

# THE CIRCULAR

Bradford Railway Circle

No.368 – 2<sup>nd</sup> Quarter, 2014

---

## Contents

### Page

1	Editorial	
2	Early Days at Heaton Baptist Church	Frank Robertshaw
8	Michael's Meanderings	Michael Leahy
9	George Hallett 1921-2014	T&A (via Jim Bennett)
9	Meeting Reports	Philip Lockwood
15	Special Traffic Notices	
15	Secretary's Page	Peter Holden
16	Circle Diary 2014	

---

## Editorial

Firstly, we are sorry to learn that one of our best-known speakers, Stanley Hall, has recently suffered a stroke; he was last reported as being cared for in Airedale Hospital. Stanley was due to give us another of his entertaining talks on the day this Circular appears. We wish Stanley all the best for his recovery. In the meantime we have secured an alternative speaker, Granville Dobson, whose talk "Old Flames" covers his days as a fireman at Low Moor shed.

Next, the Editor's apologies to Michael Leahy on two counts – firstly for accidentally splitting his timetable information across two pages last time (the piece is reprinted in this issue); and secondly for implying that he is a new contributor, which he certainly is not. Anyway, his new feature "Michael's Meanderings" gives us food for thought. Michael's 4 vintage postcard views of the Madeira Railway are also interesting: not much seems to have been published, can anyone throw light on the subject?

Good news – Virgin have secured the WCML franchise for a couple of more years; bad news – SNCF ordered a fleet of trains that are too wide for some of their platforms (a simple error in specification dimensions). Ah well, "c'est la vie!" . . .

No apologies for our "colour" pages being largely B&W this time – some interesting archive photos. Back to normal next issue, with colour pics & associated articles about trips by Peter Holden & Keith Preston.

# Early days at Heaton Baptist Church

**Frank Robertshaw**

When I first joined Bradford Railway Circle in November 1975 we met at Girlington Baptist Church. I had tried to attend a meeting there for some time but due to work commitments I was unable to. In 1975 I got a job which was regular hours and in Bradford so I was able to attend meetings and eventually joined the Circle.

1979 and Girlington Baptist Church was by now in a sorry state and riddled with dry rot. The Church was to close and be demolished, so we had to look for new premises. At this time Brian Myland was doing the job of Honorary Secretary for the Circle and he had to carry the burden of finding new premises and removal to them. Through a member who lived in the area and worshipped at the local Methodist Church in Haworth Road, we managed to get premises at Heaton Baptist Church

On the day of the move from Girlington, John Holroyd played some suitably moving music on the Chapel organ. Happily this organ was not demolished with the building, but was taken by an organ builder to use the parts. John Holroyd with permission of the owners rescued the Chapel harmonium. This is now fully restored in his front parlour and is played regularly.

Working parties were arranged so that we could make the move using several members' cars. We had our first meeting there on 29<sup>th</sup> August 1979. This was a members' slide night. The new headquarters were nice and roomy. We had the use of a small room in the basement and if we were having a big meeting we could use a larger room. There were some snags but we ironed them out.

Later on when I became Honorary Secretary there were some occasions when the Church organist was having a practice and the whole building reverberated and our speaker had difficulty hearing himself speak. I would say 'excuse me while I go and deal with the Phantom of the Opera'. The organist was not pleased and said he would finish soon, and this usually coincided with the end of our meeting. In the end I spoke with the Minister and the organist changed his practice night.

A problem was that the electric power socket was on a special off-peak tariff and did not come on till 19-50 hrs. The meeting commenced at 19-30 hrs so the notices and introduction of the speaker had to be stretched out till the electricity came on. The 15 amp socket was a Crabtree locking socket which although it was the same dimensions as a normal 15 amp plug, it could not be switched on till a correct plug was plugged in. As it was the only socket in the whole basement and a lot of visitors by now had 13 amp square pins on their equipment I had to make a special adaptor with 13 amp sockets which defeated the whole idea. I also negotiated with the Church authorities and the Yorkshire Electricity Board and we managed to get the time switch to come on a little earlier. It appears that I was becoming the Circle's Honorary Engineer.

