

THE CIRCULAR

Bradford Railway Circle

No.367 – 1st Quarter, 2014

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Editorial

A quick dash through the main topics . . .

Firstly, we're moving – it's official. After a long and happy time at Heaton Baptist Church, our new meeting location from 14th May onwards will be Sedbergh Community Centre, Odsal (see letter included). And au revoir to Tony, our patron at HBC, who is retiring to the south – thank you for all your help at the church.

Thanks to Philip Lockwood for his photo of *Tornado*, which graces our front cover for 2014. Also, thanks to David Tillotson, Peter Holden, Jim Bennett and Gary Hayhurst for photos submitted – pity there wasn't room for all of them, but contributions are always welcome.

New feature this issue – Michael's Meanderings – welcome to Michael Leahy as a new contributor, and thank you for putting your thoughts on paper (or on screen/keyboard, these days!).

Peter has prepared some lists of books for sale from Michael Wade's collection (thank you Michael, for letting us find homes for them, and allowing proceeds to go to Circle funds). The lists are included (loose) in this issue. Please contact Peter if interested.

Trip to Copenhagen June 2013 (Pt. 3) Peter Holden

And on to Germany

Monday 1st July

Following a good breakfast we check out of our hotel and walk the short distance to Copenhagen Central Station to catch the 09:44 service to Hamburg. Michael Wade had mentioned to me that the train would be a diesel version of the ICE train. Indeed it was, not dual fuel, just diesel. We boarded unit number 605 020-6 and took up position behind the driver. Boo! He switched the glass partition so that we could not see through! At one of the stops along the way I had a word with him, but he said it was the rules in Denmark. What a misery. I would guess the highlight of the 207 mile (by rail) journey had to be when on arrival at Roedby, where our train drove on to a ferry for the journey across to Putgarden in Germany. We had to disembark from the train and go up to the passenger deck of the ferry for the one hour sailing. Back on dry land we continue on to arrive in Hamburg Hbf around 14:15. The weather was sunny and quite pleasant, so we spent 40 minutes doing a bit of spotting at the end of the platforms until boarding the 15:05 ICE to Berlin. This is more like it I can see where we are going. I've not done a lot of train travel in Germany, but I have noticed that the seats behind the driver on the ICEs are usually available for spotters!

Berlin Hbf station is indeed very impressive, being built on three levels with a raised section under a traditional glass shed running east - west and lower levels running north – south. Our hotel for the next three nights was “Motel One” just outside the station. I asked for a room with a view of the station and they obliged, I had a fantastic view of the railway from our window.

Having bought a three day Berlin travel pass we set off to explore the city. I must admit I was expecting a much bigger city, but it has to be said, it is a most impressive city with plenty of interest for the tourist (apparently!) I was keen to get across to the old East Berlin section as my information said that was where they still had a decent tram system to explore. Having walked miles we decided to call it a day.

Tuesday 2nd July.

A trip to Treptower Park was endured in the morning! This required catching the S-Bahn train to Ostkreuz and then changing on to a further S-Bahn train the short distance to Treptower Park. It was actually worth the visit. Amongst the trees and normal park things is the Soviet War Memorial which it has to be said is most impressive in many ways. Having retraced our steps back to the centre of Berlin it was decided to take yet another boat ride. The weather was most pleasant and they had a good supply of beer on board, so the trip along the river Spree was most pleasant looking at the various important buildings and their various bullet holes!

Having spent most of the day doing tourist stuff, I reminded Kay that the best way to explore a foreign City is by tram, preferably an old rickety one! Well most of the trams in Berlin are now new ones, but we managed a few good runs before our evening meal. Berlin in common with other tram systems I have ridden on, has a habit



61994 *The Great Marquess* leaving Keighley, March 2014

David Tillotson



Berlin tram M10

Peter Holden



PKP 1251, Berlin Hauptbahnhof, July 2013

Peter Holden



DB ICE, Berlin Hauptbahnhof, July 2013

Peter Holden

of changing the route without telling anybody! This can prove quite worrying when you are out in the sticks and the tram decides to go off in the wrong direction late in the evening!

