

THE CIRCULAR

Bradford Railway Circle

No.384 – 2nd Quarter, 2018

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Editorial

This issue contains no main article (nobody has bothered to write one, Boo!), but thanks to Peter Holden for some excellent photos, and to various contributors for small items. Apologies for there being one or two gaps, but I had more than enough material for 12 pages, just not quite enough to make up the usual 16.

We are fortunate in having several well-known railway photographers in our membership – one is John Whiteley, and this issue we benefit from his “Reminiscences” (see p.7).

Our Photography Competition is looming, so get busy with your cameras – even if you can't manage to write! See Tom Ickringill's announcement on p.4.

Book Reviewers needed – After contact with the publishers (Pen & Sword) following the publication of BRC member Dave Peel's recent book “Bradford”, we have received free review copies of some more of Pen & Sword's railway titles. Current copies are now reviewed (see p.3), but if you would like to receive a free copy of a future title, in exchange for writing a review for the Circular, please contact the Editor and when one is available we will contact you.

Lastly, don't forget the barbecue event at Eddy's farm on Sunday 2nd September. All welcome, including wives/girlfriends. Bring some railwayana or models to display. Enjoy summer, take lots of photos & write a few articles – please . . .!



66 091 Ribbleshead Viaduct 7/2/2018

Peter Holden



66 198 Ribbleshead Viaduct 7/2/2018

Peter Holden



66 727 at Helwith Bridge

7/2/2018

Peter Holden

Book Reviews

“Adrian Shooter – A Life in Engineering and Railways”, by Adrian Shooter

This is a most fascinating book, written by one of Britain’s leading railway engineering executives, and covers his life up to the mid-1990’s.

Adrian was born in 1948 and his drive & determination showed from an early age, as while still at Epsom School he was organizing rail charter specials! After first employment in engineering, he joined British Rail in 1970 and rose rapidly in engineering management. The book describes the first half of his career in great detail, with many descriptions of events and characters with & for whom he worked. It also includes his role at Heaton Depot (Newcastle) introducing the ECML HST125’s. Adrian clearly stood no nonsense from his workers, and he pulls no punches in his accounts, making the book unusually entertaining and informative, as a view of the railways from the inside.

The book is very well illustrated, with many personal pictures, mostly in colour, with detailed captions. And it is full of interesting snippets of information, such as the meaning of “ERO” on vintage LMS/BR paperwork (“Executive Reorganisation Office”)

As your reviewer mentioned at the start, the book finishes in the 1990's, without any explanation – perhaps leaving the reader feeling left somewhat in mid-air. But there must be plenty more to come, including his chairmanship of several railway operating companies – so I for one will look forward to the possibility of a Part 2.

Published by Pen & Sword Transport, 2018 – ISBN: 978 1 47389 319 1. RRP £25.00

Review by Ian Button

“The Pacer Family - End of an Era”, by Fred Kerr

This latest publication by Fred Kerr is a lavishly illustrated hard bound book which will probably end up being the definite work on this much maligned class of railcar. The class was first introduced in the 1970's as a cheap replacement for the ailing fleet of DMU's, essentially a bus body married to a four-wheel chassis. Although much liked by the operating companies for cheap construction and “initially” low operating costs, this generally was not the opinion of passengers, particularly if they were employed on long distance working - in your reviewer's case, having to ride the coast line from Carlisle to Carnforth. In a well past it's best Pacer. From the enthusiast point of view they do have points in their favour, I know of at least two well known railway photographers, one who profess to have photographed every example of colour scheme carried, and the other who feels that the short train lengths helps with the composition of his pictures!.

Fred is to be congratulated in firstly compiling the excellent selection of pictures, mostly showing the railcars in scenic settings, far better than just three quarter views of each type and livery, in my opinion. This makes the book far more interesting to the general enthusiast. Time will tell if after the classes are finally withdrawn by the proposed date of 2020, nostalgia for the past will mean that we may pay to travel on a Pacer on a preservation line, as has already happened on at least one preservation site. To sum up - a profusely illustrated book with photographs of excellent quality many of full page size, well captioned and representing the many variations of type and livery.