Unfortunately the Circle no longer had the sole use of the room, so the Circle's relics had to be found a new home. The Circle's most valuable assets were three locomotive nameplates. These are:-



The old Baptist church at Heaton



The Manse (new Baptist Church), Heaton



Amerton n.g. railway, 14<sup>th</sup> June 2014 (both photos)

David Tillotson



1. *Chaffinch* from GWR locomotive no 3443 introduced in May 1909 and withdrawn in May 1949. This was complete with its cabside number plate and a plate from a tender stating the capacity was 3000 gallons and the date of building. It was found out later that the tender-plate was not from 3443).
2. *Bradford City* from LNER class B17 locomotive number 1668 built in March 1937 and withdrawn in August 1960.
3. *Saint Ambrose* from GWR locomotive 2919 built in August 1907 and withdrawn in February 1951.

A home for *Saint Ambrose* and *Bradford City* was found at Bradford Industrial Museum, where they were displayed on loan. *Chaffinch* was displayed at some members' homes whilst it was decided what to do with it.

In the late 1990's the value of locomotive nameplates rocketed out of all proportion, and the Circle's committee had to decide what to do with them for their security. After much soul searching it was decided to leave *Bradford City* where it was and move the two Great Western nameplates to Didcot Railway Centre on loan. They would remain the Circle's property. Later on, the Severn Valley Railway's museum at Kidderminster was pleased to have them as they were originally from the area and in a way they were coming home. They also took the cab side number plate and tender plate. It was they who discovered the tender plate was not from 3443.

In 1979 the Circle's Honorary Secretary post was being carried out by Brian Myland and although he did an excellent job, he had made it known to us that he was only doing it in a caretaker role till somebody else was elected. Member Frank Duckworth, whom I knew well as I had worked at Bradford Royal Infirmary at the same time as him for some years said to me that he was bit fed up of the fact that the Circle did not have a permanent Secretary. He then said he thought that I was the man for the job, and would it be all right if he proposed me for the position. I said that I had never had any thoughts of doing anything like this. I assured him that I would give it some thought and let him know at the next meeting which would be the Annual General Meeting when new Officers were elected. I came home and discussed it with my family and we decided that if I wanted to, I should give it a go. So I told Frank at the next meeting that I was willing to try it and he was pleased and duly proposed me. It had to be put to the membership who would vote on it. As it happened there was somebody else that wanted the post, and by coincidence I sat next to him, and when we were casting votes I sneaked a look at his voting paper. He being a gentleman voted for me, and me not being a gentleman voted for myself. I won the election by one vote. If I had not voted for myself it would have been an altogether different result. I did the job for ten years.

The room we had for our meeting was used for other purposes, and in consequence there were no seats in it, and I had to go early and set out all the seats for the meeting. After the meeting I had to put them all back. I asked if members would take their own seats back into the other room. Most members were happy to help but some immediately refused to cooperate as they said it was not the members' job to do that. One or two were really nasty about it. Ah the joys of being Secretary!

I had not been Secretary for very long when I nearly had a scrap to sort out. One of our founder members would bring his paper work etc and put it on his seat, then put his beret on top and that should have reserved his seat. This should have been the end of it but another member who was known for being bolshy moved the beret and picked up the paperwork and started reading it. The older member came back and saw him and grabbed the papers and hit the other one over the head with them saying they were none of his business. There were some raised voices but they settled down and sulked, and I did not have to sort out two warring geriatrics.

In 1985 one of our members who worked in the City architect's office came to me with a copy of a minute from a council meeting on which a application had been made to demolish Heaton Baptist Church and build some flats on the land. There was also an application for the adjoining Manse to be converted into a new place of worship with a flat above for the Minister.

I rang the Minister up and asked if it was true that the building was to be demolished, and how the Circle stood with the matter. He went very quiet and eventually he asked me how I knew as they were playing a low key with and it was a secret. I did not tell him how I knew but said I had friends in high places and there was not much in Yorkshire that I did not hear about. He asked me not to spread the word about till it was more settled. He told me about the Church's plans and hopes, including the making of a new Church in the old manse. He hoped the plans would go through and that the Railway Circle would move with them. Indeed they did go through and the flats were built and the new Church in the old Manse built, and the Circle did move with them.

On New Year's day 1986 we had our first meeting in the new premises at the Old Manse. It was a very nice room which was warm in winter and had comfortable seats. We had the use of the kitchen so we started having a cuppa and a biscuit after the meeting and a chance to chat with other members. Some members got so involved in the talking that they did not want to go home. I would gradually switch lights off till it got too dark and they took the hint.

We have been very happy at Heaton but the world is full of change and fast forward to 2014 and we have to move again to our fifth meeting room. The Minister at the Church, who is a member of the Railway Circle, has retired and is going to live in the south of England. The congregation has dwindled and the Church is to close. Bradford Railway Circle is to move and has found new premises in the City and we held our first meeting there on May 14<sup>th</sup> 2014.

