

THE CIRCULAR

Bradford Railway Circle

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Editorial

This issue sees the conclusion of Dave Peel's series of South American travel reports, but we are pleased to see that he will be telling us more about this fascinating sub-continent on a talk later in the year. Please see the full programme of talks on page 20.

Another feature in this issue is our Secretary's account of his visit to Train World, the new railway museum in Brussels – they obviously have many very interesting exhibits, so this must be worth a trip.

In our next issue, we have a major article by Keith Preston, but the Editor still needs some more material – please would more members get busy writing about their exploits.

We need to announce, for the benefit of occasional visitors and anyone else not aware, that for security reasons we lock the door to the Sedbergh Community Centre at the start of the meeting. If you are locked out, you can try rattling the shutters!

Finally, the Editor's thanks to all those who have contributed to The Circular in 2015, and he wishes all readers a very Merry Christmas and a Happy New Year!

Machu Picchu & the Andes 2014 (Pt.2) Dave Peel

Nowadays the only section of the former Southern Railway to see trains on a regular basis is the Puno – Cusco stretch (385km/240 miles) which is plied back & forth four times a week by the ‘Andean Explorer’ tourist train that we were to ride in a few days time. This Friday afternoon we took an extensive 4hr bus tour of the outlying districts of Arequipa, the circuit taking in stunning viewpoints over the city with its local, dominating, volcano Misti. The tour also crossed, in several places, the single track railway line as it climbs out of town; the lines were shiny and confirmed the impression that at least some use is made of the trackage.

The following day we set off again, this time by coach, climbing 7,000ft up to the Continental Divide and paralleling the railway in so doing. At a remote road junction at some 14,000ft we diverged from the railway and headed towards ‘The Lost Valley of the Incas’. This is the Colca Valley, but to get there we first had to ascend still further, to 16,205ft over ‘Volcano Pass’ and then drop dramatically 4,000ft to the town of Chivay for lunch (and to let the brakes cool down!). We were to thread the Colca Valley itself tomorrow, in order reach the Canyon at the end and witness condors rising up from their caves on the early morning thermals. However before this we had to locate, and then reach, our hotel – surprisingly positioned in a river gorge and accessed only by a steep, winding dirt road which itself petered out $\frac{3}{4}$ of the way down, the remainder being on foot only! Good job the hotel staff carried our cases!

Having successfully negotiated the uphill exit in the morning (just, one of the hotel taxis had to ‘roll back’ down the slope without engine, unable to make the grade!) the coach took us into the spectacular valley itself. The first part is very fertile, and is farmed on many terraces, old and new, water being channelled from mountain streams way above small villages, rather than raised from the river below. Gradually the valley narrowed, then narrowed again until a truly stunning canyon is reached from whence the massive condors rise on 10ft wing spans. Yes, it is a tourist spot; yes there are toilets and parking and a couple of ‘official’ viewpoints with their attendant souvenir sellers, but this was a magnificently scenic location – well worth going to in its own right even if you didn’t see a single bird (we saw several by the way, and very impressive they were!). The gorge almost vertically below you is some 3,000ft deep and the mountains straight opposite and above you reach precipitately to the snow line (17,000ft hereabouts); that’s a span of almost 10,000ft in one eyeful, and in close-up!

Retracing our steps towards Chivay for lunch we next witnessed an extraordinary procession around a Catholic church square where all manner of pagan spirits were being invoked! The procession was led by a marching band (well lubricated by bottles of beer) with the majority of the ‘congregation’ costumed in a traditional manner, the ‘spirits’ themselves being especially gaudily attired. The Sunday afternoon siesta was spent digesting the sights of the morning and contemplating tomorrow’s 05.30 alarm call – a minor relief from today’s 04.45 equivalent.

Having come down the hill to get to Chivay, to leave you have to go up again to Volcano Pass, where this time we stopped for photos of the surrounding desolation and the distant Andean volcanos, some topping 20,000ft. Then it was off again to the

same remote road junction for hot drinks and souvenirs before heading towards Puno and rejoining sight of the railway line heading in that direction from Arequipa. Today's lunch was a picnic by a deep blue lake at 14,500ft before continuing through Juliaca (a large and busy town) and across more altiplano to visit a pre-Inca site an hour short of Puno, at Sillustani. Here in glorious late afternoon sun, royal tombs were observed on a hilltop overlooking two lakes, the tombs themselves being in the shape of plastic coffee cups, only these were 20ft high and cut in stone! Strange.

Puno itself was an unlovely place but the hotel was good, looked out over Lake Titicaca, had its own private pier straight from the grounds, with the railway line right at the bottom of the garden! Today's 05.00 alarm served to get us onto the boat after breakfast, for a trip on the Lake – from our own pier of course. The Lake is huge and is, at 12,500ft the world's highest navigable waterway. It has several islands within it (on one of which we were to have lunch), together with a multiplicity of floating islands permanently occupied by the Aymara people. These islands, which we visited, are basically made of platted reeds and are 'anchored' to the lake floor. Transport between these islands is nowadays by small motor boats, but 'reed boats' are still made, in which tourists can be rowed from one to the other (for a fee).

