

THE CIRCULAR

Bradford Railway Circle

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Editorial

Another 20-page issue – excellent! Thank you, to all contributors, let's keep the momentum going. Firstly, Peter Holden treats us to notes on his recent Azuma preview run – we look forward to seeing how the new trains perform in practice. Next, we have Part 2 of Frank Robertshaw's Reminiscences – for the benefit of newer members, Frank was Circle Secretary for many years. He doesn't get to Circle meetings so often these days, but we always appreciated his hard work for the Circle, and I for one find his memories very interesting.

Moving on, Chris Taylor takes us a big step into the future with an article about his trip on the Shanghai Maglev train running at 430kph – a far cry from the Birmingham Airport Maglev that I remember, which trundled along at a leisurely pace.

On page 13, we have Dave Peel's account of *Flying Scotsman*'s recent visit to the Swanage Railway. Dave is bringing us an account of *Scotsman* & all the rest of the class at our first meeting this quarter – having very much enjoyed his review of the *Jubilees*, I'm looking forward to Dave's talk.

Lastly, a reminder about our President's annual barbecue at Exley Hall Farm, Upper Exley, Halifax HX3 9LQ, on Sunday 1st September. Don't miss it – see p.3.

Azuma Anyone?

Peter Holden

On Wednesday 24th April this year I attended a test run of a LNER Azuma train from Hull to Kings Cross. I wonder why they decided to name this train after the Azuma Restaurant on the corner of Hall Ings & Bridge Street. Azuma? IEP? AT300? One name would be helpful.

My invitation to attend came from East Midlands Trains Head of Engineering, as part of my role as union rep at Neville Hill. We will be undertaking overnight servicing on Hitachi Intercity trains at Neville Hill commencing in June this year (allegedly) The new trains will replace the Mk3 & Mk 4 sets on a one for one basis. Presently we look after around ten or eleven LNER sets on a night. This number will remain the same. I understand that the first set to go will be an HST and following that a few Mk4 sets will go. The introduction rate will be about one set per month.

Bearing in mind that the 24th April was Railway Circle night I accepted the request on the basis that I needed to be back to Bradford in good time. My email reply asked two questions:-

1. What time will I be back?
2. As it is my day off, am I attending in my own time or will I be on duty? I don't mind which.

The answer came back that I should be back in time and "Yes you will be on duty so no alcohol or going to the Parcel Yard at Kings Cross!" I think he knows me!

The big day arrives. I left Bradford nice and early catching the 06:11 Low Moor to Leeds service, changing at Leeds on to a TPE Hull service at 07:18. This I thought would give time for a spot of breakfast in Hull before our booked departure at 08:48. There are no decent cafes in Hull Station!

I wanted to get on at Hull to sample the train running on diesel power. Having taken a few pictures, I boarded and found "the Neville Hill table" in standard class. My initial thoughts were that it appeared to be finished off a lot better than GWR Hitachi trains. It was much brighter and the seats slightly more comfortable. It has a small buffet car, around the size on the class 180's. I sampled a bacon sandwich and a cappuccino. Not bad. I found the train to be much better than a Voyager or Meridian - between Hull and Doncaster the engine noise was far less obvious. The ride was not as good as an HST however.

As we departed promptly from Hull, LNER Managing Director David Horn had a chat with me for around ten minutes. David was EMT MD for quite a while and he is the exception that proves the rule "Railway bosses these days have no idea about running a railway". David is without doubt a top man and he certainly knows how things need to be done properly. David made EMT customer services second to none!

On arrival into Doncaster I was joined by the rest of the EMT contingent. I thought it a good idea to educate my fellow travellers as to the delights of the East Coast Main Line. With this in mind I brought along various educational books to try help them understand what makes a first class railway - "Deltics at Work", "Power of the Deltics", "Profile of the Deltics", and a few atlases. One could say I was flogging a dead racehorse!



We departed Doncaster running slightly late, but this did not cause any issues, as the timings were very slack indeed, with long stops along the route at places like Newark Northgate. The train had filled up a bit with LNER staff and their families. Not sure who was running the East Coast Main Line on the 24th April as there were loads of managers onboard (see comment above!).