---

## **Ben's Bits**

London's Crossrail project – costing £14.8 billion – has uncovered some interesting archaeology, including more than a dozen skeletons thought to be of victims of the Black Death of the 14<sup>th</sup> century.

# Photographic Competition (29th Oct) Tom Ickringill

Again, our bi-annual photographic competition is upon us, the first to be held at our new meeting venue of the Sedbergh Community Centre. The World Cup Football competition and the Commonwealth Games will be finished by the competition date, so there's no excuse and hopefully time to prepare!!

The categories, as before, are as follows :-

**35 mm Slide – Steam**

**35mm Slide – Modern – Diesel or Electric**

**Black & White Print – Steam or Modern**

**Colour Print – Steam**

**Colour Print – Modern – Diesel or Electric**

**Humorous – Slide or Print**

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

The basic rules for entry are :-

No print or slide should have been entered in a BRC photographic competition before,  
Maximum size for print should be no greater than A4

Maximum number of entries per category – 4

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

**N.B. Prints that are entered which show obvious digital enhancement will be disqualified.**

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

## Michael's Meanderings

## Michael Leahy

The Hon. Editor has offered his apologies for splitting the Departure & Arrival times making the continuity of my previous article difficult to follow. So following from that, here it is again :-

Departures from New Pudsey station Mon -Fri to various destinations 1967

	*	P							
N.P. Dep.	07.10	08.06	09.11	10.06	11.11	12.06	15.16	17.31	* avoiding
Lds via the curve									
KGX Arr.	10.05	12.00	13.10	13.39	15.01	15.10	18.46	21.02	P Pullman

Plus 07.17 to Penzance; 09.23 to St. Pancras; 10.16 to Paignton.

Coming back the services were as follows :-

	*	P						
KGX Dep.	07.45	09.25	13.25	16.05	16.20	17.35	18.53	
N.P. Arr.	10.52	12.57	17.06	19.06	20.24	21.02	22.47	

Plus 11.50 ex-St.Pancras due 16.44; 09.35 ex-Kingswear due 17.48; 11.00 ex-Penzance due 21.57

Stanningley station was still open & Leeds Central closed 30th April 1967.

Sunday Times 30.03.2014 - In case you missed it, M. Blaize has invented a new revolutionary vertical axis wind turbine XW-80. It resembles the double helix of DNA. He has approached Network Rail who are interested. His idea is to have 12,000 turbines along the lineside. Price about £190,000 each. Network Rail, it says, could save £3.8bn in energy bills over 30 years & also reduce their carbon emissions by 31m tonnes. No, it wasn't 1st April! Not sure if these will be strong enough to power the electric trains/units or what? [Well, the draught from passing trains might help them rotate, generating more electricity, to run more trains . . . a perpetual motion machine! – Ed]

It's no use me trying to keep up with the many railway magazines issued every month, either on sale or on line, however I would like to draw your attention to one that many of you probably won't see "The Railway Engineer". As the title implies it is a technical magazine issued monthly. It is quite fascinating, covering all aspects of railway engineering. I have seen also it available in the magazine room at Ingrow on the KWVR..

£60.50 for a meal (dinner) & train ride on the NYMR.

£75.00 for dinner & the journey on the KWVR, lunch £44.



“Railway Ribaldry” by W. Heath Robinson has been reissued. Publisher - Old House books. 2014. £10. First published by 1935 by the GWR.

---

## **George Hallett 1921-2014**

(Obituary information extracted from Bradford Telegraph & Argus 5<sup>th</sup> April 2014)

Long-standing members may recall George, who used to attend Circle meetings with his friend John Robb-Webb from Leeds.

“Despite a long and highly respected teaching career, George once confessed that teaching was not his first choice of career. As a young schoolboy, he not only trainspotted with his elder brother Edward, but went off to his local railway station on Saturday mornings to assist the booking clerk with issuing tickets – unpaid. He longed to become a railwayman, but his mother absolutely forbade it. She was unable, however, to stifle his interest. In later life he found a substitute by building a model railway in his attic, and seemed to know just about everything there was to know about the real thing: he never turned down the chance to travel by train, and took great delight in providing a running commentary during a St Matthew’s parish expedition some 30 years ago on the Settle and Carlisle railway.