Lunch, and a long sail back to the hotel completed an easy day followed by a restful evening, but tomorrow's 05.00 alarm again meant early to bed.

Today's train travel was one of the real highlights! Coach transfer to Puno station brought us to the waiting 'Andean Explorer' for an 08.00 departure and a 10hr journey north to Cusco, some 385km (240 miles) distant. This is not a fast journey, you will gather, nor is it designed to be. The train comprises six vehicles; baggage car/kitchen car/passenger cars A,B,C/ bar & observation car – diesel hauled all the way. Cars A,B,C were each well-appointed, with 2+1 seating (all next to a window), individual table lamps, and with passengers well catered for by staff shuttling to & from the bar car at your behest. Clearly meals are also served, at your seat, at the appropriate times. The open-platform observation area at the rear was well populated it being (another) fine sunny day throughout the run. The altiplano (high plateau) is not only scenic, but those areas visible from the train are populated – though sparsely – and the ground fertile enough for grazing herds of llama, alpaca, vicuna and some sheep and cattle even at 12-14,000ft. A short stop was made at Juliaca station, where numerous boxcars were observed, together with a small depot and at least one mainline diesel outside it. At the north end, an out-of-use 'Andes' type 2-8-0 steam engine occupied a spur into a bay, but did not look well presented as we passed. A slow speed exit from the gated station area took us through the local street market – and I do mean through! – with stalls of all descriptions on both sides of the train. Indeed a few of these were hastily removed to allow our passage as they normally occupied the trackbed; some wares were even left between the rails, the train simply passing straight over them!

Approaching the half-way point lunch was served and immediately afterwards we came to a halt, in a loop, with the remains of a steam-age water tower prominent. Here the Southbound 'Andean Explorer' also drew to a halt alongside, and not only the engine crews but the entire staff of each train switched over in order to

work 'out & back'. A short distance further on we stopped again at another loop, this time to allow passengers to have short stroll at the highest point on the line at El Raya (14,200ft), where there was also a small church and souvenirs for sale from indigenous people – all in the middle of absolutely nowhere.

Having climbed (gradually) 1,700ft from Puno, we now descended all the way to Cusco, losing roughly 3,200ft in the process through valleys that became greener and narrower and the rails more sinuous as we crossed and recrossed the swift flowing Vilcanota River that was actively being dredged as Cusco approached. The old Inca capital was reached in the dark at about 18.30, thus concluding a memorable journey and our only experience of the Peruvian standard gauge. This terminates at a single platform in a station built to serve rather more traffic than is currently on offer (as at Puno, except there the line extends into the docks area on Lake Titicaca). Interestingly at Cusco, the station yard area containing both passenger and freight rolling stock was dual gauge – a mix of standard and 3ft.

Thursday 18 September (voting day in the Scottish referendum) was largely tied up with exploring three Inca remains in & around Cusco. The largest of these was practically filled with large groups of boys (age range 12-18) all colourfully dressed and mostly carrying multicoloured flags as well. It turned out they were practising hard for Sunday's equinox celebrations, to take place on this site, and all involved were impressively enthusiastic, disciplined and already well rehearsed. For each boy this was to be an important one-chance-only 'rite of passage' event, apparently. When all three remains had been visited it was back to downtown Cusco to inspect the very large Cathedral. This, not unusually, was full of religious artwork mostly from the colonial period, at a time when established Spanish painters were brought out to South America in order to instruct local indigenous talent in the methods of European art, as well as contributing themselves.

The earliest start of the holiday came next day, rising at 04.00 for a 5 o'clock breakfast. (Why can't Heathrow's hotels manage this?). Although the train for Machu Picchu did not leave until 06.40 the departure station was 18km away and the steep road out of Cusco was not quick. On arrival at the nearly-new Poroy station our 'Vistadome' train was ready for loading in the early morning sunshine. This 5-car set on 3ft gauge comprised passenger vehicles only, and movement between cars was restricted to staff. Again this tourist train was well-appointed, with 2+1 seating, tables (snacks were served from trolleys in each car) and large additional windows were provided above the standard fittings so that viewing could be almost vertical. Hence the name 'Vistadome' of course, and as the 3hr journey progressed the valley of the Vilcanota River closed in to such an extent that the horizon was only about 15 degrees from the vertical! Indeed it was staggering that anyone had ever conceived of putting a railway through such a narrow gorge with huge precipitous mountains on either side and a raging river to avoid!

From Poroy to Machu Picchu Station is little more than 60 miles, but the line falls over 4,000ft in the process. The famous Inca ruins of this name are however 3,000ft above rail level and, apart from walking the strenuous Inca trail (a 4-day hike from a point further back up the line) the only access to the site is via a very steep &

narrow dirt road that zig-zags its way up the mountainside from the valley floor, here at only 6,700ft. Tourist buses climb this route every 5-10 minutes (!) throughout the day up to the World Heritage Site, and whilst there is at the moment no limit on the number of people walking round the complex at any one time, there are plans to 'regulate' the flow more evenly across the opening hours.