I pointed out the plaque commemorating Mallard's record-breaking run in 1935. Can you believe they were totally unaware of this event? I can.

On discovering that our train was to shunt off to the sidings for 3 hours once we had disembarked at Kings Cross, I thought it wise to catch an earlier service train back to Leeds as I did not want to be late for the Circle meeting. So following a quick lunch, I caught the 13:33 Kings Cross to Leeds and made my way home.

Progress, as all train spotters say, is overrated! Nostalgia yes, progress no. My previous run between Hull and Kings Cross was on the 6th May 2017 behind D9009. All in all a very interesting day out.

President's Barbecue Event

Our President, Eddy Lumb, invites members and spouses/partners to his annual barbecue at Exley Hall Farm, Upper Exley, Halifax HX3 9LQ, on Sunday 1st September, from about 1pm. We have had a warm welcome from Eddy and his parents and friends in previous years, and I for one will be looking forward to another visit. See you there!

Reminiscences (Part 2)

Frank Robertshaw

Another class of my favourite trains was the former GWR AEC Railcars. There were 38 of these built from 1934 to 1942, and they went out of service between 1955 & 1962. The one I saw mostly was no 23 which was still in GWR chocolate & cream livery and ran up the Wye Valley between Newport or Severn Tunnel Junction to Monmouth. At a later date the livery was changed to official BR carmine & cream (unofficially “blood & custard”) livery. On the occasion I travelled from Monmouth Troy to Severn Tunnel Junction in the cab of the unit with my uncle at the invitation of the driver, it must have been one of the best railway highlights of my young life. My uncle told me that he had ‘dropped’ the driver half a crown tip (2s/6d)



Car no 23 in “blood & custard” livery at Barry Station. July 1955. Luckily four AEC Railcars are either preserved or in the process of being preserved. One model (no 22) runs regularly at Didcot Railway Centre and has been known to run on the Severn Valley Railway.

During the time I lived in Caldicot I would travel often on the ‘Devonian’ from Gloucester to visit my relatives in Bradford. Bear in mind that I was still only a young teenage schoolboy - Mother thought I was too young to travel on my own all that way but having a young family she did not really want to come with me. I persuaded her that I would be able to travel on my own. She would travel to Gloucester with me where we had lunch with an Aunt of Dad’s at the ‘Kardomah Café’ there. On crossing the footbridge between Gloucester Stations, we always went through the ritual of looking through the window at Gloucester Cathedral. She would then put me on the Bradford bound ‘Devonian’ leaving Gloucester in the early afternoon. The first time I did it Mother was a bit concerned about me travelling on my own. She contacted the

guard and asked him to keep an eye on me in the window seat that he had had found for me. So we left Gloucester. On the journey to Bradford the guards kept looking inside the carriage and smiling at me. A good thing about this journey was that I could 'spot' some Midland engines which my friends had never seen. So here I am on my way armed with my favourite date & cheese sandwiches and a Thermos flask of hot chocolate, and my spotter's notebook with some pencils. What more could a 13 year old lad need? I arrived at Forster Square Station in the middle of the evening where my uncle met me. I did this journey several times after this. A trick I learnt was to forget to get off the train at Gloucester on coming home and had to ride on to Bristol where I could get a quick train to Severn Tunnel Junction. The tickets were hardly ever punched at this stage and if I was stopped I pleaded innocent. I guess it would be too much paperwork to change things at this stage. The above journey would probably qualify to be a favourite regular railway stretch of line for the reasons stated.

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

It is nearly impossible to choose which would be the best railway highlight as there have been so many. I have many good trips in Europe with railway friends - to big steam events with Tilly Tours, I have followed the route of the Orient Express down to Venice by service train. I went to America with Alan Ward and David Tillotson, where we had some spectacular visits to several main line depots. I had never been to America before and therefore I was not too sure about driving there but David taught me how to drive on the wrong side of the road. I must have been successful because I have driven in America several times since. I have also travelled by Indian Pacific train across Australia from Perth to Sydney. With Mary we have covered most of the Sydney Metro Underground trains.