Wednesday 3rd July

Kay was keen to explore Potsdam, apparently there are plenty of historical buildings and so on? We boarded a local service formed of double deck stock and hauled by electric loco 182 014. I left Kay in Potsdam and returned to Berlin Alexanderplatz to commence my day of tram bashing! Most enjoyable it was too, it is very apparent that now Germany is back as one again, the old eastern areas outside the city centre are mainly large grim looking tenement type buildings which have been given a coat of bright coloured paint to try in vein to cover up how grim the place must be. On one tram I was joined by the local alcoholic tram enthusiasts club. Blimey it was only around 11:00 and they were well gone, annoying all the other passengers. Having covered around six of the longer routes, end to end I met Kay mid afternoon and we made a few further journeys around the system before our evening meal. All in all very enjoyable tram system. I will have to return to Germany for a longer Tram Fest sometime.

Thursday 4th July

Don't believe all these buffoons who claim the trains in Europe are all on time and wonderful. If anything they are marginally worse than ours. We were to catch a through local service to Berlin Airport for our flight back to Leeds / Bradford Airport. The train became more and more late and then we were told to board an ICE as far as Berlin Ostbahnhof and change there for the airport. We had allowed plenty of time so it was not much of a problem. Our Flight back was on time and an hour or so later we touched down at Yeadon. All in all a good trip plenty of unexpected bonuses, especially the steam train in Denmark.

Michael's Meanderings

Michael Leahy

I think HS2 will get built before the Skipton ~ Colne line reopens. I also think that the Lds/Bfd/Hfx ~ Manchester Victoria line will be electrified before the Colne ~ Skipton line reopens.

I worked at New Pudsey when it was "new" -1967/68. There was a Station Master <George Carr>, a Chief Clerk, 2 booking clerks & 2 porters plus a relief porter. The station is now nearer a complete rebuild.

Perusal of the NER Summer timetable 1967 reveals what now seems a strange service pattern for Monday to Friday. (P = Pullman)

New Pudsey	Dep. 07.10	08.06	09.11	10.06P	11.11	12.06	15.16	17.31
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Kings Cross Arr. 10.05 12.00 13.10 13.39 15.01 15.10 18.46 21.02

New Pudsey Dep.	07.17	09.23	10.16
	Penz	St.Panc.	Paignton
Arrive	17.35	13.51	17.55

Today's passengers expect a train every 20" at least but back in 1967 the "other " services started as follows.....

Leeds ~ Bfd Int., 10.54 - 12.59 then about 1 per hour, No through trains to Manchester or Blackpool.

Bfd Int ~ Leeds , 13.13 - 14.09 as above , to Lds., not through to York.

Reading the latest copy of Railway Modeller from the comfort of my armchair, (as some of you may know, I am an avid armchair railway modeller) I came across an interesting item by the Chairman of the Manchester Model Railway Society. It was about the disposal of deceased members equipment, model or otherwise, by the committee for the families.

Apparently the task has become too great and they have stopped doing this service. Whilst attending the transport fairs held twice yearly at Pudsey it seems to me that people's railway book collections are being off-loaded. I thinned out my collection of books last year. I listed details of 60 or more books & emailed them out to 3 dealers who advertise regularly in the railway press. None of them replied ? I took my books & donated them to VCT at Ingrow. I hope they made good use of them as some were, in my opinion, valuable.

The Chairman continues by implying that soon the second hand market will be flooded with model railway equipment that none of the younger modellers will want to buy.

The generations change, enjoy it while you can !

The latest edition of Backtrack, Feb. 2014, has a picture dated 12th Feb 2008. Does that really qualify as an item to be included in a historical magazine ? OK , it's from a certain G.Morrison & it's shows the activity at Kingmoor 6 years ago. The article states that the new marshalling yard cost £4.75 million in 1959. That converts to £93,648,625 today !!

