

THE CIRCULAR

Bradford Railway Circle

No.376 – 2nd Quarter, 2016

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Editorial

Many thanks to Peter Holden, Peter Mann & Gary Hayhurst, who responded to the Editor's pleas for articles, and to Philip Lockwood for providing some photos for this issue. Without their efforts, it would have been a very thin issue indeed. Come on, the rest of you – do your bit as well, please!

West Coast Railways appear to have survived their recent trials & tribulations, with the Scarborough Spa Express replacing the Dalesman trains while the landslip near Appleby continues to affect through services on the Settle-Carlisle line. The SSE takes northern (via Keighley) and southern (via Hebden Bridge) routes on alternate weeks, with vintage diesel haulage (a pair of 37's) giving a rattling good run from Carnforth to York & back, and steam from York to Scarborough & return. In Scotland, the Jacobite trips are running again through the spectacular scenery between Fort William & Mallaig. The Editor had the good fortune to do both this trips in recent weeks, and can recommend them both very highly.

Virgin on the Ridiculous

Peter Holden

Last year when Stagecoach (with a very small hand from Virgin) took over the running of the East Coast franchise, I was soon afterwards presented with a pass entitling me to five instances of two days free travel on the East Coast Network.

Well as I am sure you will be aware I do try and make the most of such freebies.

So I along with fellow Circle Member Richard Walker, I embarked on a two day run out. We decided to commence this trip on Wednesday 14th April.

I caught the 06:30 Bradford Forster Square to Kings Cross (91 129), only as far as Leeds, where I met Richard and we then found a couple of decent seats on the 07:10 Leeds to Aberdeen (43 208 & 43 312). This was to be our HST set for the next 19 hours! It really is a marvellous journey around the north east coast line, once you have passed Newcastle the journey is most enjoyable all the way to Aberdeen, especially on a nice sunny day. The train was particularly busy between Darlington and Newcastle, and quite busy between Newcastle and Edinburgh. Arrival into Aberdeen was on time at 13:05. We made our way to the Prince of Wales pub for lunch and a most enjoyable pint or two of Orkney Brewery, Dark Island. These breaks are ok, but we were happy to get back on board 14:52 Aberdeen to Kings Cross, this part of the day being extra special as I managed to get us an upgrade into first class. The weather faded away quite quickly as we neared Edinburgh. As the train passed over the Forth Bridge, I pondered on the bizarre fact that the Forth Bridge was opened in 1890 and has been in everyday service ever since, with the odd lick of paint! The Forth Road Bridge was built in the early sixties and is in a very sorry state, so much so that they are now building a second road bridge at massive expense. I wonder if this second road bridge will outlast the rail bridge. Doubt it.

Once again we made excellent progress up the ECML to Kings Cross, arriving on time at 22:20. Surprisingly, most of the shops on the new concourse at the side of the station were still open. Most importantly, The Parcel Yard pub was still open so we enjoyed a rather nice couple of pints of Butcombe Bitter before we made our way back to our train for the 23:30 Kings Cross to Leeds. This service was reasonable quiet, unfortunately some of the passengers in our carriage were less than quiet, so we moved to another carriage and settled down.

Someone was taken ill on the train, causing a delay at Grantham whilst an ambulance attended. Hopefully the passenger in question was OK. Normally this would have been a negative occurrence but, after all, what do you do on arrival into Leeds at 02:30 knowing your next train is not until 05:05!

We arrived into Doncaster around an hour late. The guard announced that as we were late, we had permission to run the direct route to Leeds via Wakefield Westgate, rather than go our booked route via Hambleton Jct. Blimey! We could have done without that, we even arrived early into Leeds. Furthermore despite not calling at Wakefield we did not go through the middle road, Boo!

1070 miles on the same HST!



Virgin HST at Aberdeen, 14th April 2016

Peter Holden

GREAT NORTHERN OUTPOST
Volume 1: The Bradford & Thornton Railway

Alan Whitaker & Jan Rapacz

**Available
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Full colour hardback - 112 pages £19.95

The book cover features a photograph of a steam locomotive pulling a train through a town. The text 'Available Now' is written in large, pink, stylized letters across the middle of the image.



