

# THE CIRCULAR

Bradford Railway Circle

No.378 – 4<sup>th</sup> Quarter, 2016

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## Contents

### Page

1	Editorial	
2	Statfold Barn	Gary Hayhurst
5	Meeting Reports	Philip Lockwood
7	Book Reviews –	
8	Special Traffic Notices	
9	Ben's Burglary	
10	GBRf Charity Railtour	Peter Holden
15	Secretary's Page	Peter Holden
16	Circle Diary 2016	

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## Editorial

Firstly, subscription renewals were due on 31<sup>st</sup> October – if you haven't already rejoined, please do so asap – send your subscription of £13 to our Membership Secretary Bill Jagger (address inside front cover). Thank you.

Now, next year's diary (see back page). I'm sure everyone will agree – our Secretary Peter Holden has put together a terrific programme of talks for the year. On April 26<sup>th</sup>, we have Alan Whitaker and Jan Rapacz covering the second volume of the GN lines west of Bradford, and after the great article about Deltics and train songs by Spencer Vignes in the last Circular, Spencer is now booked to give us a show on November 22<sup>nd</sup>.

Thanks to our two stalwart contributors Gary Hayhurst and Peter Holden for the main issues in this issue – if they didn't manage to get out and about so much, and submit accounts of their adventures (and photos), there wouldn't be much for you to read. Let's give them a chance to rest – you other members, please send in your articles! By the way, I have spread out these two articles, so that their photos accompany them in the right place.

## Statfold Barn

## Gary Hayhurst

The National Railway Museum for narrow gauge?

On the 4<sup>th</sup> June 2016 along with three other friends I paid a return visit to Statfold Barn. For those not in the know this is a large farm owned by Graham Lee whose main hobby is narrow gauge railways. The story of railways at Statfold Barn began about 15 years ago when an oval of 2 foot gauge track was laid around the lake in Graham and Carol Lee's landscape garden. Finding a steam locomotive to run on the railway was the main reason for what happened next. At around the same time Graham was building his garden railway the engineering company he then owned, the LH group, acquired the Hunslet Engine Company. The challenge for Graham was then to bring back a Hunslet from abroad, and he found in Java the last steam engine built by Hunslet, Trangkil no 4, so he bought this loco. After this he wanted to save examples of other builders and soon acquired some 2 foot 6inch gauge O&K locos. These were too big for the garden railway and they needed their own railway to run on and so the Statfold Barn railway was born.

Over a few years Graham has set up a complex of narrow gauge lines in and around this large farm in the Midlands. Not only does he run narrow gauge engines, he builds them, repairs them and has repatriated from overseas many locos which people would have described as beyond repair. However Graham faces up to the challenge, and with his staff he repairs and rebuilds these locos and they then get used on his farm.

Statfold Barn is normally open to the public three times a year. Entry is by invitation. To go one goes on the internet and order the tickets at £10 each and clutching your ticket you turn up at his farm. These events are usually held March, June and September. You must bring your ticket otherwise you do not gain entry, a plus is that no children under 14 are allowed to come. There is a large car park and visitors numbers can be in the hundreds. All proceeds go to charities.

The majority of locos are 2' gauge, plus 2' 6" and some standard gauge. This year all the engines running round the farm were 2' gauge. As well as steam, diesel and petrol narrow gauge locos there are displays of motor transport, name plates and many other railway relics with a large bias to engines built in Leeds, especially by Hunslet.

There are some catering facilities with a small cafe serving sandwiches tea and coffee. The main attraction is being able to have rides behind the trains. Do not think this is only a couple of trains with a single loco on it. There are in fact three running lines, two run from a station near the car park and then there is one that runs round a large lake, the original garden railway. Most trains are double headed or topped and tailed. In fact I saw one train which was topped and tailed by two locomotives at each end. There is no discernible timetable, trains enter the station and people get off, those waiting get on and when it is full the train leaves. The system is signalled. Engines run a few trains then come off and go to the shed and fresh engines are put on.