Published by Pen & Sword Transport, 2018 – ISBN: 9781526726957. RRP £25.00

Review by Philip Lockwood

“British Type 3 Diesel Locomotives”, by David Cable

This book is predominantly a "Pictures Book", with a brief introduction to the types of locomotives as a prelude.

The pictures are all in colour and are laid one image per page, each page having a description of the image telling details of both location and train.

There are some fascinating locations, not all the "Usual places" - there are some I do not recall seeing before.

The book covers classes 33, 35, 37 and for reasons explained by the author, class 31s.

Each class is covered very well showing different liveries as well as a wonderful variety of trains.

On a slight negative side, I felt a few of the images were poor in quality. I have other titles by Pen & Sword where the reproduction of the images is far better.

Published by Pen & Sword Transport, 2018 – ISBN: 9781473899681. RRP £30

Review by Peter Holden

From All Saints' Parish Church Vestry Book, June 1908 via Peter Mann

“The congregational trip to Cambridge is fixed conditionally for Saturday July 11th. The Midland Railway company have made arrangements for a “corridor” train to leave Bingley at about 6.15. The journey will take about 4¾ hours and the return train will reach Bingley at about midnight. The railway fare will cost 6/6. Arrangements have also been made for dinner and tea in the Hall of St Catherine’s College. The Vicar intends to give a short lecture on “Cambridge” in the National Schools. The lecture will be illustrated by limelight views.”

Circle Photography Competition

Tom Ickringill

Our bi-annual photographic competition will be held on 7th November 2018, the third to be held at our meeting venue of the Sedbergh Community Centre. As I write, I'm unaware of any known distractions before this date, so, plenty of time to prepare !!

As per last time, the categories will be the same, roughly in the same format as other railway groups who hold their photographic competitions.

The categories will be 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 31 October 2018, preferably by email (marked 2018 BRC Competition) to Ian Button – ianbutton1@btinternet.com.

There will be a surprise judge, whose name will be revealed at a later date, and, I hope there will be a prolific number of entries that will break records, as I know, like myself, many of you have been scanning their old photos, negatives and slides, to preserve your collections, so there should be a greater choice available for entry. (If unfortunately, you may be away, or, have a previous engagement, you can pass, post, or email your entries to myself or any other committee member prior to the event). Muster up that effort for once and **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.

Reminiscences

John Whiteley

1. **How did you become interested in railways?** - The only member of my family who worked on the railway was a cousin who was several years older than me and who was a fireman at Low Moor shed. When I was about 7 or 8 years of age I remember him talking about the railways when we visited him at his parent's house which overlooked the line between Lightcliffe and Hipperholme. He would often describe details of the various trains as they passed by and tell me if he had fired the loco.
2. **What is your first railway memory?** - My early memories of the railway were at my aunty and uncle's house at Lightcliffe and at about the same time when I attended Lightcliffe C. of E. Junior School which overlooked the station and adjacent goods yard. The activities of an Aspinall 0-6-0 shunting the yard was of far more interest than whatever was being taught at the time, so it was rather surprising that I passed my 11 plus exam to go to grammar school, of which more anon.
3. **What particular aspects are you most interested in?** - Having got to Whitcliffe Mount Grammar School at Cleckheaton, a fellow pupil who was in the same year as me and who was to become a very good friend also had a keen interest in railways and was starting to do his own black and white processing. We assisted each other through the pitfalls of home processing and from then on it was the photography which became my passion, steam of course initially and then subsequently modern traction and eventually overseas railways.
4. **Were you a train-spotter? What was your home patch?** - I did relatively little train spotting, although at about the age of 10 or 11 Saturday mornings were often spent at Brighouse overlooking the station, the highlight being the half twelver which would produce a namer, generally either Mars or Dauntless, two of Bank Hall's three Jubilees which regularly worked the Liverpool Exchange – Newcastle express which ran via the Calder Valley. When I was a little older a bus journey from home at Lightcliffe could get me to Leeds in less than an hour where both Central and City stations produced a huge variety of locos. Highlights were the arrivals of the Thames-Clyde and Waverley expresses at Leeds City which both reversed at the Wellington side and changed locos. At Leeds Central a variety of LNER Pacifics could be seen and a few years later it was to become one of my favourite photographic locations and also the climb past Holbeck High Level up to Wortley South Junction near Copley Hill shed.
5. **What was your most memorable (best/worst) railway experience?** - My highlights are too numerous to mention, short photographic excursions in the UK and more adventurous trips abroad all being particularly enjoyable, unless of course being ruined by bad weather. Probably one of the most disappointing moments was when I succeeded in using stale developer to ruin most of the black and white negatives taken on a holiday to the south west in 1962 when a variety of both GWR and SR locos had been photographed.
6. **What is your favourite locomotive class, and why?** - Although I have a soft spot for some of the LNER Pacifics, notably the A1s and A4s, without doubt my favourites