In the latest edition of Rail , issue 742, it states that work has started on the Leeds station Southern Entrance.

The figure quoted for expected usage is 20,000 per annum ?

That's 1,666.6 per month.... Only 384.6 per week.... And 54.9 per day !!

Surely that can't be correct ?

Obituary.

Travers Cosgrove, MC, 93 . Who ?

The man who invented the British Rail Universal Trolley Equipment, the BRUTE.

We all used to see them on railway platforms, not suitable for the spotters to sit on & eat their sandwiches though. Have you ever seen one on a heritage railway ? He is also responsible for working out the safe distance from a platform edge for passengers to stand - the yellow lines.

This next item is not an obituary

Major F. Beaumont, RE., patented a rock drilling machine used in the Queensbury, Well Heads & Lees Moor tunnels, powered by a 8hp portable engine, using diamond tipped steel tubes rotating at 250rpm, cooled by water. This enabled a daily advance of about 20', as against the 6-8' feet by the previous methods.

West Somerset Railway

Gary Hayhurst

Autumn Steam Gala October2013.

A chance remark to my friend Jim Bennett about my wife and I visiting the West Somerset Railway last year on our way to a holiday in Cornwall led us on to the feasibility of Jim and I going to the autumn steam gala this year. Jim said he would like to visit this line and to see proper Great Western engines and ride the line, which is the longest heritage railway in the country. At this time in late October 2012 we agreed that once we obtained more information about next year's gala we would make our plans.

Whilst on a visit to the Baie de Somme steam festival, France in April 2013 I was introduced by David Tillotson to David Williams. David Williams is one of the directors of the West Somerset line and I expressed my interest in visiting the line for the autumn steam gala. Within a week of returning from France an envelope arrived at The Bradford Railway Circle venue with up to date leaflets about the West Somerset railway events for 2013. Thank you, David Williams, for this information. On the basis of these leaflets Jim and I sought permission from our wives to go chasing trains in October 2013. The plan was to travel down on Thursday 3rd October and return home on Monday 7th October. On visiting West Somerset Railway web page I was able to source from them bed and breakfast accommodation called Stilegate. This b&b was near to Williton station on the West Somerset railway.

All these plans came to fruition and on Thursday 3rd October we drove the 250 miles to our b&b called Stilegate, West Quantoxhead. Our hosts Heidi and Peter Morse made us most welcome into their home and provided us with 4 star accommodation. After our arrival we had time to visit Williton station and see over a short period of time 4 Great Western steam engines, 7828 and 6960 at Williton and 7812 and 9351 at Watchet. Also at Williton is housed the majority of the lines diesel fleet, these mainly being hydraulic diesels+a class 47.

We had in our possession our 4 day pass which Jim had bought several weeks beforehand which saved us a lot of money compared to on the day prices. The only

extra was the gala souvenir programme, this was effectively a working timetable for all the four days.

The theme of the gala was called The Cambrian Railways. Therefore all the stations had alternative nameplates of stations in Wales. Also *Nunney Castle* was renamed *Criccieth Castle*. What a fantastic gala this turned out to be, exceptional hot sunny weather from the time we arrived to watching the last train disappear from sight on the Sunday evening. All the steam engines ran chimney first, this is because West Somerset railway has a turntable at Minehead and a turning triangle at Norton Fitzwarren. All the engines were cleaned and polished and exterior copper capped chimney and domes sparkling in the sun. Just how you would expect Great Western engines to look. (what say you Frank R?). All the trains ran to time and followed what was said on the working timetable, so you knew what engine would appear on which train and when.

We had mainly passenger trains comprising of one steam engine at the head of each train on Thursday and Friday but on Saturday and Sunday we had double headed steam on several trains. Freight trains were run Friday and Saturday mornings. All the carriage rakes of 6 coaches were all GW colours, thank goodness no rainbow coloured coaching stock, so the whole train looked correct.