Some of the best highlights for me were the three trips I did by rail across Soviet Russia. The first one was from Budapest to Moscow and back again ten days later. When we got there we travelled about by coach and trams, which are type of railways anyway! The second time on Russian railways was a journey by train from East Berlin and St Petersburg (then Leningrad). The journey there was good, but on the way back I was caught taking photographs on the Russia-Poland border and was taken away by the Polish authorities. They took me to the steward's cabin at the end of our carriage and questioned me. I was lucky to get some help from a member of our party who spoke Polish. I was asked what my occupation was and I replied that I was an Electrical Engineer. I was then asked where I worked. I replied that I worked for a company called Littlewoods. I don't know what 'Littlewoods' means in Polish, but the Officer picked up my passport and threw it at me, saying "Get out of here and take your camera with you!". It was a nasty moment for me, but it was worse for my wife & friends who thought they may not see me again. The thing was that a lot of people were taking photographs but I was the one who was seen and got caught. When we got going again the Russian attendant brought me a cup of tea and apologised for the way I had been treated by the Polish guards. He said that it would not have happened if the guards had been Russian.



This is the process of changing the wheels at the Russia - Poland Border. I took these images just before I was dragged away! This must have been the worst highlight of my time as a railway enthusiast. Mary said she did not want to go to Russia again and if I wanted to go, then I would have to go without her.

So bearing in mind what Mary had said, in 1990 I set off on a trip with my friend Ian Button to ride on the 'Trans-Siberian Railway'. We flew from Manchester to St Petersburg, then on to Khabarovsk in East Siberia then back on the railway to Irkutsk, then by plane back via Bratsk & Moscow. It is surprising that although it was really a railway holiday we took seven flights on the holiday. The USSR is such a huge place. I have had made a lot of good railway trips in Ireland over several years.

All the trips that I have partaken in have been photographed and shown in some form or other at Bradford Railway Circle at some time over many years, usually under the title of some form of 'Robertshaw Collection'

I suppose one of the good highlights of my railway hobby was becoming the Honorary Secretary of Bradford Railway Circle. I really enjoyed this job 'warts & all'. I always said that the best part of the job for me was the interesting people who I met when I invited them to come and speak at the Railway Circle meetings, and the Circle Dinner. I also arranged some good trips out and about such as locomotive depots, factories and signal-boxes, and even the odd evenings in public houses, whilst I was Secretary of the Circle. I did it for ten years but I felt that I was getting stale and needed to hand it over to some fresh blood. I gave over a year's notice that I was retiring so they had plenty of time to get someone else.

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

I do not consider myself a collector as I think that perhaps the word ‘hoarder’ will be a more apt word. Anybody who has visited my home will know what I mean, as my house is a bit of ‘time warp’ with all the railwayana within, alongside some junk. I did have a model railway layout in my loft called the GWR (Gwent & Wilsden Railway) when I lived at Wilsden, but when I changed the spelling and moved to Silsden 27 years ago the loft was not high enough to stand so the GWR was dismantled and removed. The rolling stock is preserved in a glass case in the Jennings Close Mausoleum and the lines are in the loft awaiting the scrap train. I do have a rather large collection of good railway books (mostly GWR) which I refer to regularly and have referred to in the writing of this piece.

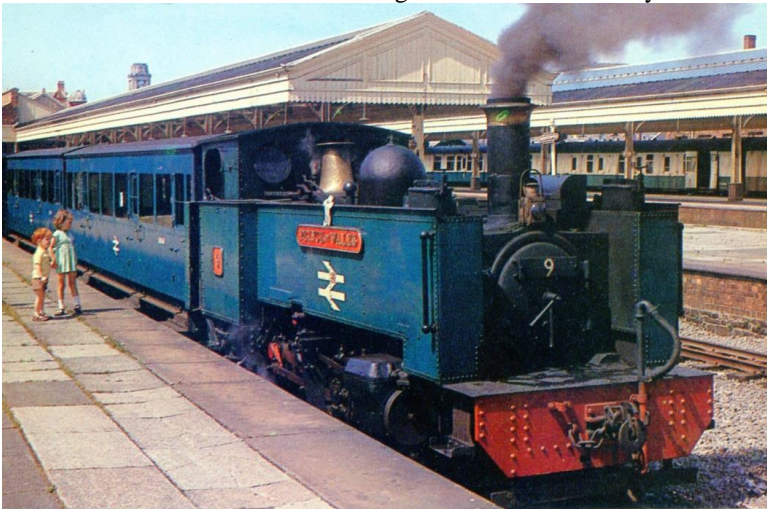
What is your favourite preserved line?

