim - looking forward to your next show. Vote of thanks by Eddy Lumb.

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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



Renault Autorail no 2403 built 1951 at St Valery Canal shed yard

Gary Hayhurst



Mallet 101 on passenger train nears Lancheres-Pende 28.4.13

Gary Hayhurst





Baie De Somme 6 , 28-04-13

Robin Patrick



SNCF 2-10-0 at St Valery Canal shed yard

Gary Hayhurst

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).

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## Secretary's Page

Peter Holden

Next year's Meetings Diary is now complete. It has been a struggle this year as not many members came forward to give their time to entertain us. We rely on members to give talks as it not only saves our society money, but more importantly it gives a broader outlook into what each member finds interesting about railways. After all it is Bradford Railway Circle, the members are the Circle.

Thank you to the Circle members who have brought forward the names of guest speakers, we have quite a few regulars coming next year along with some who will be visiting us for the first time.

### Forthcoming meetings

We start our year on Wednesday **8<sup>th</sup> January** with a further collection of "Colour Rail Slides 1950s & 1960s" This presentation will be given by Keith Preston and the slides will be taken from a collection which Keith was given by his good friend Eric Stanley. "A Potpourri of all Gauges" is John Holroyd's title for his presentation on Wednesday **22<sup>nd</sup> January**. I wonder how many different gauges John will have come across on his travels? I am sure it will be a most interesting evening.

Wednesday **5<sup>th</sup> February** will see Tony Newnham present "Another Brighton Byway" This will unfortunately be around the last meeting Tony attends, as he is retiring and moving away from Bradford. Tony will be greatly missed by our society as he has not only given some most fascinating talks about the Sussex area, but he has been a regular attendee at meetings and been most helpful to our society with technical support with IT at meetings and maintaining our relationship with Heaton Baptist Church.

Our first guest speaker of the year will be Chris Henderson. He will be visiting on Wednesday **19<sup>th</sup> February** to present "The Railways of Nidderdale" A most interesting subject especially with the Bradford connection.

Rob Shorland-Ball will be entertaining us with a most intriguing title on Wednesday **5<sup>th</sup> March** when he will be presenting “What Are Railways For?” My guess is that some of our audience may be surprised to find out that the whole reason behind railways is actually not something for them to photograph!

Dorothy Burrows is presenting “Memories” on Wednesday **19<sup>th</sup> March**. Apparently it will be a digital presentation. It should be a most interesting evening with a different angle on things. It has to be said that if Ben were to give a talk on memories, it would be a short one!

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## Circle Diary 2014

	Jan.8th.	Colour Rail Slides 1950s & 1960s.	Keith Preston
	Jan 22nd.	A Potpourri of all Gauges.	John Holroyd
C	Feb 5th.	Another Brighton Byway.	Tony Newnham
	Feb. 19th.	The Railways of Nidderdale.	Chris Henderson
	Mar.5th.	What Are Railways For?	Rob Shorland-Ball
P	Mar. 19th.	Do You Remember?	Dorothy Burrows
	Apr. 2nd.	Mainline Steam UK & Overseas.	Dave Collier
	Apr. 16th.	Railways Behind The Scenes.	Paul Bigland
	Apr.30th.	Uphill All The Way, The Snowdon Mountain Rly. Geoff Queen	
C	May14th.	A Northerner Down South Part 2.	David Peel
	May 28th.	1975.	Robin Lush
	Jun 11th.	The A1 Steam Locomotive Trust.	Alexa Stott
P	Jun 25th.	What We Used to Get up to, When I was on The BRB.	Stan Hall
	Jul 9th.	Dave Scriven’s Rambles.	Himself
	Jul. 23rd.	5 Thousand Miles in Search of a Tram to Roundhay.	Jamie Guest
C	Aug.6th.	The Streamlined Trains and Mallard’s Record Run.	
			Chris Nettleton
	Aug.20th.	It’s All About Us.	Eddie Lumb
	Sep.3rd.	Outdoor Meeting	
P	Sep.17th.	Steam Everywhere – Everywhere Steam.	David Tillotson.
	Oct.1st.	Trans Pennine and Northern England Modernisation And Electrification.	Stuart Baker
	Oct 15th.	Trains Across India.	Colin Boocock
C	Oct.29th.	Photography Competition.	Tom Ickringill
	Nov.12th.	Thirty & Forty Years Back.	John Holroyd
	Nov.26th.	45 Years of Railway Photography Part 3.	Les Nixon.
P	Dec 10th.	69th AGM, followed by Member’s Night.	

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

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