

# THE CIRCULAR

Bradford Railway Circle

No.386 – 4<sup>th</sup> Quarter, 2018

---

## Contents

### Page

1	Editorial	
2	Norway – August 2018	John Robertshaw
5	Ben's Bits	Ben Burrows
6	Circle Photography Competition Results	
7	New BRC Constitution	
9	Photo	Peter Holden
10	Reminiscences	Ian Button
13	72 <sup>nd</sup> AGM Notes (Dec. 2017)	Peter Holden
14	73 <sup>rd</sup> AGM Notes (Dec. 2018)	Peter Holden
16	Meeting Reports	Philip Lockwood
18	Special Traffic Notices	
19	Ben's Bits	Ben Burrows
19	Secretary's Page	Peter Holden
20	Circle Diary 2019 (Pt.1)	

---

## Editorial

We have a lot of “business” material in this issue – AGM reports for 2017 and 2018, and the new Circle constitution as approved at the recent AGM. Apart from that, this issue sees a well-illustrated article by John Robertshaw, on his summer visit to Norway. This is obviously a very interesting country, with spectacular scenery and railway architecture.

We have no material in reserve – please contribute your information /opinions/photos by email to the Hon. Editor. We have run out of Railway Reminiscences pieces, so your Hon. Editor has had to don his own thinking-cap to augment this issue's material. If you would like to join in with your “Reminiscences”, please put pen to paper – we would love to learn more about your railway memories.

Lastly, may I wish all readers (Circle members & others) a very Merry Christmas and a happy & healthy New Year!! I should also like to thank all contributors of articles, photos & other material over the past year. Let's keep the Circular going!

## Norway – August 2018

John Robertshaw

We embarked on a Riviera tour to Norway flying from Manchester via Stockholm to Oslo. We had three days in Oslo exploring the locality including the Ibsen Museum, the Kon-Tiki Museum, Oslo City Hall and the Viking Ship Museum. We also made a trip by coach to Vemork the site of the Hydro Electric works that produced “heavy water” and was the subject of the well-known film “The Heroes of Telemark”.

We left Oslo to travel west on the Bergen Railway. The guidebook welcomes you to a journey between Norway’s two largest cities and offers “a spectacular ride through villages and countryside, narrow valleys with frothing rivers, over high mountains and along beautiful fjords”.

The route leaves Oslo at sea level and climbs to 1237 metres (4058 ft) at a point inside the Finse Tunnel on the Hardangervidda, Europe’s largest mountain plateau. We left the train at Voss by which time we were only some 167 metres above sea level! We had two nights in Voss which included a journey back up to Myrdal to enjoy a trip on the Flam Railway.



Class El 18 Bo-Bo No.182241 at Myrdal Station 17/08/18

John Robertshaw

Myrdal is at 866 metres and Flam is two metres above sea level. The route is 20.20 kilometres in length and the maximum gradient is 1:18 (55%) The track is standard gauge and electrically powered at 15000 Volts. The running time is 1 hour and there are 20 tunnels, 1 bridge, 4 water tunnels and eight stops.

We had a little time in Flam and visited the Transport Museum where there was a splendid collection of artefacts relating to the Flamsbana including an old locomotive.



Outside, stabled was a Class El 17 Bo-Bo number 2230 built by Henschel between 1981 and 1987 weighing 64 tons and rated at 3000 Kw.

From Flam we left by boat to sail down Aurlandsfjorden where we were met by the coach to return to Voss. The following day we left Voss by coach to travel to Eidfjord to embark on a cruise on various fjords finishing on Hardangerfjorden and disembarking at Norheimsund to be reunited with the coach to take us on to Bergen.

Bergen is a splendid place with many interesting museums and a funicular.



(above & below) Bergen funicular

John Robertshaw







Class 69 NSB EMU in Bergen Station

John Robertshaw

After two days, we returned home direct to Manchester after a splendid, interesting trip.

---

## Ben's Bits

The railway between Béarn and Aragon across the Franco-Spanish border of 1928 is now not operating, owing to a bridge having been destroyed by a runaway train in 1970. The bridge was never rebuilt – a huge station at Canfranc in Spain remains disused and abandoned, including the track.

Penistone – formerly the junction for the Woodhead line – used to have 360 trains a day. In the late 19<sup>th</sup> century, it experienced seven accidents in 13 years, and became known as the unluckiest place in the Pennines.