Zermatt Bahnhof. You can just make out the Matterhorn in the top right hand corner. The picture was a stroke of luck as this locomotive arrived on a special charter for a group of Americans. The locomotive is a Re 4/4 of the former BVZ now part of the re-branded "MATTERHORN-GOTTHARD-BAHN". It might look like a crocodile but is in fact a rigid body on what we would call a Bo-Bo. Philip Lockwood



A proper 'Crocodile' of the RhB taken in Davos Platz Bahnhof on the 9th July 2009 whilst working a special train. Most of this class are now withdrawn, two are kept for special working and two more are preserved in museums. Philip Lockwood

Richard was sure there was a 24 hour McDonalds open on Boar Lane, so we made our way there. 03:00. Such joy! Eating a burger in amongst scantily clad young ladies and young lads, some appearing as if they had just gone 3 rounds Mike Tyson! All totally pissed. The youth of today. I must be getting old. Imagine a McDonalds with more security staff, than staff serving food. I was glad to get out, despite the fact we were going to have to sit on a cold bench in the station for a further 90 minute.

Day two began with the 05:05 Leeds to Kings Cross (91 108), as far as Doncaster, where a short wait sees us boarding the 06:15 Doncaster to Edinburgh (91 103). Once again good weather made for a most enjoyable journey north. Arrival was slightly early into Edinburgh. We made our way promptly across to the other side of the station in search of our next train, the 09:30 to Kings Cross (43 306 & 43 251), this being a fast service with fewer stops. The task of finding our train was extra tricky due to the non-consecutive platform numbering system adopted at Waverley. Anyway things worked out very well indeed, a chat with the guard sees us in first class once more. Well does it get any better than this, complimentary real ale! Bottles of Rudgate Brewery "Hop On Board" which is specially brewed for Virgin Trains East Coast, most enjoyable. It would have been most rude to turn it down. Another bonus was the booked Mk4 set had been replaced by a HST.

I had an evening engagement which needed me to be back into Bradford for 17:30, but as we were enjoying our southbound journey so much, we decided at York to carry on to Kings Cross!

On arrival into Kings Cross we walked down the platform around the corner, up the next platform and boarded the 14:05 to Leeds which was in the hands of 91 131. A rather uneventful journey north and we arrive on time into Leeds giving ample time to connect onto the 16:38 Leeds to Bradford Forster Square Northern service.

Total mileage for the two days was 1942. I wonder what I can manage next time!

A big thank you for Richard for his company.

Circle Photography Competition **Tom Ickringill**

[Repeated from the previous Circular, for members reference – Ed.]

Again, our bi-annual photographic competition is upon us on Wednesday 9th November. This is the second to be held at our new meeting venue of the Sedbergh Community Centre. The Olympics will be well finished (I hope) by the competition date, so there's no excuse and hopefully time to prepare !!

For this year, the categories have changed, which will be roughly in the same format as other railway groups now hold their photographic competitions. Being well into the digital age, it has been decided that the 35mm Slide sections will no longer be categories, but replaced by digital images only.

The new categories are as follows :-

Digital Image - Steam

Digital Image – Modern – Diesel or Electric

Black & White Print – Steam or Modern

Colour Print – Steam

Colour Print – Modern – Diesel or Electric

Humorous – Digital Image or Print

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

The basic rules for entry are :-

No print should have been entered in a BRC photographic competition before,

Maximum size for print should be no greater than A4

Maximum number of entries for prints – 4

Maximum number of entries for digital images, per category – 5

All digital images should be sent, by 1 November 2016, preferably by email (marked '2016 BRC Competition'), to Peter Holden – pholden1960@hotmail.co.uk . Peter has also volunteered to scan slides which are only to be submitted for entry into the digital images sections.

We already have a judge (who wishes to remain anonymous at this juncture) and I hope there will be a prolific number of entries that will break all records – so, come on, get out of your armchairs, stop watching that boring television and get prepared to make this a mega occasion. (If, unfortunately you will be away, or have a previous engagement, then you can email/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 (many of you have been seen !!!) – dig out those precious moments and share them with the rest of us – **ENTER !!!**

N.B. Prints and/or digital images 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 7.15 p.m.