The site itself was brought to the public's attention by Hiram Bingham in 1911. Though not a trained archaeologist, he was at this time lecturer in South American Studies at Yale University and organised the Yale Peruvian Expedition of 1911 and subsequently returned to the site in 1912/14/15 with the support of Yale and the National Geographic Society.

Although the tourist trains terminate at 'Machu Picchu Station' this name is rather misleading as the township on the valley floor is actually called Aguas Caliente; hence 'Aguas Caliente for Machu Picchu' or 'Machu Picchu Road' would be more accurate. The line itself was originally planned to reach Santa Ana about 120 miles from Cusco, but never made this destination. It was begun in 1921, attained Aguas Caliente in 1928 and was gradually extended as far as Quillabamba – reached in 1978. However landslides caused this section to be abandoned beyond Hydroelectrica in 1998, and only local trains operate between here and Aguas Caliente. Street running is the order of the day within this town, and sidings close to the centre on the Hydro-electrica section are used to store coaching stock, spare locos, and to unload freight from boxcars brought in on the scheduled passenger services i.e. by mixed trains.

The relatively recent terminal station at Aguas Caliente is accessed by a spur off the Hydroelectrica line on the edge of town, coaching stock from the storage sidings having to reverse here and back into the terminus. Empty stock from arrivals have, in turn, to back out along the spur to the junction, reverse, and proceed downhill through the street to the storage area.

PeruRail provides loco-hauled 'Vistadome' sets, 'Expedition' sets (cheaper than 'Vistadome') and a 'Hiram Bingham' set (Pullman quality, very expensive) for services over all or part of the Cusco line. IncaRail run the local d.m.u. service to Hydroelectrica and a few trains as far as Ollantaytambo on the Cusco line. This is therefore a busy single track, climbing all the way to Poroy, with only a handful of passing loops. An amazingly good service, but remember that rail is the only way into Aguas Caliente – there is no road access! The buses taking tourists 'up the hill' were brought in by rail – in partially dismantled form – as are any other vehicles in the town!

Saturday morning (September 20th) was spent getting slightly wet on an 'Orchids & Birds' walk in the subtropical grounds of one of the local hotels within Aguas Caliente. At the end of which I got *very* wet photographing the comings and goings at the throat of the station before finally departing on the 16.22 'Expedition' set to Ollantaytambo. Roads only get as far as here from the Cusco direction, and we were taken by coach to a hotel on the outskirts where we bedded down for the night.

A gentler departure time next day (09.00) served to return us by coach to Ollantaytambo to view the extensive and impressive Inca site overlooking this part of the 'Sacred Valley of the Incas'. Further evidence of the Inca civilisation was later

seen at Písaq (at 11,500ft) before returning to Cusco (by road) for two more nights at the same hotel as earlier in the tour.

One object of the free day that followed was to link the dual gauge yard at the main station (Wanchaq, where we had arrived at from Puno) with the 'other' station. The dual gauge connection ran through the streets before having to reverse steeply into the small yard adjoining the terminal 'Estacion San Pedro', at the other end of the central area of Cusco, but at a higher level. Prior to the trains operating as they now do, San Pedro station (3ft gauge only) was the starting point for tourist trains to Aguas Caliente. The exit from Cusco in this direction is extremely steep and the narrow gauge line had no less than *four* zig-zags in the immediate 1,000ft climb (to 12,000ft) out of Cusco before dropping down to Poroy, though still higher here than at Cusco. The Machu Picchu line was also privatised in 1999 and James Sherwood (of GNER/Orient Express/ Sea Containers fame) took out a 30-year concession to operate this line, and also the standard gauge lines from Mollendo to Juliaca / Puno / Cusco. These lines were collectively rebranded PeruRail, and heavy investment in infrastructure and rolling stock commenced. Until at least 2005 San Pedro was used as starting point for trains to Machu Picchu. At sometime thereafter, a new (or rebuilt) station at Poroy became the departure point. This station, though 18km distant from central Cusco, is much more spacious than San Pedro and modern road coaches manage the climb out of Cusco more easily than trains. At the other end of the line, the old terminal station at Aguas Caliente required refurbishment, and it is only in the last few years that this 'new' facility has become available. San Pedro does still operate a couple of short distance 'commuter' trains in the early morning, and in the evening, but these are confined to the local population's usage only. The on-street connection between San Pedro and Wanchaq stations has no regular service; only works trains and stock movements are seen on this section.

Tuesday 23rd September was departure day, but as the internal flight back to Lima was not until 12noon, there was time for a final look at Wanchaq station. Here, as luck would have it, the stock of the 'Andean Explorer' was being moved from the platform into the yards. Click, click. Just down the road a well-kept 2-8-2 of very British appearance (but with no builders' plates unfortunately) was plinthed at a nearby children's play park. The viewing platform at the top of the enormous monument to the first Inca leader Pachacutec (who is said to have ruled for 125 years!) gave a last opportunity for a 360 degree overview of the old Inca capital before flying to Lima, Amsterdam and Heathrow to complete a most worthwhile and absorbing tour.