There never seem to be any lulls in the day's events, considering the day begins at 9 am and goes on to 5 pm when the engines line up in a cavalcade. One would think that, with so many people there, photography would be difficult. Not so - in fact there is an area given over to photography just outside the station and if you wander off down into the area of the balloon loop there are many opportunities for both stills and



Statfold Barn 4 June 2016 - Howard 0-4-0 vertical boiler on the garden railway

Gary Hayhurst



Statfold Barn 4 June 2016 - last Penrhyn Welsh quarry loco rescued from Puerto Rico prior to restoration

Gary Hayhurst



Statfold Barn, 4 June 2016 - *Galloping Goose* on turntable

Gary Hayhurst



Statfold Barn, 4 June 2016 - *Alpha* 0-6-0PT by Hudswell Clarke of 1922

Gary Hay

video photography. The main problem is that there is too much to see at times and if you ride behind the locos it will not be possible to see everything.

This was my fourth visit and each time there is always something new to see. On this visit our party of four managed to get a ride on the petrol-engined *Gallop*ing Goose. A first for me is that once we boarded the *Gallop*ing Goose we had to be turned on the turntable before starting our journey.

Another project that is nearing fruition is the restoration of a tram, and sleepers have been laid alongside the two running lines. The tram will be battery powered; I think health and safety did not look kindly on overhead electric traction.

Not all engines run on the day, it is mainly given over to steam. However near Oak Tree Halt is a collection of buildings housing steam, diesel, petrol and compressed air locomotives. This area also has motor vehicles on display, some of which have come in as wrecks and have been restored to almost original condition. There are further buildings with a Hunslet family tree displayed along with many nameplates, builders plates and other railway memorabilia. The collection of railway vehicles is huge, mainly narrow gauge and that is why I put in the title the NRM for narrow gauge.

When I first went to Statfold it was on a Tilly trip, and I was really surprised by the number of steam engines that were in use, and all the other displays, and when friends come for the first time they are overwhelmed by the experience. On my first visit I acquired stock book issue 2 which has 35 pages; the fourth edition is now 80 pages long and this needs updating. Every visit there is some recently rescued locomotive on display. This visit it was the last Penrhyn quarry locomotive which had been rescued from Costa Rica. It was on display on low loader wagon and no doubt in some months time will be restored into full working order.

Even if you are not a narrow gauge fan the chance to see over ten engines in steam with double and triple headed trains running all day long is an opportunity not to be missed. The journey by car is around two hours down the M1 and then the A42 which is mainly dual carriageway and then a few miles down the a wide country road.

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## Meeting Reports

## Philip Lockwood

### 12 October – DVD show

Tonight's video presentation by Jim Bennett had to be cancelled at short notice due to Jim's wife being taken into hospital. As a substitute Gary brought along some steam videos and I provided a laptop computer. The only problem was the lack of a suitable connecting lead to our projector! So a very cosy meeting ensued, with those attending huddled around my laptop. Gary's videos were of excellent quality with particularly impressive sound. Hopefully those present enjoyed this substitute presentation.

### 26th October - 40 & 50 Years Back, by John Holroyd

Tonight a return by John, to give what has now become an annual event where he delves into the past to show a selection of slides taken firstly, forty years ago, then



after the tea break fifty years back. As always with John's presentations, many forms of transport and industrial archaeology were recorded. So we saw not only railways but paddle steamers, windmills, and trolley buses. John was even present at a football match! Of particular interest to me were early pictures taken in John's attic of the EM&W Railway, at that time much more of a freelance layout with many variations of Sentinel locomotives as well as more hybrid designs. The quality of the pictures was excellent and shows just how well slide film stands up to the test of time, providing it is stored correctly. A thoroughly enjoyable evening, roll on to the next 40&50 Years Back. VOT by Eddy Lumb.

#### 9 November – Circle Photographic Competition 2016

Our bi-annual photographic competition organised on behalf of the Circle by Tom Ickringill. Following the suggestion two years ago that the overall winner would become the next judge, so it was that this year our worthy Editor Ian Button became our Judge. Ian had to do his homework as this was the first time he had judged a photographic competition. Marks were awarded for sharpness, composition, exposure and the 'wow' factor and in due course winners were announced for each section. It must be said that Ian's job was made more difficult through the poor definition of our present digital projector. Ian made his final judgements by viewing the projected images on the laptop. Thanks are due to Ian, Tom and Peter Holden our projectionist this evening. Vote of thanks by Eddy Lumb.