When the first Woodhead tunnel was built in 1845, it was the longest tunnel in the world. 1500 men were involved in its construction – 1 in 50 men died, many being buried at the Woodhead chapel. The abandoned twin-bore tunnel now carries National Grid's 400KV electricity cables.

# Circle Photography Competition- Results

## PROJECTED IMAGE STEAM.

1st	Ivatt restored tank and <i>City Of Wells</i>	Philip Lockwood.
2nd	GWR 14XX push /pull train	David Tillotson
3rd	Worth Valley train	Philip Lockwood

## PROJECTED IMAGE DIESEL/ELECTRIC

1st	Deltic near Pepper Lane Leeds	Chris Davies
2nd	RhB Crocodile near Weisen	Philip Lockwood
3rd	385 Hitachi zoomed picture	Tom Ickringill

## MONOCHROME PRINT - STEAM

1st	Merchant Navy 35018 Shipley	Tom Ickringill
2nd	Train at Luzna	Tom Ickringill
3rd	<i>Bellerophon</i> at Foxfield	Tom Ickringill

## COLOUR PRINT - STEAM

1st	Castle class 5043 Colton Jct	Tom Ickringill
2nd	A4 <i>Sir Nigel Gresley</i>	Tom Ickringill
3rd	Royal Scot at York	Tom Ickringill

## COLOUR PRINT - MODERN

1st	66432 at Colton Junction	Tom Ickringill
2nd	2x88 at Appleby	Keith Preston
3rd	47749 Carlisle	Keith Preston

## HUMOROUS

1st	Trainspotting Snail	David Tillotson
2nd	amusing sign	Keith Preston
3rd	amusing sign	Keith Preston

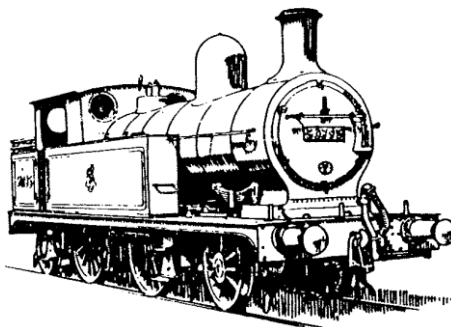
## OVERALL WINNER

Tom Ickringill

Congratulations to all entrants, and especially to the winners.

We must thank Tom for organising this competition, Jim Bennett for being our judge and Ian Button for projecting the images.

[Report by Philip Lockwood]



# BRADFORD RAILWAY CIRCLE

## **Constitution and Rules** (Revised December 2018)

- 1        The Society shall be called "BRADFORD RAILWAY CIRCLE", hereinafter referred to as "The Circle".
- 2        The object of The Circle shall be to promote interest in all aspects of railway working and activity.
- 3        The Circle shall be non-political.
- 4        The management of The Circle shall be administered by a General Committee normally consisting of a Secretary, Treasurer, and not more than three ordinary members, all to be elected annually. The General Committee shall appoint a President, a maximum of two Vice-presidents and an Editor of "The Circular". These positions will also be ex officio on the General Committee. The quorum for any General Committee meeting shall be four. The President or Vice Presidents shall normally be appointed to serve for a period of two years. On expiry of a period of office, the President and Vice-presidents shall be eligible for re-appointment. The General Committee shall have power to co-opt if circumstances require. In the event of a tie at any meeting the President shall have an additional, casting, vote.
- 5        The Circle membership and financial year shall be from November 1 to October 31.
- 6        The General Committee shall determine the membership subscription rate or rates in advance of the membership year. The membership subscription will be due and payable on November 1. The General Committee shall also have the power to amend any membership rate during the financial year should any circumstance warrant such a change.

7 Application to join The Circle shall be made to the Treasurer on the prescribed form along with payment at the appropriate rate. Membership shall be open to any person over the age of 16, but the General Committee shall have discretion to waive the age limit and, if appropriate, attach conditions. The General Committee, acting in the best interests of The Circle, shall have the right to refuse or terminate the membership of any person they consider unsuitable to be a member.

8 Any member whose subscription is over one month in arrears shall cease to have power to vote at the Annual General Meeting or any Extraordinary General Meeting, and any member over two months in arrears shall cease to be a member. A lapsed member may be reinstated on payment of any unpaid subscriptions.

9 All fares and other expenses of outdoor activities shall be defrayed by the members participating.

10 All members on joining The Circle shall be furnished with a copy of the Constitution and Rules then in force after which continuing membership of The Circle shall constitute an acceptance of the rules contained therein.