Wed 17/9/14 - Juliaca station with 2-8-0 862 (?) retired, unloved, into a headshunt [also reported as FCC 252, see <http://www.steamlocomotive.info/vlocomotive.cfm?Display=13158> - Beyer-Peacock 7324/1950 – Ed.]
Dave Peel



Fri 19/9/14 - Aguas Calientes main street is for trains, not road vehicles, and provides long carriage sidings and unloading points for freight
Dave Peel



Fri 19/9/14 - Empty stock belonging to Inca Rail moving up through the street before reversing into Aguas Caliente terminal station.
Dave Peel



Fri 19/9/14 - Aguas Calientes terminus station (3' 6" gauge), the road transfer point up to the Machu Picchu World Heritage site.
Dave Peel

Members' Meanderings

From Michael Leahy

Work to start on Windermere Jetty, Museum of Boats, Steam and Stories (see <http://news.lakelandarts.org.uk/e0154/e0154.html>)

The realisation of Windermere Jetty, Museum of Boats, Steam and Stories has moved a step closer with the appointment of the main contractor, Thomas Armstrong (Construction) Limited. Established in 1830, in Cockermouth, Cumbria, Thomas Armstrong will start work on the new museum site on the shores of Windermere this week, which will be an eighteen month build and fit-out programme. The Museum is due to open in 2017, ready for the Lake District's summer season.

Train World, Brussels - Nov 2015

Peter Holden

Having now traversed virtually all the passenger lines in Belgium, to be quite honest I was in no particular rush to return. However, at the end of September this year, Belgium opened its new National Railway Museum in Schaerbeek which lies on the outskirts of Brussels. My good friend Jan has been involved as a volunteer at the museum and has been keeping me up to date with developments. As with everything in Belgium, it appears to have taken forever! As well as the new museum there was also the attraction of a major tram system to explore in Brussels, so I decided that a four day break could be arranged to take in both items.

Tuesday 24th November.

As I am sure you will be aware recent events in Paris managed to spill over into Brussels resulting in the Belgian authorities deciding to have a virtual shut down of the city. This reasoning is totally alien to the "British" way of thinking. I am sure we would have just carried on regardless. However I rang and checked that our booked hotel was open for business before setting off. Assurances were given, so I made my way down to London, using Northern trains to Nottingham for a quick spot of lunch, then catching a rather marvellous EMT, HST to St. Pancras. I met Andy Roberts in the Royal Oak, Borough where we went through various options and plans for our visit.

Wednesday 25th November.

Our booked Eurostar was the 08:58 St. Pancras / Brussels Midi. I had a word with the train manager and we managed an upgrade to first class. As expected the train was virtually empty.

On arrival at Midi we found a kiosk on the lower level and purchased 72 hour passes for the Brussels area transport. As we were traveling together both passes were put onto one smart card. Having checked into our hotel we proceeded to the nearest tram stop to commence a pleasant afternoon's meandering around the city, taking in various

routes. One problem which usually arises in Belgium, which Blackpool trams never fall victim to, is they will change routes every now and again just to keep you on your toes! I'm getting used to this now. On this first occasion it was to our advantage as we would have had a ten minute walk between terminuses; however the route change meant it was now the same stop. The other occurrence which appears impossible to find out about until it actually happens is partial closure of the route. The tram just stops and everybody gets off. Again, I am now getting used to this as well. As the tram was only a couple of stops from the end, it was a case of catch one back in the other direction.

Having spent a pleasant four or five hours on trams we made our way to the centre to find a bar that one of my work colleagues had suggested. Well what a farce, the stop we needed was on the interchange of various routes, but the trams were not stopping. Andy realised that the stop was closed after we had been through non-stop twice! Rather annoyed about this we made our way to the Brussels Central area and found a rather nice bar for an evening meal and a beer or two.

Thursday 26th November

We met Jan at Train World. Early arrival meant a quick cappuccino in the museum bistro before opening time at 10:00. Jan had our tickets so we made our way into the museum. Except we could not get in - the hi-tech scanner operating the door was not playing. Eventually they had to admit defeat and open the door manually. We were in. Entrance is through a marvellously restored ticket office in the former station building. It is clear from the start that this museum is very different to York. A marvellous collection of ticket machines, uniforms destination boards and so on. All rather good. A short walk outside now into the new purpose built museum. First impression is "It's rather dark". They have a very interesting layout with exhibits on different levels. Some of the historical images projected on the walls are most interesting. On the down side there is little or no information regarding the exhibits, steam locomotives are only labelled to tell you year built and speed. There are three halls which although not massive in size, are well stocked with various relics from all areas of operation. At the end of the exhibits there is a futuristic look at developments. The highlight for me was a train simulator. It was very good indeed once you got used to it. As the place was virtually empty, I had a chance to perfect my train driving skills!!

After a light lunch in the museum we made our way back to the trams to do a further number of routes before finding a bar where we could enjoy a meal and a few drinks with Jan before he made his way home to Mechelen. Coincidentally the first train to run in Belgium was from Brussels to Mechelen in May 1835, just 5 years after the country was formed.