#### **Prizewinners**

<b>1. Digital (Steam)</b>	<b>Tom Ickringill</b>
<b>2. Digital (Modern Traction)</b>	<b>Bill Jagger</b>
<b>3. B&amp;W Print</b>	<b>Tom Ickringill</b>
<b>4. Colour Print (Steam)</b>	<b>Tom Ickringill</b>
<b>5. Colour Print (Modern Traction)</b>	<b>Keith Preston</b>
<b>6. Humour (any media)</b>	<b>Gary Hayhurst</b>
<b>Overall winner</b>	<b>Tom Ickringill</b>

#### 23 November - London Underground, by David Wilkinson

A digital presentation featuring the YouTube films of the London Underground system made by Geoff Marshall, an ex BBC filmmaker now working freelance. David emphasised that he had obtained permission from Geoff to use the films. The evening started with diagrams showing how the underground system evolved before moving on to explain each line in detail. Geoff included himself as a front man in the presentations - he showed many interesting features along each line, far more than the casual observer would probably notice. It certainly would be worth putting "LONDONIST" in your search engine to find many more fascinating films made by Geoff - not only London Underground but also London canals. We must thank David and indeed Geoff for providing a most interesting show. VOT by Eddy Lumb.

# **Book Reviews - Great Northern Outpost, Volume 1: The Bradford and Thornton Railway, by Alan Whitaker and Jan Rapacz.**

Your editor asked for volunteers to review this recent book, and was pleased to receive submissions from two members :-

## **1 - by Gary Hayhurst**

I bought this book when Alan Whitaker and Jan Rapacz did a presentation at Bradford Railway Circle in 2016. The cost of the book was £19.95 and it is published by Willowherb Publishing.

Because this was about railways in the Bradford area it drew my attention from the outset. The book is hardback with colour photographs; the majority of photographs are from the 1960s when the railway was on its last legs prior to complete closure. The book needs to be read slowly, and having a large scale map of Bradford from the early 1900s will be useful as the Bradford of today has changed somewhat.

The colour photographs in this book are excellent considering the amount of work Jan Rapacz had to do with old colour slides to bring them up to a presentable picture.

The book has a small but readable map of the Great Northern's railways in the Bradford, Keighley and Halifax area showing the stations and major features of the routes. Each of the photographs includes some text relating to its location and helps identify particular features and/or historical information.

Start on page 4 for a logical sequence of pictures that describes the route from Bradford Exchange station which the Great Northern shared with the Lancashire and Yorkshire railway. We travel out to the triangle of lines around St Dunstan's station with views of the infrastructure in the area and the various train movements that could be achieved on this triangle of lines.

From page 15 onwards the trains start to travel towards stations on the route to Thornton. The first is Manchester Road with its associated cuttings and land given over to many goods sidings, lifted prior to 1965; the passenger station closed in 1915 and never reopened. On to Horton Park station where a junction turned off to go to City Road goods. A trip is taken down the line to City Road goods yard with view of the facilities provided. Back up City Road line to Horton Park station and extensive views of Horton Park station including its large coal yard. The line then goes onto Great Horton station with many views of the station, goods yard and the built up nature of mills and houses in this growing area of Bradford. Leaving Great Horton station the line faces a long cutting on this steeply graded line of 1 in 50. The material extracted was used for the embankment at Pasture Lane which leads into Clayton station. The photograph of Clayton station shows its run down state prior to the track being lifted and the whole site being used for housing. From Clayton station the line goes to Queensbury station via a long tunnel. What follows is 8 pictures of Queensbury station in various states of desolation prior to the line being shut.

Onwards then to Thornton station via the impressive 20 arch viaduct that stands 120 feet high above Pinch valley and dominates this area of Thornton.

As we learn from the text the co-author of this book is Alan Whitaker who is the son of Bernard Whitaker the last station master of Thornton station, both father and son kept extensive records about the railway. There are over a dozen photographs of Thornton station in the last 3 years of its life. Thornton station soon lost its passenger service once the trams and then trolley bus service reached the village. However the station had a good and profitable service in coal, timber and cattle feed built up by Bernard Whitaker but higher management in British Railways wanted to close the line due to expensive renewal costs and this they achieved by 1965.