The trains were well patronised and I would imagine that businesses in Minehead must be pleased that so many passengers leave their cars at Bishops Lydeard and travel by train to Minehead. It must boost Minehead's trade when a train pulls in and disgorges up to 500 people into the town.

Another asset is the turntable at Minehead, the number of people both young and old who cluster round the turntable area to watch an engine being turned manually on what must be a well balanced table is a delight. It felt at times we had been taken back to the old Great Western era as most of the railway infrastructure is mainly from those times.

The engines in use comprised of 4 Manors, 7812 *Erlestoke Manor*, 7822 *Foxcote Manor*, 7827 *Lydham Manor* and 7828 *Odney Manor* + 6960 *Raveningham Hall*, 4160 Prairie tank, 5029 *Nunney Castle*, Mogul 9351 and 3850 (used for "Driver for a Fiver" at Minehead) but was used only on Sunday on the 1545 from Minehead double heading with 6960.

In addition the small station of Washford is home to the Somerset and Dorset Trust. Operating on two short stretches of line were 7F number 88 on a freight train and a Peckett 0-4-0 tank called *Kilmersdon* with a recently restored carriage, both were in S&D Prussian blue.

Another thing that made the whole 4 days so good was all the volunteer staff on duty, all of them were helpful and informative and Jim and I found the station staff at Williton very good with information and a willingness to go the extra mile. Wherever possible we used cafés in the stations, where a good range of food and tea was available. Also the locals on the trains were helpful with good local knowledge and suggestions of good line side locations for photography.

Jim and I have taken a few photographs of the event but the majority of our photography was on video.

We visited most of the stations, except Stogumber and Dunster. Minehead was the busiest, with trains arriving and the next loco waiting to back on to the carriages for the next working. Locos being turned on the table before going on shed for coal and water plus 3850 running up and down within the station limits on "Drive the loco for a Fiver".

Four days and still not enough time to see and do everything but there is always next year. What made the visit so good for Jim and I, well plenty of steam engines working hard, both in the countryside and beside the sea, correct carriages, mainly GW infrastructure, good light for photography, helpful staff, good weather and a four star b&b where Heidi set us up for the day with wonderful breakfasts. Will I be going again? I think you can guess the answer to that.

Meeting Reports

Philip Lockwood

11th December, 2013 - 68th Annual General Meeting followed by Members Evening

As usual the AGM was quickly dealt with, no changes to any officers of the club. This was followed by slides by a number of members, these ranged from bought bus slides to historic BRC pictures from a couple of members. For your reviewer the highlight of the evening (apart from the mince pies and buns!) was the collection of members relics brought along for display. These ranged from Carriage oil lamps through to a smoke box door clip from a Russian steam locomotive. A new initiative, well worth repeating in the future. The evening concluded with mince pies provided by our President and buns made by Mary, for which a big thank you. Vote of thanks by Eddy Lumb

8th January, 2014 - Colour Rail Slides 1950 -1960's By Keith Preston

Keith opened the first meeting of 2014 with a selection of slides from the Colour Rail collection of Eric Stanley augmented with slides of mainly signal boxes from the collection of the date Dennis Whitfield. Keith explained that these arrived in a couple of plastic carrier bags and although indexed, had no details of locations or dates. He managed to get from Colour Rail the necessary catalogues so was able to pin point most of the locations. With regard to the signal box slides much speculation amongst the audience as to the railway company and location made for an interesting evening. Was it GWR or Midland we had to keep guessing! The colour slides once again showed just what was possible with the film and cameras of this period. For your reviewer with an interest in Light Railways, the shot of the Easingwold Railway with a grimy J72 coupled to a LNER 4wheel passenger brake van stole the show. Thank you Keith for your time and effort putting together a most interesting show. Vote of thanks by Eddy Lumb