French Mixed-Gauge Steam Gala

Gary Hayhurst

This is the Baie de Somme weekend gala held in northern France. The gala takes place every three years and this year was the tenth such gala. This would be my second visit to this gala having attended 3 years ago. This trip was arranged by David Tillotson and four of us were going. In our party were Robin Patrick, John Hullett, David Tillotson and myself. The visit was from the 13th April to the 18th April 2016, visiting Romney, Hythe and Dymchurch railway in Kent, the Baie de Somme gala 14th to 17th and on the 18th two depot visits at Alizay and Rouen and home late evening of the 18th.

An early start from David's house at 7am Wednesday 13th April with Robin and me and we collected John at Peterborough service station. En route we called in at the Romney Hythe and Dymchurch railway and saw some of their steam locos on passenger trains. Early afternoon we left to catch the shuttle to France; after 35 minutes we arrived in France and soon we were travelling on the smooth A class road to Abbeville. We were staying in a Mercure hotel in the city centre. We had two twin bedded rooms+breakfast. After dropping off our gear it was a quick look around the town for an evening meal and a trip to Abbeville station. There was dearth of restaurants open in the evening in the town but we managed to find one that gave a passable meal. Back then to the hotel for a few beers.

In the morning down to breakfast at 8am to be met by mild criticism from David saying he wanted to be away by 8am. Of course Tilly trips mean early starts, after all breakfast is served from 6.30am onwards.

If I can describe the set up of the Baie de Somme system. It is like a letter 'Y', the bottom of the 'Y' is the main town of Noyelles-sur-Mer, this is where the mixed gauge Baie de Somme lines meet the standard gauge lines which run between Paris and Calais. The two arms of the 'Y' go to two seaside towns Cayeux-sur-Mer to the left and to Le Crotoy on the right. The other main centre for the mixed gauge lines is the area of Saint Valery-sur-Somme - this is where the Somme River empties into the sea and there are two points of interest, St Valery Canal which is where the locomotive sheds and yard is located and then St Valery Ville which is the station for the harbour.

Even though this event is held every three years, the Baie de Somme is a tourist area and trains run often in the season Easter to late summer. So the locomotive sheds and facilities at St Valery Canal are kept up to date and are able to handle extra engines and personnel on these gala events.

On arrival at St Valery Canal the railway's crews were hard at work preparing many of steam engines which were either in the sheds or standing in the yard.

As part of the gala David was able to get sent to him by post leaflets and a large brochure called Fete de la Vapeur Baie de Somme 2016 CFBS 'Guide du Spotter'. This brochure identified the locos to be seen and also gave us the time table for the 15th-16th and 17th.

We were fortunate that it was a dry sunny day so many photographs were taken, either in the sheds or in the yard; no objections were made by staff as we freely roamed both sheds and yard.

We then went towards St Valery Ville where the railway crosses the river on a combined road/rail bridge, cars having to give way to trains.

On to Cayeux-sur-Mer to see workmen laying lengths of 600 mm track along the street that runs to the station.

Once this track is laid a Decauville steam engine+two coaches will run along the street. I can't imagine that happening at any of our heritage lines. In France they shut the road and put up metal barriers and a few diversion signs.

In the spotters brochure is listed 27 different types of railway traction.

We also found that Le Crotay some 600 mm track had been set up on the road leading to the station on which an internal combustion tram AT-1 would run. In the yard of Noyelles-sur-Mer was a miniature line for children + a small tram running alongside the platform.

In the brochure for spotters was a list of the formations of the coaching stock and in another section special trains on the standard gauge that would be calling at Noyelles-sur-Mer including steam and diesel.

If you wished to ride on the trains, a one day pass for adults was 18 euros or for 3 days was 25 euros.

As this is a large event in the area many local charities set up tents selling food, drink and souvenirs. The main events occur on Saturday and Sunday and everywhere gets very crowded. In addition to the trains there were old cars and buses, traction engines, rides and other amusements to entertain the children and adults alike.

Our aim was to try and film as much as possible in as many locations.