11 In the event of the General Committee proposing to wind up The Circle, there shall be an Extraordinary General Meeting (EGM) of members to consider 1) the winding up and if passed, 2) a recommendation to the General Committee for the disposal of the assets. The EGM shall be called by post with a minimum of four weeks' notice. Members not able to be present in person at the EGM may send their approval or disapproval of the proposals to the Secretary to arrive not less than one week before the date of the meeting. The proposal to wind up and the subsequent one on the disposal of the assets will be subject to a simple majority vote to include those present plus those notifying the Secretary. The quorum for this EGM shall be four members present in person. When all assets have been disposed of, there shall be a final meeting of the General Committee to finish all relevant business and The Circle will then formally cease to exist.

12 In the event of the EGM agreeing to wind up The Circle, the General Committee shall ensure that all assets (including archives) owned by The Circle are offered as donations to appropriate railway-related organisations as recommended at the EGM. Any assets not accepted as donations shall be disposed of at the General Committee's discretion and any proceeds donated to such organisations.

13 Any alteration to the Constitution and Rules shall be by resolution and majority vote at the next ensuing Annual General Meeting or at an Extraordinary General Meeting convened for that purpose.

14 This schedule of the Constitution and Rules shall render any previous Constitution and Rules null and void.





37 694 – 18<sup>th</sup> August 1996

Peter Holden

## **How did you become interested in Railways?**

Well, my father was a railwayman (born & bred in Crewe), so need I say more? - it was in the blood.

## **What is your first railway memory?**

There are so many early memories, some now dim, some brighter : watching trains from the road bridge near our home at Fernhill Heath (north of Worcester); trips to both grandmothers at Nantwich and Birmingham brought the ascent of the Lickey incline, the gong in Birmingham New Street tunnel, and the old GWR streamlined railcars; summer holidays at Penzance brought glimpses of camping coaches at Marazion and 45xx 2-6-2Ts on the branch from St Erth to St Ives; in 1959 after my entrance exam to King's School Worcester, a journey to Paddington and a sleeper to Penzance (with my mother, catching up with my father & sister who had started their holiday a day earlier); then for the year following, the journey to school in Worcester - after parking my bike at Fernhill Heath station and showing my pink BR bike-shed ticket and my brown GWR-design schoolboy season ticket, onto the train - non-corridor stock with tickly horse-hair-stuffed moquette seats; an LMS Crab on a freight slowly clanking through Fernhill Heath station, its valve-gear whirling furiously; at grammar school in Churchdown (later 1960's), a very vivid memory of looking out of the window during a boring lesson & seeing 92220 "Evening Star" (easily identifiable at a distance by its green livery, always-clean appearance and its nameplate) passing on a long freight on the embankment above the playing-fields . . . "WAKE UP, THAT BOY!!!"

## **Particular aspects you are interested in?**

Railway travel around the world – I have crossed Canada twice, made a few trips to Europe and more to countries further east in the 1980's & 1990's: Russia & Ukraine, Mongolia and China. Steam locomotives, especially GWR (of course)! I am also very interested in the locomotives & railways of the former Soviet Union.

## **Were you a trainspotter? What was your home patch?**

Of course - I started spotting about 1959, using the WR and LMR Ian Allan books – we lived near Worcester until 1960, then moved to Churchdown, on the then 4-track WR/LMR section between Cheltenham and Gloucester. The daily journey to school in Gloucester (1960-62) took me past the sheds at Barnwood and Horton Road, and into Central station. Also, with 6 free passes a year for each member of the family (and ¼-fare "Privilege tickets" at all other times), my father took me on various day-trips in the early 1960's, all meticulously planned using Bradshaw's Guide: Gloucester-London-Newcastle-Gloucester; Gloucester-Ilfracombe (we failed twice owing to late running and missed connections, so made alternative arrangements *en route*, but managed to evade ticket-clippers and so reached Ilfracombe third time

lucky on the same ticket!); Crewe-Carlisle-S&C-Leeds-Stalybridge-Crewe; Polegate & Hawkhurst branch (SR); Hayling Island branch (SR), etc. etc.