This book is full of memories for many Bradfordians as well as railway enthusiasts who remember the steam age. The authors are to be congratulated on obtaining so many colour pictures of an area that was rarely visited where steam was on its last gasp and infrastructure was in terminal decline.

The authors have hinted that another book about the Queensbury and Halifax lines may be forthcoming once they have worked their magic on old colour slides. I hope that this can be achieved in the near future. *[News on this, no doubt, at the Circle meeting on April 26<sup>th</sup> – Ed.*

## 2 - by Robert Anderson

Wow! A book on the "Queensbury Lines" which still has the wow factor. Over 100 photographs which not only have NEVER BEEN PUBLISHED before but are all in colour. Bearing in mind most of these images are at least 50 years old, the quality of the reproduction is incredibly good. There is even a colour shot of an N1 0-6-2T, 69484. What a rarity. What a gem. An immense amount of time and effort has obviously gone into the research for the captions, which contain a wealth of information. Whilst several of the images do not actually feature a train, this is of no matter as this is a book just as much about social history.

Considering the overall quality, a good buy at the price, and a must for all local historians.

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## 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 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 Burglary

We were very sorry to hear that a number of items were stolen recently from Ben Burrows' property. Here is a list of items taken - if anyone notices any of these being offered at railwayana auctions or car-boot sales etc, please get in touch with Ben, or with West Yorkshire Police.

1. Cast iron hydraulic crane numberplate 10"x5", black on white "GNR Regd No.T1019"
2. Cast iron elliptical track circuit plate "Track Circuit", "Signal & Telegraph Dept. LM&SRly", black on white 10"x6"
3. Cast iron plate "Lancashire & Yorkshire Ry Co", black & white 24"x2"
4. Cast plate "Invicta" and prancing horse, 4"x8", painted red
5. Cast gryphon (Greens trademark off roller) 6"x8", painted red
6. Die-cast bus stop sign, "Bury Corporation Transp. Fare Stage", 7"x10", green & cream, Shaped - round top.
7. Enamel sign "Bus Stop. BCT", blue on white, 12"x12"
8. Enamel sign "Trolley Bus Stop. BCT", blue on white, 12"x12"
9. Bronze letter box with inlaid number "21 Nelson St", 12"x3"
10. Enamel sign "Fluxite Soldering", white on red. double-sided, end bent as fixing bracket, 15"x11"
11. Street nameplate "Queensgate", plate glass in wood frame, zinc sheet back, 25"x8"
12. Street nameplate "Brecks", cast iron with raised border, 12"x4"
13. Enamel sign "Tyre Inflation Service 6d.", black on white, 9"x6"
14. Wooden sign "Enquiries", with raised letters and pointing hand, black & white, 7"x5"
15. Cast iron DC Fuse Cover "BCED" with arms in relief, 6"x2"
16. Circular wooden knife-polishing machine on cast iron legs, 18" diameter x 4" wide

17. Bergen framed rucksack with steel frame, c.1947, coarse khaki material, leather details, ex-army.
  18. In-house telephone, wooden back & cover with rotary switch for extensions, 8" high x 4" wide
  19. Enamel arrow sign hung from bracket "Telephone" and arrow, 15"x3"
  20. Enamel sign "Post office, Public Telephone", brown on white. Lion, unicorn & crown, 15"x10"
  21. Enamel elliptical sign on bracket "Post Office" with arrow, red on cream, 12"x8"
  22. Elliptical glass sign "Brooke Bond Tea", black on orange, 9"x6" (broken)
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## GBRf Charity Railtour

**Peter Holden**

For a while now I have been looking out for a railtour traversing the full length of the Swanage Branch. There have been numerous advertised over the last few years, but due to other commitments I have been unable to join the tours. But whilst checking out future tours on the internet, I noticed that GBRf were running a tour "possibly" going to Swanage on Thursday 8<sup>th</sup> September. Friend Andy Roberts was also keen to go to Swanage on a tour, so I emailed GBRf to find out if the tour was indeed visiting Swanage. I also noted that the tour was a four day event and participants could book either day by day or for the whole tour. Despite getting too old to sit around on trains for 4 days I was quite tempted to do the whole trip.

