

THE CIRCULAR

Bradford Railway Circle

No.380 – 2nd Quarter, 2017

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Editorial

Firstly, apologies for letting the printers devil get at the last issue – the proofreading was woefully inadequate, leading to errors on several pages, and the Contents entry for Gavin Morrison's "Reminiscences" article was omitted altogether – your Editor's deep apologies, Gavin! Hopefully this issue is of better quality.

This looks like a "Philip Lockwood" issue – we have not only Philip's cover photo from Switzerland, and his regular Meetings Report, it is Philip's turn to share his "Reminiscences" – see page 5.

We also have Part 2 of Peter Holden's Ukraine saga. Railtours are certainly hard work sometimes!

It has been brought to the Editor's attention, that the address/phone details for Frizinghall Models & Railways (on the inside rear cover of the Circular) are out of date. Please note the new address (and phone 01274 747447) –

Discovery House,
8A Sapper Jordan Rossi Park,
Baildon,
Bradford
BD17 7AX

Day Eight

Now I had overheard the tour management discussing this day's itinerary the previous day. It offered a choice. We were to traverse a narrow gauge line running between Haivoron and Rudnytsia. At the end of the day we were to board an overnight sleeper service from Rudnytsia. All sounds good until you look at the horrendous logistics of the plan. Instead of doing the above, our options were, we could get up and leave the hotel at 05:00, transfer by coach to the far end of the line to catch the train back again! Or enjoy a lie in until 07:00 have a coach transfer and do only half of the line. Then eat an early evening meal in our hotel at Haivoron, before another coach transfer back again to Rudnytsia, utter madness.

Alas, they realised they only had one coach, so we would all have to do the same option and it was to leave at 07:00 and only do half the line.

I led the revolt at this stage. I was not going to miss out on half a day's trip for the sake of 2 hours in bed! They offered taxis for the ones who favoured the early option. I was happy with this – however, over our slab of meat and mash, one of the group asked around and it was apparent that all but one preferred the late start. The “one” was on the coach at 05:00 with the rest of us!

So off we go. By train 50 miles, by coach around 70 miles! It's dark, it's raining, and the roads are dirt tracks with massive pot holes. Getting lost at one stage necessitated the bus to double back. Trevor, a man of 82 needed a “comfort break” We pulled over at the side of the road for a few minutes, then we were off again, still raining still dark. From my position on the back seat of the coach I shout out to Margaret, Trevor's wife “he's not on the bus”, “yes he is she replies, he's further up”. After a few minutes “No I really don't think he is Margaret, I think you should go and check”. So there we are reversing back down a dirt track in a large coach for around a mile with Lada and Moskvitch cars having to get out of the way. Unbelievable, they had actually left an 82 year old man behind. He had no phone, no money, and no jacket.

Due to the farce above the coach arrived late and our train which had a booked departure of 07:50 left around 08:20. As we had not turned up the Germans had annexed our coach! Filling it with all their clutter (equipment), there simply was not enough space anyway. A fight broke out! One of the Germans attacked Trevor (clearly it was not his day!) One of our group soon had the German lad up against the carriage wall! Their tour leader intervened to calm things down. Apparently they had had trouble with this chap before! Nevertheless, there is no excuse for a man in his late forties attacking an 82 year old.

A pleasant run was enjoyed behind Gr class 760mm gauge loco No. 280 from Rudnytsia to Haivoron a distance of around 48 miles. The loco was quite nice to look at, it was leaking steam and oil from everywhere imaginable, but kept going with plenty of TLC at the various stops along the route. We were followed by a diesel loco which looked anything but nice, it kept out of the pictures, but was around 100 yards behind whilst we were running at speed. All in all a rather nice train ride, but the rest of the day was somewhat awful. A rare treat at our hotel, we were served cold

sausages with our mash mountain, and also as an extra, yet more fried eggs! All these culinary delights being crafted during a power cut!



Back onto the coach to transfer back once more to Rudnytsia for the sleeper train. RTC had mucked this up as well! Andy and I were OK, but people who had paid a single supplement were offered the option of a single compartment on the train and they managed to give them to the wrong people. More trouble ensued. The reason for doing this whole day in what could be termed the wrong way around, was as the sun rises in the east, the Germans preferred it thus for their pictures! I am not a great fan of sleeper trains usually, but this was great after the heaps of junk we had endured over the past days. We travelled from Rudnytsia to Kolomyia via Lviv a distance of around 415 miles. We had an electric loco to Lviv (VL40u-1139-1) and then a diesel (2M62U-0276) south to Kolomyia.