22nd January - A Potpourri of all gauges by John Holroyd

John explained that tonight's show is by his reckoning the 132nd that he has given to the Circle. I guess this might be a record. We started by slides taken in 2013 commencing with a visit to North Wales where we visited the Welsh Highland as well as the Sygm copper mine. Journeying on to Rochdale, we sampled the new extension to the Manchester tram system, and then shots of the paddle steamer *Waverley*, before heading off to Switzerland for the delights of Arosa and a journey over the Bernina line to Poschiavo. Details of the impressive viaducts at Langwies, Wiesen and Landwasser, the former being one of the first concrete structures in Switzerland. We next took a step back in time to Spain in 1965 - lots of antiquated steam locomotives both on the narrow gauge as well as the 5ft 6in standard gauge. My eye was caught by a shot of a Sentinel steam railcar as well as industrials shunting amongst the washing on a line. Our next port of call was to the Ukraine where John and his travelling companion Brian Moss enjoyed the luxury of touring in a private train including a palatial restaurant car. John related that after a meal with a plentiful supply of vodka that only he and Brian were the sober members of the party! We next moved on to Poland with some very familiar looking electrics, plus a visit to the Polish railway museum. The final magazine featured mainly models with a visit to the superb 16mm model of the Lynton & Barnstaple railway of the late Henry Holdsworth. A surprise to me was to see slides of my own model Baldwin and Ashover coach, taken way back in the 80's. Outdoor railways including a visit to Tony Emerson's garden line with yet again examples of large scale modelling from John and myself. To finish, a never to be forgotten visit to Teddy Boston's Cadeby Light Railway, and continuing on a whimsy examples from the pen of Heath Robinson. A most enjoyable evening John, and I think we will all be looking forward to show 133. Vote of thanks by Eddy Lumb

5 February - Another Brighton Byway. Lines to Midhurst By Tony Newnham

This was Tony's last talk to the circle before he moves south. He assures me that he still has plenty of material for talks, and may well keep his Yorkshire passport up to date for a possible future talk. Tonight we revisited lines of the LB&SC Rly, starting at Pulborough on the line to Petworth. On the way passing through Fittleworth, a small station surprisingly with its own Signal Box; an elderly Model T Ford taxi standing outside. Scenes of flood washouts, very topical at the moment with today's news from Dawlish! Next stop being Petworth with views of elephants being unloaded to a circus. Further along the line to Selham with more evidence of recent washouts and a view of the one tunnel on the line. At the next station Midhurst we changed trains to join the line to our final destination tonight. Chichester. Along the way an interesting narrow gauge brickworks line with Simplex and Hudson locomotives, plus a six wheel steam waggon, believed to be a product of the Sentinel company. Passing through Cocking, one of the rather palatial half-timbered station houses on the line. Speeding on to Singleton which displayed an even larger station building, serving the Goodwood race course, although as Tony pointed out the next station Chichester was more popular with the racing fraternity. Chichester was our final stop tonight, being the starting point of Colonel Stephen's quaintly named Hundred of Manhood & Selsey Tramway. Let's hope that, as Tony steps off the train he pops into the booking office

to purchase a ticket for yet another Brighton Byway. Thank you Tony for a well researched talk. Vote of thanks by Eddy Lumb.

19th February - The Railways of Nidderdale, by Chris Henderson

Tonight's show by Chris Henderson covered the history of transport in the Nidd Valley. Like many such districts, although of a rural nature now, were once much more active with stone quarries, water powered flour and flax mills. The talk discussed the many proposed railways and even suggestions of a canal. Eventually a branch of the North Eastern Rly was constructed to Pateley Bridge. Later a Light railway built by Bradford Corporation to serve the three reservoirs further up the valley. Of interest was the Scot Ash Quarry high above Pateley Bridge which required a rope worked incline to bring stone down to the railway. Your reviewer was fortunate to have spent a lot of his formative years in the area visiting godparents in Low Laithe and later when staying with my mother at Summerbridge. I only managed to photograph the latter days of steam on the line, but enjoyed many walks up the Light railway to Scar House and Angram where many remains are still to be found. Chris has a wealth of material about this most fascinating area well worth a visit. Possibilities for a BRC outdoor walk? Vote of thanks by Eddy Lumb