I have to admit a sneaky liking for preservation sites where there are a lot of Industrial locomotives. I do like these engines especially if they are in steam.

Like Ian I feel that the Severn Valley Railway must be my favourite preserved line. It is typical Great Western but I think that the best part is the complete rakes of carriages by a single company, on trains that run on the line.

What/when/where was your first railway photograph?

The first railway photographs that I took were on the preserved railways in North Wales where I started the rebirth of my interest in railways. Unfortunately the images were on early slide film and have not stood the test of time. However this postcard of the period reflects the times. It is of Vale of Rheidol no 9 *Prince of Wales* in its BR blue livery at Aberystwyth. At the time there was a lot of criticism about this livery but I rather liked the trains all running in the same blue livery.



[The Editor's acknowledgments to the original authors of all photos above]

Imagine travelling from Bradford to London in under one hour with speeds up to 430 kph (267 mph). Well we can dream about the former, but the latter speed is possible today in Shanghai, China.

We jump a little - a bit of a history and technical lesson to start with. MAGLEV or Magnetic Levitation was patented by a German, Alfred Zehden in 1905. Over the next 80 or so years various developments in UK, Germany, USSR & USA took place, until in 1984 a low speed Maglev train service started from Birmingham International Train Station to Birmingham Airport started, running until 1995. Other countries were subsequently involved in the MAGLEV development. MAGLEV requires two sets of magnets repelling to provide levitation and forward motion. It effectively hovers as there are no rails. MAGLEV requires a large electrical power source, metal coils lining a guideway and large guidance magnets attached to the underside of the train. "The magnetized coil running along the track, called a guideway, repels the large magnets on the train's undercarriage, allowing the train to levitate between 0.39 and 3.93 inches (10 to 100 millimetres) above the guideway. Once the train is levitated, power is supplied to the coils within the guideway walls to create a unique system of magnetic fields that pull and push the train along the guideway. The electric current supplied to the coils in the guideway walls is constantly alternating to change the polarity of the magnetized coils. This change in polarity causes the magnetic field in front of the train to pull the vehicle forward, while the magnetic field behind the train adds more forward thrust. Maglev trains float on a cushion of air, eliminating friction. This lack of friction and the trains' aerodynamic designs allow these trains to reach unprecedented ground transportation speeds of more than 310 mph (500 kph).

"Maglev trains have several other advantages compared with conventional trains. They are less expensive to operate and maintain, because the absence of rolling friction means that parts do not wear out quickly (as do, for instance, the wheels on a conventional railcar). This means that fewer materials are consumed by the train's operation, because parts do not constantly have to be replaced. Besides the costs of construction, one factor to be considered in developing maglev rail systems is that they require the use of rare-earth elements (scandium, yttrium, and 15 lanthanides), which may be quite expensive to recover and refine. Magnets made from rare-earth elements, however, produce a stronger magnetic field than ferrite (iron compounds) or alnico (alloys of iron, aluminum, nickel, cobalt, and copper) magnets to lift and guide the train cars over a guideway."

Moving forward, Shanghai wanted to provide a faster transport system link to Pudong International Airport from the centre of Pudong, a suburb of Shanghai. Transrapid was born, a 30.5 kilometre (18.5 miles) track from Longyang Road Metro Station to Pudong International Airport. The line opened in 2002 and today is the only commercial high speed MAGLEV line although others are planned.