Friday 27th November.

Following breakfast, we carried on exploring the tram network in the morning; by this time we had just about covered the entire network. After lunch a trip to Gent was planned. Gent is indeed a very nice place to spend a few hours. The down side of going in November is that there is not a great deal of daylight. We spent a pleasant few hours in a bar adjacent to a canal and a busy tram route, watching the rush hour

commuters in various modes of transport making their way home. Gent has just taken delivery of a new batch of trams which are around 3 times as long as some of the old cars.

Saturday 28th November.

Time for a train ride. An early start sees us boarding the 08:07 Brussels to Eupen service as far as Walkendradt, here we changed as our intended destination was Dusseldorf. Our next train is a local Belgian service which crosses the border and terminates at Aachen Hbf. Here we boarded the Dusseldorf train which was routed via Munchengladbach. Well it just sat there and eventually everyone left the train and went to the other side of the station to board a service to Dusseldorf via Cologne. The train was a bit busy with a large number of football fans on their way to an away match, they were a bit noisy but not too badly behaved.

Dusseldorf was packed, it was Christmas market day. You just could not move anywhere - the streets were full, the bars were full, not my scene at all. After a few hours we decided to call it a day and return to spend the evening in Brussels. We did manage to come back the alternative route via Munchengladbach.

Sunday 29th November.

Time to make our way home, catching the 11:56 Brussels Midi to St. Pancras. A quick spot of lunch in the Betjeman Arms, before I said farewell to Andy and caught the 14:40 St. Pancras to Leeds via Derby.

All in all an enjoyable and different few days.

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 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 Eddy Lumb, 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.** The opinions expressed in *The Circular* are not necessarily those of the Editor or the Committee.
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Ben's Bits

We rarely see steam locomotive horsepowers stated – usually drawbar pull or tractive effort. However, I noticed that “Classic Trains” magazine quoted several, together with tractive efforts.

Tractive Efforts :-

C&O Lima H8	2-6-6-6	110,200 lb (approx 50 tonnes)
Missabe Road Yellowstone		140,000 lb (approx 62½ tonnes)
GN R-2	2-8-8-2	142,055 lb (approx 63½ tonnes)

Boiler Horsepowers :-

Big Boy UP	4-8-8-4	6167 hp
DM&IR	2-8-8-4	6801 hp
C&O	2-6-6-6	6980 hp

But power outputs vary according to circumstances. UP rated Big Boys at 6100 hp on a 1.14% gradient with a dynamometer car. Alco rated them at 7000-7500 hp.

A C&O 2-6-6-6 in tests gave drawbar hp between 6700-6900, and once gave 7498 hp.

The boiler hp could be as high as 8000. Mr Johnson goes on to quote his experience of loads as “91 hoppers plus caboose” (8000 tons) being hauled out of the yard by as H8 up a 0.46% gradient (1 in 217) without slipping.

And to think that in the early days of steam locomotives it was said that iron wheels would not grip on iron rails!

“On The Rails” later quoted the following horsepowers :-

Narrow gauge locos	around 300 hp	
Standard gauge (British)	3000 hp.	
South African Railways Garratt	8500 hp	SAR had 400 of these

The Garratt was originally designed for Tasmanian Railways at 2' 0" gauge. At 62 ft the Garratt was twice as long as a “Fairlie”, but had three times the tractive effort.

The power output of 4472 *Flying Scotsman* was quoted at 1300 hp by Pete Waterman (once its owner).

The first dining car on South African Railways appeared in 1894 – in 1991 there were 60.



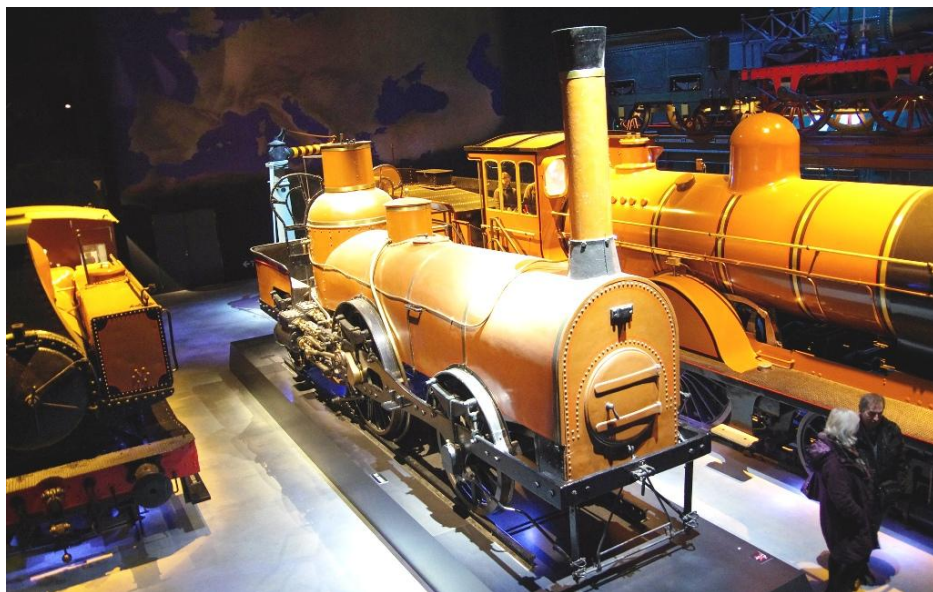
Mon 22/9/14 - British-built 2-8-2 residing, plinthed, inside a children's play area near Wanchaq station
 [also reported as n.g. Henschel-built loco, see <http://www.classicbuses.co.uk/peru2.htm> – Ed.]