### **Have you had any railway highlights (best/ worst)?**

Best – one dark night on the Trans-Siberian Steam Express (1996), words cannot convey the magic of the moment as we stormed through Eastern Siberia with double-headed steam, the line snaking through the forests – the headlight played brightly on the trees and track as we swung round the curves, the locos being easily visible from the last coaches of our long train, and red sparks shot up from both chimneys in a fantastic display of fireworks. The Telerail (video) crew were fast asleep, sadly!!  
Second-best – several cab-rides with friendly diesel drivers through the Canadian Rockies, and the British Columbia Railway railcar journey from Prince George to North Vancouver via the spectacular Fraser Canyon.

Worst – a trip in 1964 on the Nottingham-Grantham line, arriving on the ECML the day that A4s were replaced by Deltics!! Also – at a young age, I one day lost my trainspotting pocket-telescope, which seemed a disaster at the time! I didn't consider having a telescope to be cheating, but perhaps my loss was divine retribution!

### **What is your favourite locomotive class & why?**

Steam – probably GWR Castle class – all that Brunswick green & brass, and evocative names like *Gloster Gladiator* and *Earl of Mount Edgumbe* - wonderful!

Diesel – probably Deltics: I had given up the railway hobby in 1965 (I think 19<sup>th</sup> November is engraved on my heart, as the last day of scheduled steam services on Western Region), but by 1975 I was living in Edinburgh, within earshot of Deltic engines thrumming at Haymarket depot, so I visited a depot Open Day, then started on night shots at Waverley, and linesiding in the borders, and you know how one thing leads to another . . .

Also the D600& D800 “Warships” as I saw them all on our annual holidays in Cornwall in the 1950's and '60's.

### **What is your favourite (regular) railway journey or stretch of line and why?**

Occasional, though not regular, favourite journeys were (and still are) the Kyle line from Inverness across Scotland to the West coast, and the Fort William-Mallaig line – both magic, especially in early summer, with the majestic mountain scenery, the fresh green of the birch trees, and the white sands and turquoise waters!

### **What is your favourite preserved line?**

I suppose this has to be the Severn Valley Railway – it's GWR and my father worked as a clerk at several stations along the line before WWII, so I always felt a close affinity, and I became a Life Member early on.

### **Do you, have any related interests? e.g. modelling /railwayana collecting.**

I inherited my father's accumulations (hardly formal collections) of tickets, timetables, magazines and a few Hornby clockwork trains, and have added a few more over the

years. As a young lad, I had a small baseboard Hornby-Dublo oval layout, but I'm afraid it never progressed beyond one or two sidings.

**What/when/where was your first railway photograph?**

It was summer 1962, when I was eleven years old - a view of Penzance Station from the granite wall above it, with a "Western" diesel waiting to depart – taken on my first camera, a Kodak Brownie 127 (which of course I still have). My second photo was on a trip with my father on the last day of services on the Neath & Brecon line.



Penzance, 7<sup>th</sup> September 1962

Ian Button



Colbren Junction, 13<sup>th</sup> October 1962 (last day of passenger services)

Ian Button

# 72nd Annual General Meeting - 6<sup>th</sup> December 2017

The minutes of the 71st AGM were accepted.

## Officers' Reports

### Editor.

Ian informed the meeting that we had issued four editions of the Circular. He went on to thank all who have contributed and also asked for more copy to be submitted, both small articles or large.

### Treasurer.

Bill produced a balance sheet for members to study and took questions from the floor. We have made a loss this year, but we have also spent funds to buy a new digital projector and a laptop.

Bill highlighted the fact that our membership numbers continue to decline:-  
2011 – 76, 2014– 61, 2016 – 58, 2017 – 52.

### Secretary.

Peter informed the meeting he felt things had run far more smoothly this year, with fewer speakers giving backward. He also felt we had enjoyed a good mix of differing subjects. Next year's Diary is full, with a few speakers in hand for 2019!

Peter asked members to either present talks or find contact details for potential guest speakers.

### Publicity officer.

Malcolm gave a rundown of all the places where we advertise our meetings. He went on to point out that some railway magazines are very difficult to deal with.

### Election of the Committee.

The Secretary, Treasurer and the Publicity Officer were all willing to stand for re-election.

The Meeting voted unanimously in favour of re-electing them.

There were no volunteers coming forward to fill the vacant positions on the Committee.

Thus, the Committee is now as follows: -

President	Eddie Lumb
Vice-Presidents	Position Vacant
Secretary	Peter Holden
Treasurer	Bill Jagger
Editor of the Circular	Ian Button
Publicity Officer	Malcolm Riley
General Committee	Position Vacant.