With Chris Davis and myself in Shanghai in April we planned to travel at the high speed. The train only reaches the 430 kph mark on services between 0900 and

1045 & 1500 and 1545, at other times the maximum speed is 300 kph. A few days previous we had returned from Nanjing on a conventional China Rail train at speed of 350 kph (217 mph). Our hotel in Shanghai was near the new High Speed train station at Hongqiao station, & it is also the second station on Metro Line 2. Even though we boarded the Metro at the this station we usually had to stand for around 40 minutes to reach downtown (The Bund) Shanghai, although on this day we were traveling further so it was over an hour, not good news. Unfortunately we travelled further than was necessary in getting the station name wrong (3 stations too far). Our excuse was the Chinese language although there were English names as well!!

We made it back in time to catch the 1030 train although trying to find the Maglev station at Longyang Road Metro station was not easy. All the Guide Books said you booked for a specific train but this was not true as the trains we caught were less than 25% full. The return fare was RMB 80 (yuan) around £10.

There are two classes on the trains and so we were in economy which has 2 + 3 across seating with plenty of legroom. The line is on a concrete viaduct the whole way. Speeds in the table are taken from the on board speedometer displayed in each coach. On departure we “take off” i.e. rise then start to accelerate. Acceleration I thought was slow taking 40 seconds to reach 100 kph considering that a modern UK EMU can reach 100 kph in around 45 – 50 seconds. We then accelerated fast to reach 430 kph in just over 3 minutes, keeping to this speed for 42 seconds before we started to slow down. Details are in the table above. It takes much longer to slow down. On the return journey acceleration was slightly slower but it was uphill just and we kept to the 430 kph speed for 50 seconds. In the table southbound is from Longyang Road towards Pudong Airport whilst northbound is in the other direction. The time is in minutes & seconds from departing with the speeds in kilometres per hour.

	<u>SOUTHBOUND</u>			<u>NORTHBOUND</u>		
	Time	Speed kph		Time	Speed kph	
Dep	0m00s	0		Dep	0m00s	0
	0m40s	100			0m42s	100
	1m06s	160			1m12s	160
	1m22s	200			1m28s	200
	2m03s	300			2m10s	300
	3m09s	430			3m25s	430
	3m51s	430 <i>B</i>			4m15s	430 <i>B</i>
	5m03s	300			5m44s	200
	5m42s	200		Arr	7m15s	0
Arr	7m14s	0				

B = start slowing down

The ride quality was not too good being a bit harsh and the pressure wave when your train passed the other train was quite severe even though neither train was at full speed. Average speed for the 30.5 kilometres was 252 kph (156 mph). Chris Davis

expressed reservations about travelling at 430 kph. We stopped on the platform to photograph the next journey and after the train departed we got the dreaded whistle. A member of staff was blowing his whistle to draw our attention and to say “You should not be there!”.

An interesting experience – and then we went on to look for a coffee shop.

Photographs show a Maglev departing from Longyang Road and the in-coach display showing the maximum speed.



Meeting Reports

Philip Lockwood

Wednesday, 27th March - Ten Years at Platform 5, by Robert Pritchard.

Tonight we were pleased to welcome Robert who for the last ten years has worked for the Sheffield based publishers, Platform 5. He is now the current editor of 'Today's Railways UK'. Tonight's talk, illustrated with slides and given without notes (!) showed not only Robert's memory, but also his detailed knowledge of the recent railway scene. Born in the late 1970's in the middle of the blue period of BR and coming from Sherborne in Dorset, it was probably natural that class 50's appeared to be his favourite motive power. The smaller railways such as the Cleethorpes Light Railway and the Ravenglass and Eskdale were visited. The old ex-tube stock operating on the Isle of Wight currently forming a feature in the latest 'Today's Railways' were photographed. An interesting fact from Robert was that this 1938 stock is currently the oldest stock still in revenue service on the national railway system. Robert hinted that for the last few years he has been using a digital camera and that tonight's presentation only covered his earlier work. Hopefully we can invite him back in the future.

Wednesday 10th April - Australia & New Zealand, by Peter Holden

This evening we were treated to Peter's pictures from his recent visit down under. Peter and Kay saw and used a wide variety of means of transport in a very extensive tour, including a trip on the Indian Pacific train to Perth. We were even treated to the Circle's first video recording of a take-off from one of the airports! We saw views of that magnificent landscape feature Ayers Rock/Uluru and several of the major cities. I was particularly impressed by Melbourne's extensive tram network, most of which Peter managed to cover. Peter and Kay then moved on to New Zealand – again, beautiful scenery and excellent transport pictures, including several classic British cars (e.g. Triumph Stag). Peter's night shots were especially impressive. Keep travelling, Peter, and bring us more like this! VOT (and meeting report) by Ian Button.