In his garden he installed a railway signal, acquired with some difficulty but – as he was able to reassure a police officer more than curious at seeing it – acquired legally and properly paid for.

George delighted in taking his school on a trip by train, and on one occasion caused a sensation by riding on the footplate.

He is survived by his wife Jean, their children Margaret, Anne, John and Elizabeth, and five grandchildren and one great-grandchild.”

---

## **Meeting Reports**

## **Philip Lockwood**

### 19th March 2014 - Do You Remember? by Dorothy Burrows

Tonight a digital presentation by Dorothy and Ben, surely that can't be right! In this case not photographs taken by Dorothy or Ben but images transferred from glass negatives. An amazing collection, mostly pre-second world war. Dorothy had acquired these from amongst others the late Eric Halliwell, a past member of the Circle. Too many to discuss in detail here but some very nice shots at Selby with East Coast trains long before the diversion of this route. Quite a few shots on the now abandoned Woodhead route over the Pennines, pre-dating the electrification of this route. This included many images of ex Great Central locomotives among them the fabled ex-LNER Garratt locomotive used for banking on the Worsborough incline. As a complete contrast an image of the old Welsh Highland railway featuring the locomotive *Russell*, cut down to fit the Festiniog loading gauge. We also ventured

across the Channel with examples of both French and German locomotives. It was interesting to see what the best dressed enthusiast was wearing pre-war – plus-fours, flat caps and long raincoats! The pictures generated plenty of interest from members, the only surprise to me being how members identified the names of the locomotives from the pre war numbering system. Thank you, Dorothy and Ben for an interesting and unusual evening. Vote of thanks by Eddy Lumb

#### 2nd April - Mainline Steam UK & Overseas, by Dave Collier

A return visit by this father-and-son team - this time the presentation was by Dave. As the title suggests this was an all-steam show; the first part covered steam trains in by my reckoning at least ten countries, starting with Germany before moving on to Austria with some very impressive locations in the Semmering Pass. Mountaineering skill seemed to be required to reach some of the locations. Switzerland had a brief showing before moving further north to France. We concluded the overseas section with Italy, Hungary Slovenia and even further afield Australia, New Zealand and finally Canada.

The second section featured the UK with photographs in many locations, mainly featuring Scotland and the Settle-Carlisle route. We finished with a section titled railways and mills. For your reviewer slight disappointment that the images didn't appear as sharp projected, as they were on Dave's lap top, also the image size didn't translate to the landscape format which Dave uses. Probably this is something we need to look into when we move to our new venue. Thanks again for another excellent evening from Dave. Vote of thanks by Eddy Lumb.

#### 16 April – Railways Behind The Scenes, by Paul Bigland

Tonight was our penultimate meeting at Heaton Baptist Church and the last to use digital projection. Photographer Paul Bigland presented the last ten years of change on the British rail system. Paul explained that he changed over to digital ten years ago and tonight's show just how much the rail system has changed in this time. The old St Pancras completely transformed along with improvements at Kings Cross. What were new marshalling yards ten years ago fell into disuse only to be brought back into use. New classes of trains already getting nicknames such as the 444 class being called Arkrights after the TV programme "Open All Hours" The unveiling of the sculpture of Terence Cuneo by Princess Anne. DB high speed trains at St Pancras and one steam shot of the Duke of Gloucester. A slightly different take on railway photography, looking at railways from the viewpoint of the railway operators rather than the average enthusiasts. Vote of thanks by Eddy Lumb.

#### 30 April - Uphill all the way, by Geoff Queen

Tonight's meeting was the last to be held in Heaton Baptist Church before our move to our new venue. A somewhat sad occasion for not only are we moving after many years, but also the Church is closing down, and our good friend Tony Newnham is retiring. Many photographs taken, so no doubt Members' Evenings will be enlightened with mug shots of our members!

Our speaker tonight was Geoff Queen with his talk, "Uphill all the way" recounting the history and operations of the Snowdon Mountain Railway. Geoff, a retired British Railway Civil Engineer who on his retirement found himself appointed consultant Civil engineer to the SMRLy. He explained that the opening day of the railway was not without incident, when locomotive No 1, Ladas left the rails close to the summit of Mount Snowdon and plunged down the rocky slope. Driver Pickles (a Yorkshireman, any relation to Peter?), realising what was about to happen, jumped off in time. The line's only fatality was a passenger who, although the carriage remained on the track, jumped out on seeing the following train approaching out of the mist and suffered grave injuries. Despite this event the railway has proved to be a great success, carrying large numbers of passengers to the summit, hopefully on a clear day. Your reviewer first visited the line in 1958, walking to the summit on another occasion in brilliant weather, and another year rode up when the visibility was down to a few yards! The vote of thanks by Eddy Lumb.