# 73rd Annual General Meeting - 5<sup>th</sup> December 2018

Apologies were received from Ben & Dorothy Burrows, Malcolm Riley

## Officers' Reports

### Editor.

Ian informed the meeting that we had issued four editions of the Circular - one of 20 pages and three of 16 pages. Ian thanked all who had contributed over the year. The last issue of 2018 will be out at the next meeting.

### Treasurer.

Bill produced a balance sheet for members to study and took questions from the floor. Our balance is healthier than last year.

### Secretary.

Peter informed the meeting he felt things had run fairly well this year. Next year's Diary is not full as yet. Peter asked members to either present talks or help find contact details for potential guest speakers.

### Publicity officer.

Malcolm is to stand down due to his present poor health. We all wish him a speedy recovery. However he has submitted our meetings up until June to various outlets.

### Election of the Committee.

The Secretary and Treasurer were willing to stand for re-election. There were no nominations from the floor. John Holroyd proposed we re-elect the Committee members standing, and Philip Lockwood seconded.

The Meeting voted unanimously in favour of re-electing them.

Thus, the Committee is now as follows: -

President	Eddie Lumb
Vice-Presidents	Position Vacant
Secretary	Peter Holden
Treasurer	Bill Jagger
Editor of the Circular	Ian Button
Publicity Officer	Position Vacant
General Committee	Richard Walker

No one wished to be the examiner for the accounts next year.

## Any Other Business

### 1. Changes to the Constitution.

Bill read out the amendments to our Constitution which had been circulated to the membership recently.



Bill went on to propose these changes to the AGM and Richard Walker seconded. The motion was carried unanimously.

## 2. Circle's Nameplates.

Peter gave a brief account of what had happened previously when these items were last discussed.

The committee have unanimously decided to dispose of them, and were asking the AGM for suggestions as how to go about this.

After discussion it was decided that we would have the plates valued and then firstly offer them for sale to the membership.

## 3. Meeting Venue

It was generally felt that the meeting room at Harold Club was a more comfortable environment than Sedbergh.

After discussion it was decided that we would look for an alternative venue to hold our meetings. However we would not move away from Sedbergh unless we are convinced a new venue would meet our requirements.

We are all to actively seek out such a venue.

## President's closing address.

Eddie pointed out his difficulties attending meetings. He went on to thank the members who had bothered to attend the AGM.

Eddie thanked Peter, Bill Ian and Philip for their contributions on meeting nights.

The meeting closed at 20:20



35018 on Scarborough Spa Express – Scarborough, 26<sup>th</sup> July 2018

Peter Holden

## Meeting Reports

## Philip Lockwood

### 26th September - Class 91, by Paul Corrie

Tonight's talk was by Paul Corrie - a man right at the sharp end of class 91 maintenance at Neville Hill Depot Leeds. He gave a very detailed illustrated talk about the good, and not so good, points of this class of locomotive. We started with an explanation of the working of the overhead supply. Who knew about the need to have a dead section in the catenary? Some of this would have been useful to your reviewer when he was constructing his Swiss H0m model railway! Paul explained that the contact wire is not in a straight line but zig zags slightly to lessen wear on the carbon contact on the pantograph. The life of the carbon pickup was another interesting point and how weather conditions can affect wear - Paul explained the first train from Leeds on an icy morning will need the carbon contact replacing by the time it arrives at Kings Cross. A special arrangement is made to replace this whilst in London. Another fascinating fact was the sheer power of a class 91 which has four traction motors, the equivalent of four Class 31 locomotives! The talk generated lots of questions from the audience, always a good sign that the talk was interesting.

It was suggested that Paul be asked back to give the Circle another talk next year. Paul replied that he is not sure what the subject will be at this stage, what we can be sure about is that in Paul we have a speaker with a vast first-hand knowledge of his subject. Vote of thanks by Eddy Lumb.

### 10th October – Irish Railways Today, by Julian Halstead (report by Ian Button)

Julian entertained us this evening with views taken on several recent trips. It is amazing how much can be accomplished in just a day trip from England. First, we visited Eire, with two trips from Dublin to the south and to the west, including a stop at Limerick Junction. And lastly, a trip to Northern Ireland, all along the coast from Belfast to Londonderry, including a virtual walk along Derry city walls with views of the murals and other indicators of sectarian divisions (painted kerbstones and lamp-posts). A very entertaining travelogue on a railway theme, with up-to-date information about the internal and cross-border stock & services, and the plans to open up the western corridor – thank you Julian. We await the effects of Brexit on Irish transport with bated breath!