are the LMS Stanier Pacifics, the Princess Royals in first place and the Duchesses, or semis as they were often originally nicknamed, in close second place.

7. **What is your favourite (regular) railway journey or stretch of line carrying normal public services?** - I don't often seem to travel by train very much these days, but when I do I never tire of a ride over the S&C.

8. **What was your best-ever railway journey/holiday?** - The journey I remember with real fondness was in August 1960 when as a teenager I spent my last summer holiday with my parents staying at Boscombe on the outskirts of Bournemouth. We travelled on M245, the Summer Saturdays Only Bradford – Bournemouth train which was hauled from Bath Green Park over the Somerset and Dorset by No. 92206, one of Bath's recently acquired 9Fs. Although I photographed it at Bath Green Park, how I wish I could have photographed it at the lineside on the climb to Masbury Summit. Of my numerous overseas railway holidays, one which stands out is a 1976 trip to South Africa when four of us spent two weeks chasing steam in a dormobile campervan.

9. **What is your favourite preserved railway?** - We are so fortunate to have a wealth of preserved lines and locos in the UK, but of them all I do enjoy the closest to home, the KWVR.

10. **Do you have any related interests? E.g. railway modelling/railwayana-collecting?** I have no real related railway interests and have never bothered collecting railwayana. However, having said, in my dreams I would quite like to have a Stanier Pacific nameplate on the wall in my lounge. Over the years I have bought several Hornby Dublo models which I have had repainted and renumbered as locos which I have photographed, but they have never turned a wheel and are merely displayed as I don't have a working layout.

11. **What/when/where was your first ever railway photo?** - I did take a few pictures with a Brownie 127 in the dim and distant past, mainly around Lightcliffe and probably about 1955, but they have long since vanished. The earliest negatives which survive were taken with a cheap Halina 35mm camera about 1957, and looking back, how I wish I could have afforded a better camera at the time, but that was not possible as there were other demands on my meagre pocket money such as Rugby League, the products of local breweries and of course girls!

12. **Any railway career?** - No, I was a Chartered Surveyor in private practice until I retired a few years since, but inspected several railway properties over the years.

Request for information

Did any member manage to find a photo of steam passing the bridge near Dewsbury, as per the enquiry by Brian Jackson from Sowerby Bridge (see last Circular)?

Notes

Michael Leahy

On browsing a copy of The L & Y Railway Society magazine, No 250 Winter 2011, an article about the development of the L & Y Railway Society caught my eye as there was a photograph of our very own Charlie Scholey. He is mentioned in the article as being a founder member of the L & Y Society, having put a note in the Model Railway News asking people with an interest in the L & Y to contact him or a J.B. Hodgson. The latter is also listed as being a member of the Bradford Railway Circle. They both wanted people to record as much as possible of the disappearing L & Y railway & this was in 1950 !

It states that Charlie Scholey went on to be the President of the Society.

Whilst I met Charlie on joining the Circle (1974) I don't remember a J B Hodgson. I turned up my copy of "BRC 1945-2005" by Frank Robertshaw to check, & found a G Hodgson 12, 1945/46 listed and a E Hodgson 80, 1947.

If they could see what the L & Y Rly Society has now become they would be very proud of its achievements.