On Friday 15th on the line from St Valery Ville towards Cayeux-sur-Mer on a gradient known locally as Mont Blanc the drivers of the metre gauge engines stage a cavalcade, this year 9 engines were involved, all run up the bank (their term a ramp) at the top of hill they line up and then descend the bank with whistles and bells sounding, and then they stop and the crews climb on top of one engine for photographs to be taken. As can be imagined, the crowds of enthusiasts enjoyed this event.

One of the delights for us enthusiasts is the variety of locomotives that attend the event, certainly many are from other heritage railways in France plus a steam loco from Switzerland, Germany and the UK.

The UK locomotive was from the Kent and East Sussex Railway, this was a standard gauge 2-6-0 tender engine which was actually of Norwegian origin.

The K&ESR are regular attenders at this event.

The German loco was a 2-6-2 tank from the Harz mountains and this locomotive certainly overshadowed all other metre gauge locomotives.

As well as steam, both metre and standard gauge, there were also several diesels known as Autorail. One of the more interesting diesels is an ex-Paris third-rail unit, this is a 3 coach train with the center coach converted to carry a diesel engine to power the train. This is called Rame Sprague.



Still on the RhB this time on the BERNINA Line. The picture shows a railcar hauled “Bernina Express” arriving at Poschiavo with a train from Tirano just over the border in Italy. Poschiavo is the main workshop for the Bernina line which at the time of the photograph worked on a different voltage to the rest of the RhB system.

Philip Lockwood



In the Bernese Oberland - railcar of the BERGBAHN LAUTERBRUNNEN-MURREN line. The picture taken at halfway station of Winteregg, one of the only ways of reaching Murren. The railcars (2) plus older one in reserve make a shuttle service supplying passengers and supplies. Previously the line was served by a funicular railway but due to unstable cliff this was replaced by the cable car a few years ago.

Philip Lockwood



St Valery Canal shed early morning scene, 14th April 2016

Gary Hayhurst



St Valery Canal yard, 14/4/2016 - KESR Norwegian 2-6-0 no 376

Gary Hayhurst



St Valery Canal yard, 14/4/16 - JS 909+99 6001 leave to go to St Valery Ville

Gary Hayhurst



St Valery Canal yard, 15/4/16 - Henschel Pacific 231 K8 eases away with two coach train Gary Hayhurst



Cayeux 15/4/16 - Decauville 600mm gauge loco + 2 coaches run down the street Gary Hayhurst



Mont Blanc 15/4/16 - steam cavalcade line up

Gary Hayhurst

SNCF also provided visiting locomotives, BB75022 made by Alstom and X-73500 by Alstom.

In addition there was a steam special that came to the event on the Saturday - class 141 TB number 424.

One of the features of the line is parallel running by trains when leaving Noyelles to go to either Le Crotoy or Cayeux.

Most of the passenger trains are metre gauge and often run double headed and also include a mixed train.

The standard gauge trains run between Noyelles and St Valery Canal some of these top and tailed.

All the passenger trains I saw were well filled with passengers, some with standing room only. We also had a late afternoon visit to Abbeville station to see the return of a steam special; whilst we waited what came through but a Eurocargo class 66 on a mineral train and also a three car bi-mode diesel/electric multiple unit. The steam special return was delayed and one of the enthusiasts waiting received a phone call to say there were problems and it would be very late so all feeling hungry we left to find a restaurant for evening meal and a few beers.

We were fortunate with the weather with a mixture of dry sunny weather apart from the Saturday afternoon when it rained solid for an hour. Some days were warm and other days a sneaky cold wind came in from the sea.

Being close to the sea and also a flat country district it was easier to spot smoke from steam engines in the distance and get set up for photography.

Whilst there was a good contingent of French rail enthusiasts there was also many English enthusiasts and we bumped into people from Yorkshire.

I have read comments that some of us rail enthusiasts were only taking pictures of trains and not paying to ride on the trains which is a source of income to the CFBS. I counter this by saying we put a lot of money into the local economy with hotel stays, buying meals both in Abbeville and at towns of the Chemin de Fer de la Baie de Somme. The receptionist at our hotel said that the train enthusiasts had filled every hotel in a 50 mile radius and they were glad to see them as after the terrorist attacks in France and Belgium very few visitors were coming to France.