#### 14th May - A Northerner Down South Part 2, by David Peel

Tonight our meeting was the first at our new venue, quite different from Heaton Baptist Church but has many good points, including a model railway upstairs! Our first talk given by our member David Peel who now resides in Wareham, was pt 2 of a series A Northerner down south. A start was made at Kensington Olympia in 2002 as part of a visit to the London Underground system. Along to Euston to photograph one of only two Sleeper trains still running, this being the London Euston to Inverness Caledonian Sleeper train. Making a move further north to Birmingham to the less well known ex GWR Moor Street station. This station had at one time a traverser rather than a run round loop, this being as far as I know unique in the United Kingdom. Moving westwards but still in the land of the GWR to the West Somerset Rly to photograph not only City of Truro but also the ex Somerset and Dorset 2-8-0 in the blue livery. In keeping with the S&D a visit to Midsomer Norton where work is in progress to reopen part of this line. Many other lines were visited and recorded on film including Didcot museum, William McAlpine's private line at Fawley and the Bluebell Railway. For sheer spectacle the back drop of Corfe Castle on the Swanage Railway will take some beating.

We must thank David for continuing to make visits north with presentations to the Circle, and I for one will be looking forward to Part 3 of A Northerner Down South. Vote of thanks by Eddy Lumb.

#### 28th May – 1975, by Robin Lush

The title 1975 surely sets the record for the shortest title of a show to the BRC. In this case, a year in the photographic life of Robin. The year started with a right load of scrap, no not the quality of the picture, but a pile of old cars which many might recognise as former modes of transport. Remains of the Bradford trolley bus system still to be seen, German 01 Pacific in an unlikely location. Moving on to early days on the K&WV Rly where filming was taking place with the L&Y tender locomotive. An unusual picture of York taken from the top of the Minster. Next an overseas visit to

Turkey, still plenty of steam including a rather scruffy S106 in sharp contrast to the gleaming example on the Worth Valley. Robin's mode of transport in Turkey, a Lada getting rudimentary attention at a back street garage. It was back to the UK for a main line run by GWR *King George V* before photographing Silkstone Row at Methley, the longest row of three storey terrace housing in Europe. A picture of John Holroyd and Robin comparing the length's of bus destination blinds. Next. the yet-to-open National Railway Museum at York. It would appear that Robin is something of an expert in locomotive nameplate letter spacing, citing examples of shorter names, but with longer plates on different locomotives! The main event of 1975 would be for most members the Shildon exhibition and Cavalcade, although I don't think any other member went as far as hiring a light plane to cover the event! Robin showed that it was not always the train that received his attention with a portrait of a mouse Cuneo style on the Nene Valley Rly and Michael Crawford filming at Oakworth. To finish the year, a visit to Esholt Sewage works where after a successful day's photographing, he was less than popular on the bus journey home. An excellent show, we will be looking forward to 1976. Vote of thanks by Eddy Lumb.