The Tōkaidō Shinkansen's World-Class Safety, Reliability, and Frequency -

<https://www.nippon.com/en/features/h00201/#.WxBdn9-iJKE.mailto>

Seaside miniature railway proves it's not immune to rail strikes... as more than 40 volunteers walkout in row with new managers -

http://www.dailymail.co.uk/news/article-5758863/Popular-Poole-Park-Dorset-closed-40-volunteers-walkout-row-new-managers.html?ito=email_share_article-bottom

Japanese train company apologises for 'inexcusable' 25-second early departure -

http://www.dailymail.co.uk/news/article-5728027/Japanese-train-company-apologises-inexcusable-25-second-early-departure.html?ito=email_share_article-top

Special Traffic Notices

Would 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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Meeting Reports

Philip Lockwood

11th April 2018 - Railways of the Jungfrau Region, by Robert Clarke.

Tonight Robert illustrated two visits to this mountainous area of Switzerland. Like many before him he was captivated by not only the rail system, but also by the impressive scenery, and indeed in Robert's case the beer! I can speak from experience having visited Wengen first in 1993 on a supposedly one-off holiday, only to return at least a further nine times! I was able to give Robert a few tips on places to visit which I am pleased to report he found captivating. He was also blessed with good weather which enabled him to enjoy not only his visit to "The top of Europe" as the journey to the Jungfrauoch at an altitude of 11,333 feet is called, but also the Schilthorn at an altitude of 9,748 ft. The excellent weather allowed Robert to capture pictures where the railway almost took second place to the scenery. I got the impression that Robert's wife enjoyed the holiday's as much as he did, despite the usual stops to photograph yet another train. Robert has subsequently visited the Canton of Graubunden in the north eastern part of Switzerland - the land of the RhB and metre gauge trains - so perhaps a return visit can be arranged. A most enjoyable evening for your reviewer bringing back many pleasant memories, looking forward to a further visit this summer. Vote of thanks by Eddy Lumb.

25th April 2018 - Bradford Transport in the 1960's Part 1, by Ian Dougall

Ian last gave a talk to the Circle in 2015 when his subject was "The Tramways of Leeds". Being a resident of Leeds meant that not only had he an extensive knowledge of that system, but he also knew for sure the locations where the pictures were taken. Tonight's excellent presentation proved something of a problem, for although once again he has an extensive knowledge of the trams, trolley buses and motor buses serving Bradford, in many cases the locations were unknown. Fortunately our resident Bradford experts were in attendance and were able to assist in this direction. As always with a presentation of the fairly recent past, the subject was almost of secondary interest, the location, people and motor vehicles being almost of as much

interest. Ian explained that as a polite young man he learnt a lesson for life when he asked a man at Thornbury Depot if he could have a look round. The answer was “No, but if you hadn’t asked it would have been alright”. Ian now knows it’s better not to ask in advance! An interesting talk, Ian explaining that a Part Two is almost completed. Let’s hope that a date can be arranged for this talk. Vote of thanks by Eddy Lumb.

9 May 2018 - A five mile radius from Bradford Exchange, and, much more, by Gavin Morrison

As a change from the advertised speaker, Gavin stepped in at fairly short notice and presented a digital presentation loosely titled "Railways in a five mile radius of Bradford Exchange." As the evening wore on, the boundary extended somewhat to include a large variety of pictures, some originally monochrome prints but mostly from colour slides. These were mainly taken in a period from the late 1950's to the late 1960's. Gavin has obviously mastered the skill of converting these images to digital form, some of which he was able to improve from the original transparency. The first picture featured was of an ex-L&Y Radial tank leaving Bradford Exchange in 1957. Also featured at Bradford was the “baby Deltic” DP2. Many of the pictures featured trains leaving Bradford, probably the most notable example being the Class 5 on a special that took a considerable time to climb up the line towards Bowling Tunnel. 1962 featured the last special on the Stainmore line with a nice picture of the train crossing Belah viaduct. It was not all railways, as Gavin also has an interest in ships, managing to photograph the *Queen Mary* and the liner *United States* coming up Southampton water, something your reviewer managed to photograph plus the Isle of Wight steam system all on the one frame! You don’t make that mistake again! More locally a number of pictures taken at Beeston Junction, a place much frequented by me in early spotting days, and nice to see a picture of a train joining the “New Line” at Farnley, once again on my doorstep but rarely photographed. Another favourite place was the Isle of Man, plus the late lamented Somerset and Dorset line, but I suspect that it was the railways north of the border which held the greatest attraction. Pictures enjoyed included the ex-Caledonian single-wheeler No 123 and the ex-North British locomotive *Glen Douglas*. It was interesting to see Patriot no 45510 on a Morecambe train as this was the only Patriot that I ever photographed. Also shared was the RCTS Special to the Festiniog, I liked Gavin making the right decision to travel direct to Portmadoc and not via the Conway Valley where the DMU derailed. A wonderful evening of excellent pictures complemented with Gavin’s amusing anecdotes, hopefully we can have another episode in the near future. Vote of thanks by Eddy Lumb.