Dave Peel



Train World, Brussels – Cockerill 1939-built Atlantic 12.004

Peter Holden



Train World, Brussels – Anvers 1844-built 2-2-2ST Pays de Waes

Peter Holden



Train World, Brussels - one for Frank – Belgian letter-boxes

Peter Holden

Meeting Reports

Philip Lockwood

30th September – The Robert Whitfield Show (UK Steam 1948-58), by Peter Berry.
A repeat visit, but your reviewer must have missed Peter's previous talk to the Circle. Given in a familiar (to me) Gloucestershire accent, this was a tour de force, showing high-resolution scans of Robert Whitfield's B&W shots from around Britain, on a HD projector. The subjects, compositions, and quality of reproduction were outstanding, and Peter's commentary was also excellent. We shall look forward to another episode from Peter - a return visit cannot be soon enough. Report by Ian Button.

14th October - Another 200 slides By Paul Corrie

Tonight not quite what the title would suggest, in fact a digital presentation from this self-confessed film man. Paul as most of you will know works at Neville Hill Depot which as well as servicing East Midland trains, is now also responsible for some of the ex-East Coast HST fleet. Paul, a real expert on all things HST, gave an in depth look at the innards of the power cars. This by way of a much-prized workshop manual, now somewhat out of date as it describes the “Valenta” engine, now replaced by the newer VB185. Interesting facts - brake blocks last only two weeks; engines are reconditioned at Paxmans of Colchester; and power bogies are refurbished at Crewe. It was quite clear from Paul's talk that there is much more to these well respected and now quite elderly HST units than the outward appearance would suggest. Thank you Paul for a most interesting and enlightening presentation. Vote of thanks by Eddy Lumb.

28th October - 40 Years back 1975 By John Holroyd

Another glimpse of life in the mid seventies - in this case 1975. It would appear to have been a busy year for John, starting early in the year with the sight of an German pacific locomotive and tender making its way along the Stanningley by-pass. A visit to Walton Colliery to photograph the steam winding engine, followed by a visit to the Barton Swing aqueduct, this being operated by a hydraulic engine. 1975 was quite early for preservation on the Worth Valley railway, the pannier tank was photographed in London Transport livery. A visit to East Anglia provided interesting gems for John in the shape of a travelling knife sharpener using the pedals of his bicycle to power the grindstone. When was the last time you saw one of those? Next, a holiday in Spain, mainly covering the industrial scene; return via France gave the opportunity to travel on the Vivarais system. 1975 was also the year of the celebrations at Shildon. John and Jonathan Stockwell camped out in a field nearby to be near the action. Something for everyone, trams, buses, canal boats and not forgetting one for the grate cover enthusiast! Thanks John for yet another fascinating glimpse into the past. Vote of thanks by Eddy Lumb.

11th November - Steam & Diesel in the West Riding, by Jim Livesey

Having seen presentations by Jim previously, I was looking forward to seeing his latest show. Apart from excellent photography Jim has an amazing memory and

knowledge of all things railway. Colour slides started in 1965 and like many of us the cost meant that film was used sparingly. First picture was of Wakefield Westgate Station. This was followed by Darlington Works with a K1, and then a scene at Welshpool. Jim explained at the start that some stretching of the West Riding boundaries would take place! Like many of us using somewhat dubious slide film, some changes had taken place with a nice picture of a "Trans Pennine Set" looking decidedly pink; no doubt this will now be able to be corrected in Photoshop. Jim lives in Mirfield so it was only natural that a good many of his pictures were taken in this area. Many of the holiday specials hauled by Jubilee Class locomotives would have passed through Morley - why did I not take more in this period: an opportunity lost! For a time Jim lived in Batley, so more excellent pictures, some indeed taken over the roof tops from his house. Having moved to Batley I was anticipating that we might venture through Morley tunnel onto my patch, but that was not to be as Jim didn't photograph here. Interesting to learn that Jim was using a Pentax SV at this time as I also used one. No built in meter but relying on the faithful Weston Master 5. For your reviewer many memories of this time tinged with regret that I was not as active with the local scene. Thanks Jim, when can we expect more? VOT by Eddy Lumb