#### 11<sup>th</sup> June - The A1 Locomotive Trust, by Alexa Stott

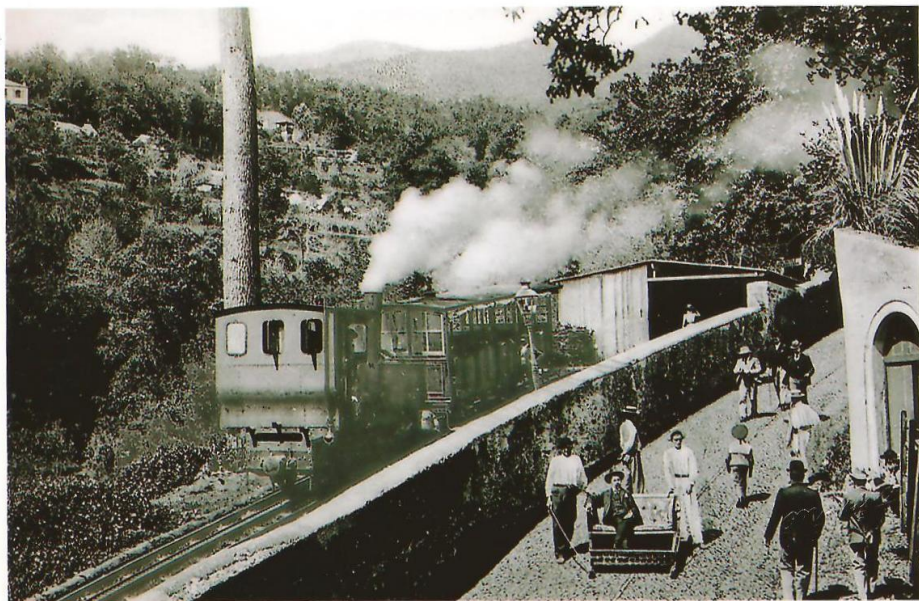
This is the second time that I have attended a talk by Alexa, the subject on both occasions being the planning and execution of the first main line new build locomotive, this being the Peppercorn A1 Pacific *Tornado*. Alexa's talk showed her great enthusiasm for the project, from the early planning stage, to riding on many of its main line outings. She explained that *Tornado* came about as the only former LNER Pacific class not to be preserved, the Peppercorn designed A1. Another member of the class, 60145 *Saint Mungo* had been earmarked for preservation by the late Geoff Drury, but in the end it was A2 *Blue Peter* which was preserved. The trust were fortunate in being able to locate the original workshop drawings, but equally fortunate in being able to use some up to date construction methods. These included using polystyrene pattern formers where originally wood patterns would have been used. The boiler was outshopped to the Meinengen works in Germany who have experience with this type of work on a large scale. The locomotive has already appeared in a number of different liveries, Photographic Grey, LNER Apple green, BR Brunswick green and at present BR Experimental blue. Alexa explained that blue is her favourite and I would also agree with that, hence the photograph on the front of this year's Magazine.

The next exciting project to be undertaken by the Trust is a new build Gresley class P2 'Mikado', an even more ambitious project than *Tornado*. This will be named *Prince of Wales*. We must thank Alexa for travelling from Sheffield to give this talk, and we look forward to a future talk when the P2 is up and running. Vote of thanks by Eddy Lumb.

Madeira Railway – 4 postcard views courtesy of Michael Leahy







## 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 Sedbergh Community Centre.
- **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.
- **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.

---

## Secretary's Page

Peter Holden

By the time you receive this issue we should hopefully be in our new meeting room at Sedbergh Community Centre. This move could well be a breath of fresh air for us. We may attract new members from the local area and possibly further afield. Please note when attending meetings, we have to leave the room as we find it. The chairs are stacked up outside the room, so please bring a chair into the meeting room and then return your chair afterwards.

### Forthcoming meetings

Wednesday 9<sup>th</sup> July we will be having an update from Dave Scriven when he presents "Dave Scriven's Rambles". Dave normally gives a light hearted look at what he has been getting up to recently with his digital camera, this of course supported by his terrible jokes!

We have a welcome return from Jamie Guest on Wednesday 23<sup>rd</sup> July when he will be presenting “5 Thousand Miles in Search of a Tram to Roundhay”. Well it sounds an interesting title - I am sure Jamie, as ever will give an excellent talk.

Our meeting on Wednesday 6<sup>th</sup> August I am sure will be most popular. Chris Nettleton will be entertaining us with “The Streamlined Trains and Mallard’s Record Run” Self-explanatory title! We should be in for a very interesting talk.

Eddie Lumb is to present “It’s All About Us” on Wednesday 20<sup>th</sup> August. Sounds an intriguing title, we will have to come along and see what Eddie has in mind.

Wednesday 3<sup>rd</sup> September we will be holding an “Outdoor Meeting” Last year we walked along the Spen Valley Line.

This year I am planning a trip over the Pennines to the Greater Manchester area to spend a day traveling by tram, bus and steam train! Possibly meet up at Rochdale Station, ride the tram system for a while. Make our way to the East Lancashire Railway for a quick run behind one of those steam locomotives. For those members who will be working that day, they could possibly meet up in Manchester in the evening for further travels around the area. I am not too sure about an itinerary at the moment. If you do not attend meetings regularly, please email me or call me a bit nearer the time.

Wednesday 17<sup>th</sup> September David Tillotson will be presenting “Steam Everywhere, Everywhere Steam” I am sure we will all be in for a treat when Dave entertains us with a collection of his wonderful digital images of steam. Please make the effort to come along.

## Circle Diary 2014

P	Jun 25th.	Old Flames (NB – Change of programme)	Granville Dobson
	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 & 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**.