23 May 2018 - Industrial Railways & Tramways of the Yorkshire Dales Quarries, by Stewart Liles

Last year Stewart gave the Circle Part 1 of his talk on quarry tramways in the Yorkshire Dales. This featured the coal mines and quarries around Ingleton. To anyone who saw this earlier talk tonight was something to look forward to. We started

nearer home this time with the quarry workings of B Whitaker and Sons close to Pool Bank on the Leeds to Otley road. You might have observed as indeed I have done the stone abutments just before a sharp bend in the road by the old toll house, this being the remains of an over bridge carrying a rope worked incline plane on a gradient of one in six and a half down to the interchange at Pool-in-Wharfedale on the Leeds to Otley line, the stone from this quarry being used in the construction of Bramhope Tunnel as well as the Wharfedale viaduct. Stewart covered many other quarries such as the one at Helwith Bridge, Redmire, Greenhow Hill and Thornton in Craven. Two of particular interest to your reviewer, the first being the Giggleswick Lime works. I well remember passing this on coach journeys as a child, the kilns emitting great clouds of smoke and the surrounding trees covered in lime dust, and the aerial bucket ropeway spanning Bucker Brow and descending down the fields. I now know this took lime and limestone down to Giggleswick station on the Little North Western line. Another quarry of interest particularly as we have recently had an article in The Circular by Ben Burrows was the quarry near Appletreewick and Trollers Gill. I have often noticed when travelling on the road from Pateley Bridge a section of track, apparently going nowhere, little knowing this was once part of a line worked by a narrow gauge Sentinel geared locomotive. The show ended with much more still to be seen, so hopefully we can look forward to a Part 3. VOT By Eddy Lumb.

6th June 2018 - "1980" By Robin Lush

This presentation by Robin delivered in slide format and entitled "1980" was exactly what the name implied - pictures taken by Robin during that year. We started with an atmospheric misty shot of the environs of Bradford, the light shining on the road having caught Robin's eye. Continuing the theme a Castle class locomotive in similar lighting conditions. Robin having a interest in road vehicles he included a shot of an Foden flatbed lorry used for delivering Gardner diesel engines spotted at Ainley Top. Also including a selection of bus pictures. This year also saw much activity of Flying Scotsman, as yet with single chimney and sans smoke deflectors. This was chased far and wide in Robin's Triumph Dolomite with a quite incredible series of shots of the same train in many hard to get to locations. His Dolomite must have had wings as the Triumph Dolomite I was running at the time spent more time having gearboxes replaced! Some gentle trespassing also took place. You have got to admire his nerve in walking down Olive Mount cutting including the tunnels towards Liverpool Lime Street. Trains would probably be his least danger, a greater danger might have been the rubbish chucked down from the streets above! 1980 was also the year of the festivities at Rainhill to mark the opening of the Liverpool to Manchester railway. Locomotives and trains were travelling from all parts to take part. one such locomotive *Lion* of "Titfield Thunderbolt" fame, this being the last time it had been in steam. Another being the ex-North British 0-6-0 *Maude*, this travelling down from Scotland being the subject of many slides chasing it's progress. We concluded what is part one of 1980 with the event itself so we can expect more of this next time. Vote of thanks by Ian Button.