25th November - Around Britain By Rail, by John Holroyd

John's slide show commenced and finished at Bradford Exchange station. We joined John for a journey north on the Settle and Carlisle railway before travelling over the Waverley route to arrive in Edinburgh, continuing north after crossing both the Forth and the Tay railway bridges to arrive at Aberdeen. Pictures of the station at Dunrobin with the engine shed which formally housed the Duke of Sutherland's own loco. Calling in at the Mound where the former branch to Dornoch diverted. On still further north to eventually arrive in Thurso, this being the most northerly point visited. A brief look in at Lybster, a name familiar to anyone having visited John's model railway. Back to Dingwall on the Highland railway main line for a scenic journey to the Kyle of Lochalsh where at the time of John's visit a boat would have been required to visit Skye. Using an imaginary boat to head south, we visited Mallaig and Oban, returning to England and the Lake District, and a brief sea journey to the Isle of Man. After a look in at Liverpool, we arrived in Wales: all the Welsh narrow gauge railways were visited. Quickly continuing south into Devon and Cornwall before yet another sea crossing to the Isle of Wight, and back on the mainland we headed to London where most of the terminals were visited before returning north by way of the Humber ferry - steam worked at this time. We next headed for the North East with a visit to the Bowes Railway, with an intriguing rope worked incline. So it was back south via Durham and York before returning via Leeds to our starting point at Bradford Exchange station. An excellent show that could only be explained briefly in this meeting report. Vote of thanks by Eddy Lumb

9th December - 70th AGM & Members' Slides

The AGM passed without any undue problems. The main subject for discussion being whether we should have a tea break, and if we are to have one, should we continue to

have a break half way through the talk. After much discussion it was decided to continue as present. Eddy summed it up as a bit of a “Storm in a teacup”

The more interesting side of the evening being a selection of members slides/ digital images. We saw main line steam in Germany, a selection of slides from the Michael Wade collection, local views around Saltaire and Gildersome plus many more.

We must thank Peter Holden, Eddy Lumb, John Holroyd, Keith Preston and Peter Mann for providing the evening’s entertainment.

Tilly Tours 2016

David Tillotson

Mon 15.02.16 Drax Power Station – site visit – there may be areas where cameras are not allowed!!!!

Tue 23.02.16 Clayton Equipment, Burton upon Trent.
They are building 7 diesel locos (approx. 40 tons each) for the Crossrail project and there should be at least one on site plus anything else that may be around.

Tue 08.03.16 Lunchtime visit to a private site where they are restoring two steam locos ex Natal, buses, cars and motorcycles etc. Afternoon visit to the P2 works in Darlington – cameras will be allowed. Evening - NRM Shildon – private photographic shoot and tripods are allowed!!!!

13-18.04.16 Baie de Somme. France. Visit to RH & D on the way out, 4 days in the Abbeville area for the Fete de la Vapeur, then a trip to a preserved railway in Northern France or a visit to Sotteville to view the 350 locos stores and hopefully the SNCF workshops in Rouen.

Sat 30.04.16 DRS and Freightliner sites at Crewe.
This could be the last visit to both these sites as DRS will very soon start to store flasks on site and this will stop all visits and Freightliner have some insurance problems with non-staff on site.

Fri 06.05.16 Wabtec Works, Doncaster

Tue 10.05.16 Port of Boston
If we do not view the train coming from or to Birmingham, they have promised to hold the shunting etc. until we arrive.

Tue 17.05.16 LaFarge, Dunbar. Two ‘new’ diesels have arrived since our last visit. Morning at LaFarge and then spend the afternoon at Berwick upon Tweed. 60103 is scheduled to run from Edinburgh to London Kings Cross today

Sun 22.05.16 Apedale Railway – private charter with three steam locos on the old line and as many diesel and battery locos running on the new line. We will hopefully have three or maybe four steam locos (WDLR Hunslet 460, WLLR *Joffre*, a Statfold Barn loco and the Toddingtong Brigadelok - plus other diesel/battery locos – and for a cost of only £30!!!!!!

Tue 24.05.16 West Midlands Metro – depot, control room and a tram ride

Tue 21.06.16 Lafarge, Hope Rail and works visit

Tue 28.06.16 Snowdon Mountain Railway – Early morning depot/shed visit, then a trip on the first steam hauled train to the top and walk back photographing the trains until late afternoon

Mid June/July N M T trip from Newcastle to Scotland. Either to Glasgow and Edinburgh or to Aberdeen

Tue 19.07.16 Brecon Mountain Railway, Merthyr Tydfil. Shed visit and a ride on the train

Sat 30.07.16 Rhiw Valley Railway, Near Welshpool
15” gauge line – 2 locos working – stunning scenery. Shed visit and a ride on the train

Sun 31.07.16 A visit to the Welshpool & Llanfair railway. Shed visit and a train ride

Tue 06.09.16 Tata Steels, Stocksbridge. Visit providing the guides are still employed and the site is still open!!!