### 24th October - From Steam To Diesel, by John Evans.

Any member who saw John's last talk to the Circle on the Cromford and High Peak Railway will, I am sure, have been looking forward to his return visit. Tonight the subject was 'Steam to Diesel' with John covering his early interest in railways, still mostly in the steam age. Starting with a basic Kodak camera John recounted that he took some of his most treasured pictures with this before moving on to a more advanced camera. From a personal viewpoint, so much reflected my own early days. Ex-L&NW 0-8-0 Super D, Merchant Navy class on the Bournemouth Belle at Waterloo and regretting not photographing a M7 on empty stock. At least I managed one picture of these.

John showed many aspects of his railway enthusiasm ranging from Welsh narrow gauge to the ironstone lines of the Midlands. One memorable picture of a steam traction engine working with a threshing machine was a masterpiece.

John would appear to have many favourite classes of locomotives from Super D's to Stanier Pacifics but he told us his all-time favourite is the Midland 4F. This was in my opinion another excellent presentation, nice pictures but more importantly an excellent commentary, ably assisted by Jane his wife. John explained that he has over 10 thousand slides so let's hope we can see more in the near future.

Vote of thanks by Ian Button

#### 7th November – Circle Photography Competition

Please see results on page 6.

#### 21st November - 50 Years Back by John Holroyd

A change of venue for tonight's presentation by John. It was decided by the committee to try to encourage more people to attend by holding the meeting in licenced premises. Whether it was the attraction of John's talk, or, the other attraction only time will tell. Turning the clock back 50 years to 1968, the year started with early developments on the Worth Valley railway - the arrivals of locomotives from the Manchester Ship Canal railway and Ingrow in a dilapidated state. Into the attic at John's for more views of the "East Morven and Wick Railway" with a selection of mostly freelance locomotive creations. Back outside with a visit to Waterloo Colliery at Leeds, still using steam with Austerity 0-6-0 tank locomotives. Things were changing in Bradford with the run-down of the trolleybus fleet. It was still possible to photograph steam on BR, John having made the journey to Chinley to photograph some of the last steam workings on the limestone trains, carrying on by bicycle to visit the start of operations on the Severn Valley Railway before continuing to visit the Welshpool narrow gauge line. A visit with Jonathan Stockwell to photograph trains being banked up the steep gradients to Copy Pit, and a RCTS visit to the workings of the Selby swing bridge, still part of the East Coast main line.

1968 saw a visit overseas travelling via the Hook of Holland through Austria and Hungary to Romania, still very much behind the Iron Curtain! Photographs of very impressive 2-8-4 locomotives and numerous trams, and much else interesting motive power. Back home and on the Worth Valley with John's mother and father. A visit to the Manchester waterworks railway at Tintwhistle with the remains of a small steeple-cab electric, the underframe now forming the chassis of the coach. The year concluded with a visit to the Middleton Railway at Leeds with a very forlorn Leeds tram never to be put in operation, and finally a visit to Brown Baileys steel works in Sheffield to photograph the last remaining steam wagons used for internal transport.

I for one will be looking forward to the next instalment covering John's travels in 1969. Vote of thanks by Eddy Lumb.

### 5th December - 73rd AGM/Members' Night

A total of nine members attended on the night, this included the committee! A small number sent apologies for absence due to illness. Items discussed included the Circle's collection of nameplates at the Bradford Industrial Museum and at Kidderminster (Severn Valley Railway). Also, the need to attract new members and a possible change of venue for meetings. Our secretary Peter Holden announced that for the first time he is having difficulty in booking speakers for the 2019, despite the notice asking for members to contribute.

After the AGM, presentations were given by members - these included slides from my own collection, mostly taken in the 1960's, and digital pictures from Peter Holden, showing the progress of a recent track layout change at Bradford Interchange. Digital images from Chris Davies were taken with his drone, this bringing a completely new dimension, probably a first for the BRC. Further contributions included early Ian Allan Locospotters books from Ian, time not allowing for discussion about these.

---

## 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](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.

Until 1880 most towns still used a form of solar time – i.e. the time depending on how many degrees & minutes east or west of the Greenwich meridian. The railways were instrumental in introducing Greenwich Mean Time as standard, a signal at 1pm being distributed by railway telegraph systems. A clockmaker/jeweler in North Parade, Bradford, indicated this via a timer-ball fixed to the premises. The ball was dropped down its pole on the hour, and anyone with a watch could set it to the correct time. The time-ball was donated to the Bradford Industrial Museum (via me) but I have not seen it displayed, even when a display of master-clocks was staged.