186 144 Rotterdam Central 18/4/2018

Peter Holden



7761 Gent St. Pieters 20/4/2018

Peter Holden

Small Ads

Slide storage boxes – we have available (in exchange for a suitable donation to Circle funds) four storage-boxes for 35mm slides. Each box holds 10 standard magazines of 50 slides – but if used simply for archiving they can accommodate 3 thin (e.g. Kodak cardboard or Agfa CS) slides or 2 thicker ones – thus a total capacity of 4-6000 slides! The boxes include a number of 36- and 50-slide magazines. These boxes were originally donated to the Circle by Frank Robertshaw (thanks, Frank!). If interested, please contact Ian Button.



Secretary's Page

Peter Holden

Well the better weather has arrived at last! With this in mind and as I have managed to get hold of a few Northern Friends & Family Tickets once more, how about a Circle day out on the train for £7.

Now I am aware that some of our members may find this suggestion quite daunting, but I am sure we will have a great day out. Possibly do a mid-week day out and possibly a Saturday with an earlier start. I will keep you informed at meetings of what we are to do.

Following the massive success of last year's Barbecue at Eddie's farm, Eddie is to hold the same event this year on Sunday 2nd September. Please make the effort to come along.

Forthcoming meetings

Wednesday 20th June will hopefully see a visit from Dave Peel. A very interesting title indeed - "The LMS Jubilee 4-6-0, A Celebration of Second Rank Power". I once read somewhere that a Black 5 with a good crew could perform as well as a Jubilee. This should be an interesting talk.

A welcome return from John Bromfield on **Wednesday 4th July** when he will be presenting "Railways around the Midlands in the 1970's" John gave an interesting talk about railways in 1986, both mainline and preserved in his talk last year. I know he originates from the Stoke-on-Trent area, so he may well have some excellent images from the Midlands.

Allan Dawson is to return to give an updated version of a talk he presented many years ago. On **18th July** he will be presenting "Normanton, Crewe of the Coalfields" Allan now lives in North Yorkshire. Should be quite a fascinating talk.

We hopefully welcome a new guest speaker on **Wednesday 1st August**, when John Evens will be giving a talk on "The Cromford & High Peak Railway". What a fantastic railway this was! It may make a good subject for a model railway perhaps? Our illustrious Hon. Treasurer Bill Jagger is presenting "Looking Back" on

Wednesday August 15th. A title which could cover everything other than possibly now and the future! We will just have to turn up on the night to see what Bill has in store for us. I am certain it will be of interest.

David Wilkinson will be presenting "Railway Travels" on **Wednesday 29th August**. Once again a title that could encompass quite a lot! I for one do enjoy travelling on Railways. I am sure it will be most interesting.

Now, a change to the advertised program. On **Wednesday 12th September** we will hopefully have a return visit from Jan Rapacz and Alan Whittaker to talk about their latest series of Books "Bradford Railways in Colour"

On **Wednesday 26th September** we will be welcoming back Paul Corrie. Paul is to give a talk on the "BR Class 91" This should prove to be most interesting indeed. I am sure Paul will present a well-researched talk with plenty of on the job knowledge of the subject..

Circle Diary 2018

Jul 4 th	Railways around the Midlands in the 1970s	John Bromfield
Jul 18 th	Normanton, Crewe of the Coalfields	Allan Dawson
Aug 1 st	The Cromford & High Peak Railway	John Evans
C Aug 15 th	Looking Back	Bill Jagger
Aug 29 th	Railway Travels	David Wilkinson
Sunday Sep 2 nd	Eddy's Barbecue – at Exley Hall Farm HX3 9LQ	
**Sep 12 th	Bradford Railways in Colour	Jan Rapacz and Alan Whittaker
P Sep 26 th	BR Class 91	Paul Corrie
Oct 10 th	Irish Railways Today	Julian Halstead
Oct 24 th	TBA	Jim Livesey
C Nov 7 th	Photography Competition	Tom Ickringill
Nov 21 st	50 Years Back	John Holroyd
Dec 5 th	73 rd AGM followed by Members Night	
P Dec 19 th	African Travels Of Wadey	Eddie Lumb

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

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

** - change to previously advertised programme.