5th March - What are railways for? by Rob Shorland-Ball

An unusual title for what perhaps was a different kind of talk to the circle. Rob, a former Deputy Head at the NRM at York, explained in his show the reasons for railways and how they developed. This was possibly a talk that would be addressed to a more general audience. He explained how his interest in railways involved a holiday job on the railway at Cambridge where he had the unusual title of cut flower clerk. This echoing John Holroyd's first railway appointment as rhubarb clerk at Stanley Station! Rob explained his other interest, the study of flour mills where he was able explain exactly where the name Hovis originated. His position at the NRM enabled him to get to places denied to most. This included a short drive on Mallard as well as a cab ride on the East Coast main line. His travels were widespread including the railways of the Ukraine in more peaceful times, and also a ride up the Devil's Nose In Ecuador where the chosen method of transport being on the roof of one of the coaches. Nearer home of particular interest to your reviewer the Wisbech & Upwell Tramway. An interesting evening, well presented by a person who knows his subject well. Vote of thanks by Eddy Lumb

Small Ads

WANTED - If anyone has surplus or broken photography equipment otherwise destined for the tip, Ian Button is happy to give it a good home. Thanks to all who have donated items so far – hours of fun have been enjoyed mending, cleaning & generally fettling up cameras, projectors, etc.

In contrast to the normal tedium of the Secretary's page I do indeed have a report for this issue.

We have been informed by Heaton Baptist Church that the Church will close at the end of March this year. As you are aware we have been with HBC for around thirty years now, which is about as stable as you can be. We have been very lucky to have such a perfect venue for so many years.

This did not come as a total surprise to your Committee as we had heard rumours around 12 months ago. Committee members have been investigating alternative venues over the past few months, but to cut a long story short, our last meeting at Heaton will be on 30th April and we will be moving to Sedbergh Community Centre, near Odsal Top, with our first meeting there due on 14th May.

Forthcoming meetings

Wednesday 2nd April sees a return visit from Dave Collier. Dave has given two presentations in the past along with his son Ben. Dave will be entertaining us with Mainline Steam UK & Overseas." Both his still photography and video are always first rate.

A welcome return for Paul Bigland on **April 16th** when he will be presenting "Railways Behind The Scenes". Quite simply in my opinion the selection of digital images Paul treated us to on his last visit was unparalleled in quality. I am sure we will be in for a most pleasurable evening.

"Uphill All The way" is the title of Geoff Queen's presentation on **Wednesday 30th April**. Again I am sure we will be entertained and educated by Geoff's talk about the Snowdon Mountain Railway. NB Our last meeting at Heaton Baptist Church! Dave Peel, one of our more distant members is travelling up from Wareham to give a talk to us on Wednesday **14th May**. Dave's title "A Northerner Down South Part 2" does not give too much away, we will have to come along and see! NB – Meeting this night & henceforth at Sedbergh Community Centre.

Wednesday 28th May sees a most welcome return of Robin Lush to the centre stage. Robin has chosen the year "1975" as his topic. I am sure we will be in for a very enjoyable evening with top quality photographs.

Last year I had a very enjoyable day out on a charter train from Kings Cross to Edinburgh and return. The outward leg was hauled by A1 *Tornado* (one of those steam locomotives). It was an extremely good run. Along the way the obligatory sales team arrived, but rather than me putting my hand in my pocket to buy something "Tornado", when I found out that the lady gave presentations to Railway groups, I then paid a bit more attention! Thus on **Wednesday 11th June** Alexa Stott will be giving us an update on where the "A1 Steam Locomotive Trust" are now and their future plans. (by the way it was D9009 back and I did buy a model!)