Day Nine.

The next three days see the special train travel through the Carpathian Mountains. Our special eventually trundles into the station and we climb on board. The standards of the rolling stock had been mainly terrible throughout, but it now slumped to new depths. These old withdrawn sleeper cars were truly awful - cold, damp, and the windows were full of condensation. Why did we have them? Because the Germans wanted them to be painted in the old green livery, and Ukraine railways would allow them to do it to these carriages!

The stewardess at the end of the coach got the fire stoked up, but this only improved things slightly. There was rain coming in through the roof. Our locomotive for the next three days was a massive 2-10-0 L-3535. To be honest this was the only loco that

looked to be maintained to any standard. Off we go for a rather steady 45 miles from Kolomyia to Stefaneshy. By this stage of the holiday it was all blending into the same awful nightmare. It was becoming difficult to keep track of places and trains.

Day Ten

Same train today from Kolomyia to Vorokhta, a distance of around 45 miles once more. Apparently Vorokhta was enlarged to become the Ukraine's answer to a skiing resort, it did not take off, not surprising really with skiing being a bit of an elitist sport, I couldn't imagine them giving up the Swiss Alps for this place!



It was in fact snowing when we arrived and for once we stayed in a fairly decent hotel, with good food. The train services were very sparse at these places. I nipped across the road to the station after our evening meal and did a few night shots of the steam loco simmering away at the end of the platform.

Day Eleven

Our last day of steam in the Ukraine. Thank god! We had a run of around 30 miles from Vorokhta to Rakhiv. Here we were picked up by a coach for a transfer to the Amethyst Hotel, Mukacheve, a town near Chop, which itself is near the border with Hungary. We spent a good hour looking around for the hotel, eventually one of the group had to get his phone out and direct the bus driver. And we arrived around 22:00, the bar was shut, great!

Day Twelve

For whatever reason we were to fly back to England from Budapest, this meant an early start and yet another bus transfer to Chop. We waited quite a while for our cross border train to arrive - it turned up and rather strangely we were allowed to take pictures of the small diesel loco and its one coach before having to go back into the station to go through customs before boarding the train. Further checks were undertaken both at the border and again on arrival into Zhoney. This took around two hours to travel around 4.5 miles. Then we sat and watched the next express leave to Budapest, as we were booked on the following service in two hours. No one had any Hungarian currency, so we could not buy anything from the café in the station. Once on our train things brightened up considerably as we made good progress along a quite scenic route to Budapest Ferihegy Station, a distance of 197 miles. Here a service bus transferred the group to the nearby airport for our British Airways flight back to Heathrow. I imagined I was being flown out of a war zone by our government! To be fair I do like Hungary very much, but I will not be going back to the Ukraine, or indeed ever booking another holiday with Railway Touring Company again. They are a disgrace.

Here ended a truly dreadful holiday. 1335 miles of train travel had been endured.

Reminiscences

Philip Lockwood

No.2 of a series in which the Editor asks leading members searching questions about their own railway background, history & interests . . .

How did you become interested in railways and what is your first railway memory?

- My first recollection of railways was looking out of the attic skylight window at my Grandparents' butchers shop and seeing a red engine on a passenger train at Churwell. This was most likely an LMS Jubilee still in pre-war livery. Visiting my Uncle Charlie at Gildersome whose back garden had the GNR Wakefield-Bradford line adjoining, recollections of heavy goods trains with coal, and being amazed when one of the trains went all the way to London. Being scared at Scarborough by safety valves blowing off whilst looking at trains from the iron railings alongside the south side of the station. The iron railings are still there but not the steam locomotives.
- The thrill of riding on the Miniature railway in Peasholme Park at Scarborough.
- Watching freight trains from my Primary school at Churwell hauled by strange locomotives which I later found out to be Ex L&NW railway Super D's 0-8-0's. They always looked as if they were missing a pony truck at the front.

What aspects of railways are you especially interested in?

I suppose I have always liked the more unusual - branch lines, narrow gauge and more recently the railways of Switzerland.

Were you a train spotter, and what was your home patch?