The nice lady at GBRf got back to me and confirmed they had just that day received confirmation that the tour was going to Swanage on the first day. We decided to book for the whole tour and in fact got the last two platinum tickets (this entitled you to a goody bag and free coffee throughout the tour!), possible the last two tickets for the whole tour.

Day One, 8 September - Victoria to Kings Cross via Swanage.

I travelled to London the previous day and met Andy in the Royal Oak, Borough, for tea and a few pints of Harvey's ale. I stayed at Andy's house in Enfield for two nights as the tour was an out and back on day one.

We actually only got on board the tour with around 3 minutes to spare at Victoria, which was a bit close for me. Departure from Victoria was on time from platform 1 at 09:43. We were in a first class Mk2 carriage. The air con was working quite well in our carriage, unlike some! Felt sorry for them as a Mk2 with broken air con on a hot day is not good.

Harry Needle locos 20 118 & 20 132 hauled the first section from Victoria to Fratton, via Wimbledon, Horsham, and Arundel. All was running smoothly other than the advert for the tour had promised "Real Ale" on board. This turned out to be a few terrible bottled offerings from Glastonbury Brewery. So not much drinking was done over the next few days. Also the continuous flow of free coffee was scuppered by the boiler being out of action! The class 20s performed well and we reversed at Fratton pretty much on time, now being hauled by 73 128 & 73 213. Arrival into Swanage

was just slightly late, but thanks to Andy's knowledge we were one of the last off the train, but more importantly first into Swanage's premier pub, The Red Lion, so we managed a couple of very nice beers before returning to the train all too soon. Leaving Swanage on time once more we were hauled by 20 118 & 20 132 for this leg to Kings Cross via Southampton, Salisbury, Westbury, Reading, Acton Wells, reversing at Hornsey Signal K440 and taking the viaduct from Hornsey across the main line, then dropping into Kings Cross. Apparently this was the first visit of class 73s into Kings Cross.

#### Day Two, 9 September - Kings Cross to Stratford.

Departure from Kings Cross was at 09:19 behind 73 961 & 73 964. These locomotives have been re-engined at Brush, Loughborough with new MTU power units. We travelled along the ECML to Hitchin where we traversed the new flyover towards Cambridge. Time was lost along this section as we were following a slow service train. Carrying on we passed Ely and then branched off at March and continued to the far end of what remains of Whitemoor yard. Here after a fair bit of messing around attaching further locos to the rear, we departed "allegedly" hauled by 09 009 & 09 002. The more serious spotters on-board began a very lengthy debate as to whether both locos had been powering the train, then going on as to the technical issues of coupling two class 66s together. All very tedious when you're not in the slightest bit bothered. I was quite amused when they made an announcement to say in fact only 09 009 had hauled the train! Anyway we all have different aspects of our wonderful hobby, and should tolerate these extremists, however difficult it proves to be! The 09s were detached at the junction back in March and our train proceeded to "Peterborough Virtual Quarry"?? Thankfully with jumpers connected and switches set correctly to the satisfaction of the haulage buffoons 66 735 and 66 707 were indeed both powering on this section of the tour! Following a short stop in the environs of the Virtual Quarry?? Why can't they just call it a pile of ballast? The 73s reversed the train and we made for Norwich on the next leg. Due to having to share a carriage with "a few choice characters" my patience was wearing thin, quite frankly I needed a beer. Things fell apart at Norwich, as we were booked around 20 minutes there before heading to Great Yarmouth via Acle for a more sensible break of around 2 hours. But alas not, they decided to tank the train at Norwich, and amended the departure time later and later and later and later, we eventually departed after around an hour and a half, and followed a stopping service train. Now if we had been given a proper departure time things would have been ok, but as it transpired our two hour break for food and drink in Yarmouth was now around 30 minutes, just time to run to Asda and back. I was not impressed at all, and told the stewards exactly what I thought! Our next leg was from Great Yarmouth to Harwich International via Berney Arms and the Norwich avoiding line. Once more the 73s hauled this section departing at 18:20. We had to de-train at Harwich, this was not at all welcome, as the ferry terminal amenities were all closed. Then we were told the wrong platform, or they changed it at the last minute. What a farce!