Stanley Hall will be entertaining us with one of his marvellous talks on **Wednesday 25th June**, when he will be taking us behind the scenes for "What We Used To Get Up To On The BR.Board" sounds good.



GWR “Manor” class 7812 *Erlestoke Manor* and 7822 *Foxcote Manor*, Minehead shed, West Somerset Railway – 4/10/2013
 Jim Bennett



GWR “Manor” class 7827 *Lydham Manor*, Minehead, West Somerset Railway – 4/10/2013

Gary Hayhurst



Peckett 0-4-OST Kilmersdon , Washford, West Somerset Railway – 4/10/2013 Gary Hayhurst



SDJR 2-8-0 No.88, Washford, West Somerset Railway, 4/10/2013

Jim Bennett

Circle Diary 2014

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**.

TILLY TOURS 2014

David Tillotson

05.04.14 Sat Visit to DRS and Freightliner depots, Crewe
 April Weekday NMT Newcastle-Carlisle-Leeds- York-Newcastle
 April Saturday Nemesis Rail, Burton upon Trent
 29.04.14 Tue Bombardier, Derby - cameras will be allowed but there may be one
 or two items that cannot be photographed!!!! 10.00 AM
 East Midlands Trains Etches Park depot 14.00 PM
 11.05.14 Sun The Leadhills & Wanlockhead Railway, South of Crawford on
 A74M. Britain's highest adhesion railway, reaching 1498 feet above sea level. 2'
 gauge
 12.05.14 Mon UPM Paper Mill, Irvine – 2 industrial shunters plus main line
 sidings. Paper mill worth a look around!

17.05.14 Sat Brush, Loughborough. Always interesting! Once again the new M.D. has stated that we can visit but NO CAMERAS ALLOWED ON SITE. Watch this space!!!!!!

20.05.14 Tue William Sinclair's peat bog railway, Hethersgill, Carlisle. This railway is due to close this year and will be the last time we can visit. 2' gauge

27.05.14 to 02.06.14 Dampfspektakel 2014 – Neustadt, Germany – 5 days of steam tours - look at the web page for event details. Trip costs approx: Air fares, hotel, rail tickets in Germany and rail fest tickets approx £550 per person

10.06.14 Tue Visit to Stourbridge Junction and Parry People Mover works nearby (moving to new location in early 2014)

17.06.14 Tue Astontrack Hartlepool with visits to TATA WORKS at Hartlepool and Skinningrove

23.07.14 Wed Ravenglass & Eskdale Railway – behind the scenes and a walk along the line on way and ride back

14.08.14 Thu pm Private visit to Howden site to see and ride a rail mounted MODEL T Ford

16.08.14 Sat PRIVATE Steam hauled Brake van trip around TATA Scunthorpe Steel Works

27.08.14 Wed Nottingham Trams – depot and control room visit and then a ride on the new line

09.09.14 Tue Hunslet Engine Company – am: LH Services, Burton upon Trent, pm: Clayton Equipment – still BUILDING locos

21.09.14 Sun An all day visit behind the scenes at the East Lincs. Railway with a line train ride – maybe the last time to visit Ian Riley's workshops!!!!

10.10.14 Fri pm Wabtec, Doncaster

28.11.13 Fri Night shoot at Freightliner Terminal, Stourton and Neville Hill depot, Leeds

04.12.14 Thu Tilly's annual booze up – commencing Stalybridge at high noon!! Always a good day out even if you do not drink alcohol - with plenty of banter – hic, hic, hic!!!

I am still negotiating with Eurotunnel for a site visit to Folkestone and Coquilles for sometime in June – this will be a very limited party of 8 people maximum

I am awaiting West Coast Railways – who have advised WE CAN VISIT IN 2014 at a convenient date.

Most sites require orange high-vis 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 sites chosen charity.

If interested, please contact David asap – dbt1k@yahoo.co.uk. Hurry, as places are limited and trips are soon fully booked!