Although I did record numbers for a short time I cannot call myself a train spotter. Indeed I remember having an Ian Allan ABC bought, and not being able to find any engines with numbers beginning with six at Farnley Jct, not realising at the time that the ABC was an Eastern Region volume! My home patch was the over bridge at Churwell known as the "Iron Bridge" It's still there but now concrete! From this you could also see trains on the London line at Beeston. The only frustration was watching the exhaust of a train making it's way from Leeds only to find it taking the "New Line" at Farnley. My local, and favourite shed was always Farnley Junction.

What is your favourite locomotive class, and why?

A difficult one - I have always had a soft spot for the ex L&NWR Super D 0-8-0 freight engines, probably as I used to watch these from my school playground at Churwell. For sheer beauty of line I think the LMS Princess Royal class would be top of the list with the LMS Patriots as a close second.

What is your favourite (regular) railway journey or stretch of line?

This is more difficult to answer as I don't have a regular railway journey. As for stretch of line this would have to be retrospective. Memories of the line south from Shrewsbury down to the Welsh coast at Towyn, The coast line from Scarborough to Whitby, And the Bernina line linking Switzerland and Italy. The latter very much still with us I am pleased to say.

What is your best ever railway journey/holiday?

Well, the rail tours organised by the RCTS in the 1960,s must include the "Three Summits Railtour" and the Festiniog Railtour to Portmadoc (1960's spelling). The "Tilly Tour to the Harz" was a memorable event with a footplate ride to the Brocken summit. But my lasting memory was a journey from Leeds to Huddersfield behind a re-built Scot over the New Line towards the end of steam in the first coach with no lights through Gildersome tunnel!

What is your favourite preserved railway?

I was a very early member of the Worth Valley Railway but lapsed in the 1970's. I rejoined a few years back and find it a line full of West Riding character, together with friendly enthusiastic staff

Do you have any related interests? e.g. railway modelling/railwayana-collecting?

Yes I have been a railway modeller for as long as I can remember. My present interests are the Swiss narrow gauge in H0m, my Derwent Valley Light Railway

diorama in 4mm, and over the last few months a 16mm to the foot model of a Swiss railcar.

Over the years I have collected a number of railway items! NER station oil lamps bought from BR for two shillings and sixpence each. A whistle from an ex Midland railway locomotive bought direct from Derby Works. Plus in the garden a GNR trespass sign given to me by our late member Brian Moss.

What/when/where was your first railway photograph?

My first serious railway photograph would I think be of a rebuilt Scot at Llandudno station. It would have been taken on my late Father's Zeiss Baby Ikonta camera. My first colour slide was taken on a BR excursion to Towyn, and was taken at Llangollen, this with a Kodak ColourSnap camera.

What was your most memorable best/worst railway experience?

That's difficult as I have had many memorable journeys. One that sticks in my mind was the return RCTS "Three Summits Railtour" which returned on the Little North Western, I was in the rear coach and A4 *Golden Eagle* was up front with Gavin Morrison on the footplate. We had had a poor run north but certainly made up for it on the return!

Ben's Bits

The "Lunatic Line" was built by the British from Mombasa, through Kenya and Uganda to Lake Victoria in 1901. The actual work was done by Sikhs. The line served Nairobi and Kampala on the lake. It went through the "White Highlands". In the rush for Africa, not to be outdone, the Germans built a line from Dar es Salaam on the coast to Mavanza on the southern shore of the lake, via Labora on the line to Kigoma on Lake Tanganyika. The new British line cut a journey of 3 months to 3 days.

I hear that Cincinnati USA has an unused subway system. Is it complete? Why is it not used?

The locomotive *Lion* (and its companion *Tiger*) was built in 1837 by Todd Kitson & Laird of Leeds. It was sold to the Mersey Docks and Harbour Board for £400 in 1859 as a stationary boiler at Prince's Dock. It is now regarded as the oldest working steam locomotive in the world and its firebox still has "Low Moor Ironworks" on it.

Incidentally, at work one day I received a phone enquiry asking where Low Moor iron could be obtained for repairs to *Holland I*, Britain's first naval submarine which had just been recovered from the sea-bed where it had lain for 70-80 years. I told them regretfully that LMI was no longer made, but that they could try Walmsley's Forge at Bolton for wrought iron.