Our next section was to have been basically Harwich International via Stratford, Finsbury Park, and then the ECML to Edinburgh, but due to overhead wiring repairs

in the Retford area we were diverted via Lincoln. So 86 401 hauled the train from Harwich to Peterborough. People who had just booked for day 2 were de-trained at Stratford. On arrival at Peterborough 66 706 was attached to the front for the section over the joint line via Lincoln to Doncaster. The 66 was removed at Doncaster and 86 401 continued to Edinburgh.

#### Day Three, 10 September - Edinburgh to Edinburgh

At last after around 21 hours on the train we managed to have a two hour break in Edinburgh to stretch our legs and find some breakfast. This was most welcome indeed. 20 096 & 20 107 took the train forward to Inverness. We were initially to use the normal route to Aberdeen, but due to engineering work we were instead diverted via Perth. This alteration was quite welcome as it made a bit of a change. Inverness was reached slightly late, but we had time to find some food and drink for the return trip before our booked departure time of 16:00.

Colas Rail 47 739 hauled the train from Inverness over the Highland main line through Aviemore to Glasgow. We circumnavigated Glasgow stopping at Shields Jct. just south west of Glasgow Central. Here we reversed and the pair of 20s finished the day with a spirited run back to Edinburgh via Bathgate. Overnight in Premier Inn, adjacent to Waverley Station

#### Day Four, 11 September - Edinburgh to London via Liverpool

Today saw our train depart Waverley at 09:12 hauled by 87 002. We were to have a class 92 for this section but Network Rail had not cleared this type to run between Wigan and Liverpool Lime Street. The 87 performed admirably throughout the journey via Carstairs and the WCML to Wigan, we then ran via St. Helens into Liverpool Lime Street. We were told this was the first electric loco hauled train between Wigan and Liverpool via St. Helens.

I had thought about baling out early from the tour as I was going on holiday the day after my intended return from this trip. Andy had decided to call it a day at Liverpool and make his way directly home from there. So in view of this I decided to stay with the tour to Doncaster as one of the highlights for me was the fact that 59 003 *Yeoman Highlander* was our next loco from Liverpool to Doncaster. They were telling us this was the first railtour this loco had ever worked. I'm not so sure about that fact. Anyway it looked splendid on the front of the train at Lime Street. We were routed via Runcorn, Altrincham, Stockport, Stalybridge and Huddersfield, but due to a fallen tree in the Greenfield area a diversion via Brewery Curve and the Calder Valley was implemented. Again another welcome alteration. The serious track bashers got extremely giddy as we passed Stockport as we apparently used a line the BLS had been after for years! Just appeared the same as any other line to me. We made excellent progress following our delay at Denton arriving into Doncaster only slightly late. I disembarked here and made my way back to Bradford.

The tour continued up the ECML hauled by 92 043, taking the train around London to Wembley yard. Following which 66 779 *Evening Star* (what's all that fuss about? Not as bad as EMT naming a Meridian *Tornado*, I suppose, but still a very silly naming). The last section was from Paddington to Reading behind 66 715.



GBRf railtour – Swanage, 8/9/16

Peter Holden



GBRf railtour – Inverness, 10/9/16

Peter Holden





GBRf railtour – Liverpool, 11/9/16

Peter Holden



GBRf railtour – Liverpool, 11/9/16

Peter Holden

All in all a very enjoyable four days, but I am getting too old for this sort of marathon journey. I traversed 1970 miles with the tour.  
Thanks to Andy for his company. We helped GBRf raise £125,000 for the three Charities they support. All GBRf gave their time freely for the tour. It really is great to see such efforts from railway staff.

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## Secretary's Page

Peter Holden

Next year's Meetings Diary is now completed. Please see this issue of the Circular for details. Meetings have stayed more to plan this year with not as many people giving back-word.

Firstly, I am planning a day out using Northern Rail Friends and Family Tickets. I have enough tickets (no doubt!) to cover all interested parties. The fare will be £7 per person and this entitles you to travel on any Northern train for a day (after 09:30 weekdays, anytime at weekends). The date for this will be Saturday 21<sup>st</sup> January. If you wish to join, please let me know.

### Forthcoming meetings 2017

Our first meeting of the year will be **Wednesday 4<sup>th</sup> January** when Keith Preston will be presenting "My Australasian Trip" - sounds very interesting.