Thur 08.09.16 Tilcon - Tarmac Quarry, Cracoe, Nr Skipton = early afternoon visit to the rail sidings and quarry - we should see either an arrival or departure.
Shipley Glen Tramway – late afternoon and evening visit

Sun 11.09.96 Ribble Steam Railway, Preston. Steam Gala weekend – early morning site visit and then a train ride

End September Saturday Alan Keef open day if it materialises

Sun 02.10.16 Behind the scenes visit to the West Lancs. Railway. Shed/works visit, train ride and visit to Bury Transport museum. All day visit starting at 0900 and finishing about 17.00 for a cost of under £20

Thur 24.11.16 Neville Hill and Freightliner, Leeds

I have requested another visit to Pete Waterman's model railway at Warrington and he has confirmed my name is in the diary but no dates as yet. If you are interested please put your name forward and I will advise of developments as and when they occur.

Secretary's Page

Peter Holden

Our 70th Anniversary year has without doubt been both a fantastic sign of what our society is about, and hopefully a year which shows we have a great future ahead of us. We have had some great talks at our meetings and also the marvellous day out on the Worth Valley this year.

I did eventually get enough speakers to fill next year's meetings Diary. Thank you to all members who came forward to give talks and also those who helped by finding guest speakers. I actually have a few in hand now for 2017!

Let us hope that we do not have as many disruptions to the meetings as we have endured this year. I am sure 2015 saw the most people ever giving back word and wanting dates changed. Once more a big thank you to all who changed dates or stood in at short notice.

Forthcoming meetings

We start the year 2016, with a talk by Keith Preston about his involvement with the "Aire Valley Rail Users Group" on Wednesday January 6th. Keith was at their inaugural meeting and has served on the groups committee ever since.

Our first guest speaker of the year will be Julian Halstead who will be presenting BR Blue at our meeting on Wednesday 20th January. I met Julian whilst attending transport talks at Jubilee Refreshment Rooms, Soweby Bridge Station. Julian has given many talks there about various transport subjects.

I was asked by the Committee to put on another "Railway Quiz", so on February 3rd I will be doing just that. The good news is our ever generous Treasurer, Bill has agreed to part with some of money from Circle funds to provide a cash prize for the winner. Wow!! I better get on with preparing that over Christmas.

Martin Butterworth will be visiting us on Wednesday 17th February to give an update on the activities of the Class 40 Locomotive Society. Martin visited many years ago when the society was still striving to get their locomotives not only running, but on the main line.

Ian Dobson will be presenting a talk on the Middleton Railway on Wednesday 2nd March. Ian was a regular attender of our meetings in the 1980s. It will be great to see him again and hear about a fascinating and most interesting railway.

Hopefully we will welcome Alan Ward on Wednesday 17th March to give the talk he was unfortunately unable to present last year. So please come along to see "The first

Five Years of Digital Photography” I am surer it will be a very good collection of railway photographs.

John Holroyd is to present “A Continental Compilation” on Wednesday 30th March. As ever I am sure we will be entertained by John’s marvellous photography and his in depth knowledge of the subjects he chooses to present.

Wednesday 13th April will hopefully see a return to the Circle by Stuart Lindsey. Stuart is to present “Decapods, Giesls and Albatross” Sounds very mysterious to me, but I am sure those of you who know a bit about steam locomotives will no doubt understand the title!

Circle Diary 2016

	Jan.6th.	Aire Valley Rail Users’ Group.	Keith Preston
	Jan 20th.	BR Blue.	Julian Halstead
	Feb 3rd.	A Railway Quiz.	Peter Holden
C	Feb. 17th.	The Class 40 Preservation Society	Martin Butterworth
	Mar.2nd.	The Middleton Railway.	Ian Dobson
	Mar. 16th.	The First Five Years of Digital Photograph.	Alan Ward
P	Mar.30th.	A Continental Compilation.	John Holroyd
	Apr. 13th.	Decapods, Giesls and Albatross.	Stuart Lindsey
	Apr.27th.	The years of 2008 & 2009 - What I Photographed.	Robin Patrick
C	May.11th.	A History of Eastleigh Locomotive Works.	Colin Boocock
	May 25th.	The Deltic Preservation Society.	Richard Walsh
	Jun 8th.	From ICI to BRB Chairman- 42 years on the Railway.	
		By Stuart Baker, But NOT Beeching!	
P	Jun 22nd.	Scottish Railway Miscellany 1978-1981.	John Bromfield
	Jul 6th.	Tourist Trains of Ecuador & Peru.	David Peel
	Jul. 20th.	Looking Back I Enjoyed It.	Bill Jagger
	Aug.3rd.	40 Years of Running Railtours.	Bill Alborough
C	Aug.17th.	Pioneer Line, Midland 1907 Electrification to Morecambe.	
		Jamie Guest	
	Aug. 31st.	A Swiss Mixture.	Philip Lockwood
	Sep.14th.	Another Brighton Byway	Rev Tony Newnham
P	Sep. 28th	Steaming Around the UK.	David Tillotson
	Oct 12th.	Wandering With Wadey.	Eddie Lumb
	Oct.26th.	Forty & Fifty Years Back.	John Holroyd
C	Nov.9th.	Photography Competition.	Tom Ickringill
	Nov.23rd.	London Underground.	David Wilkinson
	Dec 7th.	71st AGM, followed by Member’s Night.	
P	Dec. 21st.	Run VT (unedited).	Jim Bennett

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

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