Beijing Metro is the busiest in the world. It has 340 miles of track, and 9 million passengers a day. Its extent is to be doubled in the next 4 years.

We all know of the “Railway of Death” built by Allied PoW’s for the Japanese, but there was an earlier line of the same name in South Africa. It was built in 1860 from Cape Town to the east coast, with great loss of life.

The Cape Town metro to Simonstown serves the most southerly passenger station in Africa.

The Pacers – 200 of these much-loved passenger carriers will be withdrawn from September 15th 2018 to November 2019. I wonder how many will be preserved? Some Pacers were sold to Iran, but these have all been scrapped. The British replacements from October 2018 will be 281 units of 100 mph stock.

Piccadilly and Victoria stations in Manchester will be connected by the “Ordsall Chord” which will allow through running from London to Glasgow via Manchester. Its principal viaduct was fabricated and test-erected at Lostock. The chord is 300 metres long and is to cost £85 million. The adjacent Liverpool & Manchester Railway’s stone arched bridge is to be restored.

It is intriguing that the chord’s length is quoted in metres, as British Rail is tied to its existing mileposts, as is indicated by the mains electricity supply cabinet at Apperley Bridge new station, which bears an information plate stating that it is “At ... miles and ... chains (80 chains to a mile)”.

At Piccadilly Station Manchester, the old LNWR bronze war memorial (19,000 killed) became “lost”. It has been replaced by a small granite obelisk without names.

On the London Underground system, the Jubilee Line connects with all the other underground lines.

From Burton on Trent between 1865 and 1914, Bass the brewers ran excursion trains for their employees and their families. In 1909 the destination was Great Yarmouth when 9000 passengers were carried in 15 trains.

Burton breweries were extensively rail-connected, and the town used to have 32 level crossings (mainly brewery-owned), together with 87 miles of track and sidings. One particular crossing owned by British Rail is over the Derby-Birmingham main line, and because of this it is hardly ever opened to road traffic. Locals know to either take an alternative route or use the underpass which is of 10 feet headroom. In the 1950’s one vehicle, an army lorry from Rangemoor to the west, carrying a number of soldiers in the back, covered by a frame and tarpaulin, hit the bridge with the loss of several lives. This led to the installation of a light-beam-actuated warning system which illuminated a traffic-signal type red “stop” light, together with a sign showing “Stop!

Your vehicle will not pass under bridge” and the sounding of a powerful klaxon. After some teething troubles the light beam detection was rendered sensitive to the thickness of a nameboard mounted on the roof above a lorry windscreen.

On TV recently it was stated that the undercroft of St Pancras Station was used to store Bass beer casks of 1 barrel capacity (36 gallons), and that the columns supporting the superstructure were 3 barrels apart.

The first named train in Britain was the “Cornish Riviera Express” named as a result of a competition in the Railway Magazine. In 1904 it was seen off from No.1 Platform at Paddington by the stationmaster. The journey time via Bristol (The “Great Way Round”) was 7 hours. After 1906 a more direct route became available. This was 245 miles non-stop to Plymouth. In later years the 89 ton “King” locomotive would be replaced by a 79 ton “Castle” class in order to cross Brunel’s Tamar Bridge. This bridge is unusual among railway bridges, in that it is a suspension type bridge, but not from cables between towers – the upper tube is in compression.

Another famous named train was the “Brighton Belle” from Victoria to Brighton non-stop, inaugurated on 1st January 1933, with 6 departures daily. It incorporated 15 first-class named Pullman cars, with each car’s interior woodwork and furnishings being designed by a leading furnisher – e.g. Heals Maples and Gillows. Because of the large number of theatrical and film passengers it was nicknamed “The Equity Express”. The initial Pullman supplement was 1st class 3 shillings, 2nd class two shillings. The last “Belle” – 60 miles in 59 minutes – ran on 30th April 1972 and the Pullman cars were sold off in May. They had been “upgraded” internally with modern seating and eventually came to be in very poor condition externally and no doubt mechanically, because the bogies had not been upgraded together with the interiors. However, they are being restored and will no doubt add an air of elegant nostalgia for future travelers.