Oxford has a clock with two minute-hands, showing Greenwich time and Oxford (solar) time.

*[And clocks in railway stations across Russia show both local and Moscow time – Ed.]*

We are all probably aware of the extension of the burial ground at Chapel le Dale church, but there is also a commemoration of those who died building the Settle-Carlisle railway in the porch of the Church of the Holy Ascension at Settle, which is very near to the railway.

An inscribed plate records the Preston and Wyre Railway – a boundary stone commemorating the first train from Preston to Fleetwood on 15<sup>th</sup> July 1840. Inscribed PWR, it was recovered by the Civic Society in March 1987.

---

## Secretary's Page

## Peter Holden

### Forthcoming Meetings.

We commence meetings in 2019 on **Wednesday 2nd January** with a presentation by our Hon. Editor Ian Button “Long ago & Far Away” – the long ago is 1986/87 and the far away is Russia (Lake Baikal) &/or Mongolia. If you missed these show(s) 30 years ago, now is your chance!

Paul Monahan will be visiting us for the first time on **January 16th** when he will be giving a talk on the early days of the canal network. Paul is a very knowledgeable person on this subject. He will be presenting “Before the Railways Came, An Introduction to Canals”

Our third meeting in January will be on **Wednesday 30th** when John Holroyd will be presenting “German Narrow Gauge” John has visited the narrow gauge systems of Germany several times and has put together a collection of images from his visits. As ever we are sure of an excellent evening.

**Wednesday February 13th** sees the welcome return of Julian Halstead. This year Julian has kindly offered to give a presentation on “Isle of Man Transport” As we all know there are some most interesting forms of transport on the island. I have never

been, but feel like I have seen most of the transport over the years. Julian always delivers a most interesting presentation in his own easy going style.

Paul Abel is our guest speaker on **Wednesday 27th February**. Paul's chosen title is "Steam Locomotives You Wouldn't Believe". Well what could that be? Perhaps a steam locomotive which is as pleasing to the eye as a diesel loco? No one would believe that! We will have to wait and see.

Dorothy Burrows will be presenting "Mixture No.5" on **Wednesday 13th March**. No doubt we will witness some very interesting and varied photographs of a "Mixture" of different subjects.

**27th March** sees a first visit for Robert Pritchard who is the editor of "Today's Railways UK", a role he has held for a while now. Robert's title for the presentation is "Ten Years plus at Platform 5" I am sure what ever Robert talk about on the evening it will be most entertaining. We have had various railway magazine editors to talk in the past and they have always been very entertaining.

Well don't say I did not warn you! On **Wednesday 10th April** I will be presenting my 2017 holiday snaps. Hopefully this will encourage others to have a go on the basis that anybody can do that! Title for this evening's delve into purgatory is "Australia & New Zealand" Pictures from my recent five week visit.

---

## Circle Diary 2019

Jan. 2 <sup>nd</sup>	Long Ago & Far Away	Ian Button
Jan 16 <sup>th</sup>	Before the Railways Came, An Intro. To Canals	Paul Monahan
Jan 30 <sup>th</sup>	German Narrow Gauge	John Holroyd
Feb 13 <sup>th</sup>	Isle of Man Transport	Julian Halstead
Feb 27 <sup>th</sup>	Steam Locomotives You Wouldn't Believe!	Paul Abell
Mar13 <sup>th</sup>	Mixture No.5	Dorothy Burrows
Mar 27 <sup>th</sup>	10 Years Plus at Platform 5	Robert Pritchard
Apr 10 <sup>th</sup>	Australia & New Zealand	Peter Holden
Apr 24 <sup>th</sup>	The Slides of Peter Fox	Andy Barclay
May 8 <sup>th</sup>	The Rise & Fall of USA Passenger Trains	Chris Davis
May 22 <sup>nd</sup>	Bradford City Transport (Part 2)	Ian Dougill
Jun 5 <sup>th</sup>	Steaming Through Lancashire & West Riding	Steve Fort
Jun 19 <sup>th</sup>	Flying Scotsman and all 78 Others!	Dave Peel

Speakers are required for several dates in the second half of next year – if you can help, please get in touch with Peter Holden (contact details inside front cover)

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

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