I hope this gives you a glimpse of a well organized and well attended steam gala in northern France. I hope some of my pictures do justice to this event.

I have a further article I will submit about our depot visits in France on the 18th April.

I must just end by saying a big thank you to David Tillotson for organizing this visit and also all the driving he had to do, well over a thousand miles in 6 days.

Membership Matters

Let us try to bring back a feature introduces many years ago by our late Membership Secretary Michael Wade. Members matter very much to the Circle, and we should remember to welcome new members – long may they remain with us and take an

active part in Circle business and activities. The feature disappeared a couple of years ago, and we never took the opportunity of mentioning several members of Bradford Model Railway Club, who joined as a result of our transfer to the same premises that BMRC use at Sedbergh Community Centre – so a belated hello to Kevin Jagger, Robin Kitson and M.R. Gardener
And in this issue we are very pleased to welcome new member Mark McTerrely, of Great Horton Road, Bradford.

An Unexpected Visit

Peter Mann

A few weeks ago I had a visit from Alan Whitaker, the son of the last stationmaster at Thornton who has recently published a book about the G N line from Bradford to Thornton. This is the first of two books about the former G N lines linking Bradford Halifax and Queensbury the second book being expected later this year. Alan had called to present me with a complimentary copy of Volume 1 entitled “A Great Northern Outpost”. Many years ago I lent him a slide taken at City Road Goods Depot in September 1967 which he has used in his new book. At the time I was a student at Margaret McMillan Teacher Training College in Little Horton where the daily pick up goods could be heard passing on its way to City Road Goods Depot. One sunny day I took some time out between lectures to photograph the train on the branch from Horton Park to City Road. It was within weeks of the end of steam in West Yorkshire and a Low Moor B1 61337 was in charge.

Great Northern Outpost is an excellent book with 107 pictures showing the line in later times when only goods services and final specials remained. Published by Willowherb Publishing this book is a must for any local enthusiast.

Meeting Reports

Philip Lockwood

30th March 2016 - A Continental Compilation By John Holroyd

An absolute tour-de-force of Europe - by my reckoning, seventeen countries visited over a period of many years. John brought along a selection of 4mm locomotives to represent most of the countries visited. These had in most cases been bought on the visits to the countries shown. Far too many countries for me to give a blow by blow account of what was shown on screen so I will mention certain aspects which appealed to me. The opening slide of a carving in stone of a steam locomotive at Antwerp station. British built class EM2's in Holland. In Denmark a slide of the 'Little Mermaid' complete with John and umbrella! East Germany with Saxon-Meyers, Poland with a model of Blenkinsop's rack locomotive as used on the Middleton Rly. And I must mention Switzerland with such delights as standard gauge Ae 4/7 electrics

as well as steam on the RhB. Our tea break was suitably announced by an East German Trabant car. In Austria, giant steam 2-12-2 rack tanks. Spain in 1965 on tour with the RCTS, with giant 5ft 6inch gauge 4-8-4 locomotives. And finally to France, with a number of 141R class locomotives at the roundhouse in Narbonne. And to conclude, what must rank as the most spectacular return home - a voyage on the old *Queen Elizabeth* from Cherbourg to Southampton, John having time for a game of deck quoits. Thank you, John, for a most enjoyable evening. Vote of thanks by Eddy Lumby

13th April - Decapods, Giesls and Albatrosses, by Stuart Lindsey

An unusual title for a most interesting show by Stuart. Decapods I have heard of before - didn't the Great Eastern have one for shunting? Giesls - those strange chimneys that the Talylyn Rly tried out. As for the Albatross, isn't that a bird or code name for a GWR wagon? It all became clear during the show which was based on a tour by The Locomotive Club of Great Britain to the Czech Republic. The Giesl oblong ejector, the invention of Dr Adolph Gies-Gieslingen seems to have much more widespread use in the Czech Republic, although our own 'City of Wells' sports one. The albatross name derives from a large 4-8-2 locomotive which is credited with reaching 162kph. - a very spectacular machine fitted with large smoke deflectors. We next moved on to the narrow gauge to a railway used for the harvesting of the sunflower crop. These used very attractive blue 0-10-0 tender locomotives which employed an unusual method of dealing with 'Leaves on the line' - bunches of twigs scraping the rail head! Trams were much in evidence, plus vintage Skoda cars and even a Spitfire aeroplane, all well photographed by Stuart, often using the locals to add interest. We finished with a visit to a miniature line, very much of interest to Stuart a very good model engineer in his own right. Vote of thanks by Ian Button.