We welcome back Julian Halstead on **Wednesday 18<sup>th</sup> January**. Julian will be giving a talk on "West Highland Sleeper" the talk will be involving day trips made utilising the sleeper train out and back but will focus primarily on what happened during the day visits. I am sure we will see some spectacular scenery and not just trains.

Jamie Guest will be visiting, possibly for the last time on **Wednesday 1<sup>st</sup> February** as Jamie is leaving the country to live in France soon after. We are to hopefully see an updated version of a talk previously given at the Circle many years ago. "What Might Have Been" is a talk about the unbuilt Midland Railway lines in our area. I am on night shift, but will try book leave to attend, if so I will bring along "the map" of the line through Bradford.

**Wednesday 15<sup>th</sup> February** will see our marvellous Treasurer present "Sir Thomas Bouch – Hero? Villain? Or Bad PR?" Well I for one can't answer this intriguing question, so will have to come along and hear from Bill, before answering!

"Vintage Trips from South to West Yorkshire" is the title of Les Nixon's presentation on **Wednesday 1<sup>st</sup> March**, when he makes a welcome return visit. As ever we can expect first rate photography from one of the country's top railway photographers.

**Wednesday 15<sup>th</sup> March** will hopefully see a return from Paul Corrie when he has agreed to have a few hours away from Neville Hill to present "70s & 80s A bit of This & A bit of That". I am sure what ever this may entail, it will certainly contain quality photographs.



Dorothy Burrows will be entertaining us with “Here & There” on **Wednesday 29<sup>th</sup> March**. I am not sure what the content of Dorothy’s talk is, but whatever, I am sure it will be a good talk.

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## Circle Diary 2017

	Jan 4 <sup>th</sup>	My Australasian Trip	Keith Preston
	Jan 18 <sup>th</sup>	West Highland Sleeper	Julian Halstead
	Feb 1 <sup>st</sup>	What Might Have Been	Jamie Guest
C	Feb 15 <sup>th</sup>	“Sir Thomas Bouch – Hero? Villain? Or Bad PR?”	Bill Jagger
	Mar 1 <sup>st</sup>	Vintage Trip from South to West Yorkshire	Dr Les Nixon
	Mar 15 <sup>th</sup>	70s & 80s A Bit of This and a Bit of That	Paul Corrie
P	Mar 29 <sup>th</sup>	Here and There	Dorothy Burrows
	Apr 12 <sup>th</sup>	A Railway Quiz	John Holroyd
	Apr 26 <sup>th</sup>	Great Northern Outposts Vol 2 The Halifax, Thornton & Keighley Railway	Jan Rapacz & Alan Whitaker
C	May 10 <sup>th</sup>	Australia	Chris Taylor
	May 24 <sup>th</sup>	Railways – Social History and the Rural Railway	Rob Shorland Ball
	Jun 7 <sup>th</sup>	Welsh Steam in the 1950s	John Carter
P	Jun 21 <sup>st</sup>	Modernisation Plan, Diesels at Work	Howard Bolton
	Jul 5 <sup>th</sup>	1986 BR & Preserved Railways	John Bromfield
	Jul 19 <sup>th</sup>	Railways of the Great War	Colin Hatton
	Aug 2 <sup>nd</sup>	Run VT un-edited	Jim Bennett
C	Aug 16 <sup>th</sup>	LB&SCR to the seaside in West Sussex and Hampshire	Tony Newnham
	Aug 30 <sup>th</sup>	Members’ Night	
	Sep 13 <sup>th</sup>	Yorkshire Dales Quarry Railways & Tramways	Stuart Liles
P	Sep 27 <sup>th</sup>	Yorkshire, USA and SA	Mike Swift
	Oct 11 <sup>th</sup>	Forty & Fifty Years Back	John Holroyd
	Oct 25 <sup>th</sup>	Excursions from Bradford	Roger Hepworth
C	Nov 8 <sup>th</sup>	Mind the Gap (London Underground)	Jason Cross
	Nov 22 <sup>nd</sup>	Train Songs	Spencer Vignes
	Dec 6 <sup>th</sup>	72 <sup>nd</sup> AGM, followed by Members’ Night	
P	Dec 20 <sup>th</sup>	Looking Back	Bill Jagger

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

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