Meeting Reports

Philip Lockwood

29th March – Here & There, by Dorothy Burrows

Dorothy presented a slide presentation together with a display of photographs. At my count thirteen countries were visited, these included South Africa with a steam tour in the 1990’s, visits to New Zealand and Canada. Dorothy, as ever looking for the unusual subject for her camera managed to find Vancouver’s steam clock! In the USA the remains of the railway which used to serve Key West line in Florida. Nearer home, visits to the Forth railway bridge, the remains of the workings at Skinningrove iron works and the signal cabin at Torside on the Woodhead line. Miniature railways were covered with a visit to the model engineering site at Blackgates at Morley.

A Dorothy presentation wouldn’t be complete without some candid shots of Circle members, in most cases caught unawares although one picture showed BRC members on a visit to the Yorkshire Dales Railway at Embsay.

Good photography complete with an amusing commentary all adding up to an excellent meeting.

VOT by Ian Button

12th April – Quiz Night, presented by John Holroyd

In a change from our usual pattern of meetings John presented a quiz mostly of railway subjects, but also some quiz questions of a non-railway variety. To aid scoring, and to avoid embarrassing individual members those present were divided up in to two teams, Left team and Right team. Not I must add quite even in numbers, but hopefully reasonably even in knowledge! The subjects were mainly of name the station variety, John having selected from his vast collection of obscure stations. In the interest of variety sometimes the station was named and the next station along the line was required, or in some cases the starting station or ending station of a branch. Sometimes the name of a particular locomotive was required, the clue being part of the name. In their enthusiasm occasionally the wrong team answered out of turn, just like some TV quiz shows!

John had obviously spent a great deal of time compiling the quiz for which we must thank him. Although in the end Team Right were declared the winners I think the evening was enjoyed by all the members present.

VOT By Eddy Lumb

26th April - Australian Holiday, by Chris Taylor

This well presented show was based on two visits to Australia in 2014 and 2015. Chris explained the different gauges of track found in Australia, three feet six narrow gauge, four feet eight and a half standard gauge and five foot three on the broad gauge. Chris also encountered sugar cane lines which were probably even narrower.

The holidays started in Sydney with remnants of the now closed mono rail system although trams were much in evidence. Australia being a big country some long trains were encountered. The “Indian Pacific” loaded up to 24 coaches, with two locomotives, and had to be split to fit the station platforms! Some of the trains looked very familiar to the British enthusiast, like HST’s with the new replacement engines but in different liveries.

Surprisingly some semaphore signals were still evident together with telegraph poles to please Ben. Chris explained that snakes could be a serious problem when out in the outback so care was needed at all times.

A holiday in Sydney would not be complete without a visit to the Harbour Bridge, Chris ascending to the south eastern tower to get almost aerial views of the Opera house and approaches to the bridge.

The second holiday featured Melbourne with visits to a transport museum featuring many well-known British locomotive manufacturers. Also a large carousel roundabout where curiously everything went anti-clockwise. Is this anything similar to water going anti-clockwise down the plug hole in the southern hemisphere ?

Thank you Chris for a most interesting insight into a country perhaps less well known to our members.

Vote of Thanks by Ian Button

10th May - Great Northern Outposts Vol 2 The Halifax, Thornton and Keighley Line by Jan Rapacz and Alan Whitaker

The second book of the local Great Northern lines in this district has recently been published. The popularity of the first edition can probably be judged by the large attendance tonight for a talk on Volume Two. The main attraction seems to be the colour content of the now historic pictures - this was discussed at some length by Jan at the previous talk last year. Our member Gavin Morrison had supplied many of the original colour slides but a number were from the camera of Roy Brook, probably better known for his tram and trolley bus photography. Of particular interest to your reviewer was a shot of a goods train in Halifax with a disabled driver's turquoise Inva-car on a flat wagon – in my early days as a driving instructor I spent some time giving tuition on these vehicles! Our speakers hinted that another book may well follow, so the pair have been booked for a further talk next year.

Vote of thanks by Eddy Lumb

24th May - Railways - Social History and the Rural Railway, by Rob Shorland-Ball

A somewhat disappointing number in the audience for this illustrated talk by Rob. After some problems with the laptop/projector Rob explained just how the coming of the railways affected many local communities, and by the same token just how the development of the motor vehicle spelt the decline of the branch line. Rob explained his personal experiences of having worked on the railway whilst waiting to go to university. Firstly he worked at Cambridge as a goods porter and later as a "cut flower clerk" at Long Stanton. He related the characters he met whilst there and the time when a particular box of flowers seemed unusually heavy. This turned out to include a supply of cucumbers for the station staff! Many of the minor railways of East Anglia got a mention including the Southwold (narrow gauge) Railway and the standard gauge Wisbech and Upwell Tramway.