27th April - The Years 2008 & 2009 - What I Photographed, by Robin Patrick

This was an all slide show (Fuji); Robin explained that 2009 was the last year of using slide film, although he had already started to dabble in digital. The thing that was outstanding to your reviewer was just how crisp and colour-balanced a good transparency can be. Many of Robin's pictures were taken on his own patch, so we had excellent shots taken in the Vale of York, often a scene with a backdrop of a power station. Narrow gauge also figured in a number of pictures, Cleethorpes Miniature Railway with the tiny locomotive 'Effie' based on an Eaton Hall prototype. Visits to the Statfold Barn Railway, well known to your reviewer, and greatly recommended to anyone who has still to visit. It came as something of a shock to realise that it was eight years since David Tillotson's tour to the Hartz and Wuppertal - Robin's pictures brought back so many happy memories of this holiday for your reviewer. 2009 started with snow with pictures of Ribbleshead with Wharfedale as a backdrop on the 11th February. More "Tilly" trips to Blackpool - this time for a ride behind the 'Wild West' tram/Locomotive and a visit to Rigby Road Depot. Further afield, visits to Argentina, where Robin was able to give tips on the best way to ride in the tender of a wood burning locomotive, or ways of avoiding getting bitten by bugs

coming out of the wood pile! Robin's last two pictures of the evening were taken nearer home at Bolton Percy in the snow. Beautifully lit in low sunlight - a fitting finale to an excellent show. Vote of thanks by Eddy Lumb.

11th May - The History of Eastleigh Works, by Colin Boocock

Colin is the ideal person to recount the long and varied life of this former London & South Western Railway works. The original works for the railway were much closer to London, at Nine Elms, but this site was becoming increasingly crowded, resulting in a move to a point more mid way, at a former greenfield site. As with many locomotive works, Crewe and Swindon to name two, the town developed with not only the works but housing and services for the workers. The works opened in 1908 and Colin was able to show some early photographs of the interior of the works. These showed the cramped working area, all the machinery being belt driven from overhead shafting. Despite this many famous classes of locomotives were produced including the "Lord Nelson" 4-6-0's, 40 "School" class 4-4-0's, 10 "Merchant Navy" Pacifics and 6 "West Country" locomotives. Colin, having worked at Eastleigh, was able to explain the various ups and downs of the works over the years as various economy measures were introduced, finally resulting in the "asset stripping" by the French company Alstom. Fortunately a glimmer of hope as the site was taken over by Knight Rail Services, so Eastleigh should still have railway connections. VOT by Eddy Lumb.

25th May - The Deltic Preservation Society, by Richard Walsh

Tonight's talk by Richard started by explaining the need for a high powered diesel electric locomotive to replace steam on the East Coast route. The brief was for a locomotive of 3,000 to 4,000 HP. This would enable faster speeds and longer periods of usage between servicing. The design chosen was built by English Electric and powered by a V-shaped power unit built by Paxman's, originally designed for naval use. The design proved successful and led to a total of 22 locomotives which replaced 55 steam locomotives. Richard explained that the prototype on introduction was the most powerful single unit diesel electric in the world. The locomotives had, and indeed still have, a distinctive sound which went some way towards making the class popular with enthusiasts. This resulted in six of the class being preserved, out of a total of twenty two. We must thank Richard for travelling from Derby tonight for an interesting insight into the development and history of this most iconic of diesels. Vote of thanks by Ian Button.

8th June - From ICI to BRB Chairman. 42 Years on the Railway, by Stuart Baker OBE.

Well I don't think anyone expected Lord Beeching to be re-incarnated for tonight's presentation. What we got was Stuart who explained that whilst waiting to go to university he had a job with ICI Fibres at Hornbeam Park, Harrogate. As he is now in effect Chairman of the British Railway Board the title fits. Stuart commenced by showing some of his earliest slides taken in the Bradford area. He was a member of the Circle way back whilst still a school boy and was able to relate stories of certain



Mont Blanc 15/4/16 - JS 909 ascends the bank with train from Ville to Cayeux
O

Gary Hayhurst



Mont Blanc 17/4/16 - double headed train: in lead Pinguely no 101 + Aisne no 1

Gary Hayhurst



Cayeux limits of town 17/4/16 - Corpet-Louvet built 1909 no 75 leaves Cayeux on mixed train

Gary Hayhurst



Mont Blanc 17/4/16 - below road overbridge Cail no 2 taking passengers to Cayeux

Gary Hayhurst

past members (names withheld)! In a long career on the railway he related many tales of unusual methods of operation. These would possibly not be found in the Railway rule book! Despite all, Stuart survived to become responsible for major works including the rebuilding of Reading station and approaches, a task which he appears to have carried out with less stress than many of us find in remodelling a model railway. The West Coast route was another area of his responsibility. Stuart is now Programme Director for Network Services North - this was of particular interest to our members. Many things discussed and suggested are only suggestions and possible ideas for the future, so it is probably best not at this stage to mention in print. An excellent and informative evening delivered in a style almost unique to Stuart. Vote of thanks by Eddy Lumb

Secretary's Page

Peter Holden

We appear to have got off to a much more stable run of meetings so far this year. Long may it continue! I must say I have been more than happy with the content of recent meetings as well, particularly the talks by Stuart Lindsey and Colin Boocock, both very informative and interesting.

We are still struggling to get volunteers to make the tea at meetings, it simply is unacceptable for Gary and I to do it most of the time. I would imagine that most of the membership are actually capable brewing a pot of tea. In fact, I only recall one member who proved incapable! It's your society, so get involved - it won't kill you.

Forthcoming meetings

Dave Peel will be entertaining us with "Tourist Trains of Ecuador & Peru on **Wednesday 6th July**. This should be another excellent evening, as Dave always presents a very well-researched and informative talk. *[This item is repeated from the last Circular - Ed]*

Wednesday 20th July sees our wonderful Treasurer, Mr. Bill Jagger give a talk "Looking Back I Enjoyed It" Best ask Bill what the talk involves, I am sure however all who attend will be in for a most enjoyable evening.... Apologies Bill, I will be in Switzerland.

On **Wednesday 3rd August** we have a change of programme. Bill Alborough is unavailable, but instead we have a double event. Firstly, Bill Jagger is offering a walk around railway sites in west central Leeds – 3 miles in 2-3 hrs – contact Bill for details. Then in the evening we are very pleased to welcome Jan Rapacz and Alan Whitaker, who will talk about the Bradford & Thornton Railway – the subject of their new book, as mentioned by Stuart Baker during his talk last month, as well as in Peter Mann's piece in this issue.

A most welcome return by Jamie Guest on **Wednesday 17th August** when he presents a talk about "Pioneer Line, Midland 1907 Electrification to Morecambe" This

should be a very interesting illustrated talk, on a subject that I must say I know very little about.

Philip Lockwood will be presenting “A Swiss Mixture” on **Wednesday 31st August**. Should prove to be a most entertaining evening. Philip has visited Switzerland many times and traversing many lines along with many scenic walks.

On **Wednesday 14th September** we welcome back Tony Newnham to present a further instalment of his series “Another Brighton Byway. I am still wondering when we will get to Lewes! As I am sure you will be aware, on retirement from the Heaton Baptist Church, Tony & Sue moved to Rugby. Let’s all turn up and give him a warm welcome back!

David Tillotson will be presenting “Steaming Around The World” on **Wednesday 28th September**. David presented “Steaming Around Britain” a few years back and it was a most enjoyable collection of first rate photography. I am sure we will all enjoy the presentation.

Circle Diary 2016

	Jul 6th.	Tourist Trains of Ecuador & Peru.	David Peel
	Jul. 20th.	Looking Back I Enjoyed It.	Bill Jagger
	Aug.3rd.	Great Northern Outpost, Pt.1 – the	Bradford & Thornton Railway Jan Rapacz & Alan Whitaker
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.