Rob has many connections in the railway preservation industry, and his activities included work carried out in the Ukraine, It was there that he was presented with a railway uniform complete with plenty of gold braid.

A fascinating talk brought vividly to life by Rob, a retired teacher. Hopefully we can have a return visit to be entertained by more stories of the Rural Railway scene.

Vote of thanks given by Ian Button.

7th June – Welsh Steam In The 1950's By John Carter

A nostalgic trip down memory lane with tonight's slide show by John. Having used a 35mm Voigtlander camera and slow Kodachrome film on his Welsh trips six decades ago, we were entertained with a selection of images of steam, both standard and narrow gauge.

John was an early supporter of working parties on the Talyllyn Railway, organised by the late John Halliday (one-time Circle member). I was also a part of the Yorkshire

group at a slightly later date, but unable to join the fabled working parties due to having to work on Saturdays. Some unusual locomotives were used on the Talyllyn AGM Specials from London to Towyn including L&Y radial tank double heading a Western Region “Dukedog”. On one occasion *City of Truro* was also used for part of the journey.

Most of the Welsh narrow gauge lines were visited either when still working, or in the case of the Quarry lines shortly after closure. It was good to learn that nearly all the rusting locomotives at Penrhyn appear to have been saved.

Apart from photographing trains John also included a visit to the Menai Tubular railway bridge and indeed walked along the top of the tubular box girders, surely requiring a good head for heights. Please note as this was an historical presentation this report uses the earlier spelling as it was at the time.

John also hinted about tours to Ireland about the same time so perhaps he can be persuaded to make a return visit.

Vote of Thanks by our resident GWR enthusiast Ian Button.

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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A Load of Rubbish

Michael Leahy

One thing I enjoy in life is a good book, no not Kindle. Having just recently finished a paperback that was listed briefly in the ten best sellers I was appalled at the author's lack of research & knowledge as to how the railways are operated & run.

The Plot.

The UK & Europe are on the brink of collapse (no not Brexit), this being due to a virus being activated in the smart meters provided to everyone using electricity. The grids are closing down, panic ensues & our heroes are crisscrossing the continent by various modes of transport. They arrive at the "train station" & walk up the line to a stabling yard. Here they find a "yellow truck", they climb in, mess with some wires & lo & behold the engine starts!

"Has it got a Sat Nav?" she asks, then she finds a manual of route diagrams.

"You navigate, I'll drive" he says. (sounds familiar?)

They are attempting to get from Aachen, Germany to Brussels, speeding along at about 70 kph (whatever that is).

MTL.....OK, what about points/signals/track circuits ~ no electricity supply remember. Any other trains ?

Hang on....

"There's a light behind us ~ on the same track ~ it's gaining ~ go faster !!"

"No it's not on the same track, it's on a parallel track! Windows down, they shout across to the other driver "Where are you going?". "Brussels" came the reply.

At the next switch (!?) they simply hook their yellow truck to the rear of the train (*stop laughing!*). The engineer at the front doesn't notice a thing (*I kid you not*).

An hour later they arrive at their destination ~ & they all live happily ever after, I think.

I dare not name the book or the author, just to say that it has a black cover with large red letters for the title on the front.

Circle Members, have you stopped laughing??

Members' Photos



37409 Lord Hinton on 10:35 Carnforth- Barrow, at Kent's Bank station, taken February 28th 2017. John Robertshaw

Ben's Bits

Remarkable abandoned bridges (from the TV)

1. The Goat Canyon Timber Trestle Railway Bridge

This is on the San Diego and Arizona Railroad, built 1907-1919 at a cost of \$18 million for a distance of 148 miles through desert country with unstable rock. Following the collapse of a tunnel it was decided to build a diversion which required this trestle 600 ft long and 200 feet high, at a cost of \$300,000. Because it was timber and might catch fire from hot brake-shoe bits dropping onto it, it was equipped with a sprinkler system and had a 10 mph speed limit over it. The railway is now abandoned and out of the reach of most visitors. The S.W. Railroad Museum inspect it from time to time, riding on speeders to traverse 17 miles of track.

2. Kinzur Viaduct

This bridge was built in the 1880's by the Phoenix Bridge Company, out of wrought iron. It was 300 feet high by 2000 feet long. Due to vibration in the ironwork it had a

speed limit of 5 mph. In 1900 it was decided to replace the wrought iron with steel, and this was done by 40 men in 90 days. The short wrought-iron holding-down bolts were not replaced, they were lengthened in steel and roller bearings were inserted on the east side. It operated in this state for 50 years, and was sold for scrap in 1959 – but in the meantime it had become a tourist attraction in the state of Pennsylvania so it remained intact. In 2003 it was closed for restoration, but in July a 94 mph tornado hit and destroyed half of it in one minute due to failure of the wrought iron h.d. bolts. There is now a glass-floored viewing platform at the end of the intact half, and you can view the wreckage of the other half and look down a column.

Secretary's Page

Peter Holden

Important Notice

Please note that we have been approached by Sedbergh Community Centre regarding times on meeting nights.

From now onwards, until further notice please do not arrive for meetings until 19:10 as another group will be in the meeting room until that time. We will still start meetings at 19:30 and finish around 21:00.

We have not had many volunteers to give talks next year as yet. Can I urge you all please, to contact me if you can find time to put a talk together for 2018.

We are holding a social event at Eddie Lumb's farm (Exley Hall Farm, Elland, HX3 9LQ) on Sunday 3rd September. Eddie is providing a barbecue and all are welcome to attend, bring partners should you wish. Please let Eddie know if you are planning to attend.

Whilst on the social side of things may I point out that several members generally attend Jacob's pub, adjacent to Jacob's Well Roundabout, for refreshments and a chat following meetings. All are welcome to come along after the meetings.

Forthcoming Meetings

Wednesday 5th July will hopefully see the return of John Bromfield to present "1986 BR and Preserved Railways" I believe the talk will feature the area around Reading predominantly along with various other locations.

"Railways of the Great War" is the title of Colin Hatton's presentation on

Wednesday 19th July. As we all know the railways played a massive role in both World Wars. I am sure we will be in for a very informative talk on the subject.

Stuart Liles will be presenting "Yorkshire Dales Quarry Railways and Tramways on **Wednesday 2nd August.** This should be very interesting, hearing about all the different systems in the Dales area.

On **Wednesday 16th August** we welcome back Rev. Tony Newnham who will be presenting "London, Brighton & South Coast Rly. to the Seaside in West Sussex and Hampshire" Tony had to give back word last year as his wife was ill. Thankfully Sue

is now much better, so hopefully Tony will be OK to travel up from Rugby to give the talk.

Wednesday **30th August** will be Members' Night. This will be hopefully be different to the Members' Night following the AGM, which concentrates on photographs. We would ask you all to bring along any form of railway artefact / memorabilia that you have, so we can all share and enjoy hearing and seeing these items.

Jim Bennett will be presenting a digital video on **Wednesday 13th September**. Jim was to have given this presentation last year but unfortunately he had to give back word. Hopefully we will get to see Jim's unique footage of railways around the country.

A very warm welcome for the return visit of Mike Swift on **Wednesday September 27th**. Mike will be presenting "Yorkshire, USA and South Africa" Mike always presents a very informative and well researched talk backed up by first rate pictures.

Circle Diary 2017

P	Jun 21 st	Modernisation Plan, Diesels at Work	Howard Bolton
	Jul 5 th	1986 BR & Preserved Railways	John Bromfield
	Jul 19 th	Railways of the Great War	Colin Hatton
	**Aug 2 nd	Yorkshire Dales Quarry Railways & Tramways	Stuart Liles
C	Aug 16 th	LB&SCR to the seaside in West Sussex and Hampshire	Rev. Tony Newnham
	Aug 30 th	Members' Night	
	**Sep 13 th	Run VT un-edited	Jim Bennett
P	Sep 27 th	Yorkshire, USA and SA	Mike Swift
	Oct 11 th	Forty & Fifty Years Back	John Holroyd
	Oct 25 th	Excursions from Bradford	Roger Hepworth
C	Nov 8 th	Mind the Gap (London Underground)	Jason Cross
	Nov 22 nd	Train Songs	Spencer Vignes
	Dec 6 th	72 nd AGM, followed by Members' Night	
P	Dec 20 th	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

** - previously advertised dates now swapped.