Wednesday 24th April - The Slides of Peter Fox, by Andy Barclay

Andy brought a wide range of slides from the late Peter Fox's collection, from the early sixties to much more recently. Peter was the founder of Platform 5 Publishing, and many of his shots were taken in and around his home city of Sheffield. After his death in 2011 a HST power car was named after him. As we would only expect, Peter's early shots were subject to the limitations of those days (slow films and basic cameras), but this helped to give a great sense of atmosphere to many scenes - for example, on barely-lit platforms. As films and cameras improved over the years, later shots were well up to modern standards. Thank you Andy – hopefully we can see more another time. VOT (& report) by Ian Button.

Wednesday 8 May - The Rise & Fall of USA Passenger Trains, by Chris Davis

Tonight's digital presentation by Chris was entitled the Rise and Fall of USA Passenger Trains, and was illustrated in the early section by images from the internet. The opening image of the New York Central streamlined locomotive *Commodore Vanderbilt* gave a good example of the golden age of train travel. Many more exotic

examples of locomotive including a 6-4-4-6 (!) were shown. Apart from the railroad scene, this was also the age of the opening up of the national highway system which along with the airlines was to spell the end of major passenger transportation in the USA. We saw the very first McDonalds as well as an example of the much maligned 'Edsel' motor car. Chris, a frequent traveller in the USA, illustrated the remainder of the show with his own excellent images, by now reduced in most parts to one passenger car the rest taken up by mail carrying baggage cars. What was impressive to your reviewer was the architecture of the stations, often in Art Deco style, but in many cases now without train access. Freight would seem to be the main reason for keeping the main system viable. In the week that the Union Pacific Railroad 'Big Boy' locomotive has received much press coverage, Chris's talk gave today's enthusiast some idea of just what the 'Golden Age' was like on American railroads. Thanks Chris for a most enjoyable presentation. Vote of thanks by Ian Button.

Wednesday 22nd May - Bradford City Transport (Part 2), by Ian Dougill

Ian last gave a show to the Circle last April, the subject being Bradford Transport in the 1960's. He returned tonight to give part 2 of this show. This was a digital presentation using many early Kodachrome slides which had been transferred to digital images; also a number of black and white pictures from earlier times. Interestingly one of his main sources of colour images came from the USA. Did Americans travel to Bradford to photograph the last days of Bradford trolley buses? Almost of as much interest were the buildings, many long since demolished, together with 1960's road vehicles, Ford Anglia's and Triumph Herald's would appear to have been the vehicles of choice in Bradford! By his own admission Ian has never been a resident of Bradford and welcomed audience participation which in most cases was forthcoming. Ian admitted that he is now running out of Bradford transport pictures to show, but a possible show for next time might cover the Huddersfield system of his extensive travels abroad. Vote of thanks by Ian Button.

Wed. 5th June - Steaming through Lancashire and the West Riding, by Steve Fort

Steve gave this show using slides, many of his own, but supplemented by purchased slides. As the title suggests, the areas covered included the furthest reaches of Lancashire, and some liberties had been taken as the first slide was of Windermere. We moved south via Carnforth, Preston Docks and Lostock Hall to Accrington with a sight long gone, of piles of mail bags on the platform. This being an all-steam presentation, we were shown many examples of pre-grouping locomotives, including ex-L&NWRly G2 0-8-0 locomotives and ex-L&Y 0-6-0 saddle tanks. Moving to Yorkshire we arrived at Skipton with a couple of ex Midland 4F 0-6-0 locomotives fitted with snowploughs. More locally, Crossley's Scrapyard and Esholt Sewage Works, and a very atmospheric 1959 shot of Barnsley shed. After visiting Leeds Holbeck shed we finally arrived in York with pre Railway Museum shots inside the former roundhouses. A fairly large attendance for this interesting presentation. Steve hinted that he also has a show devoted to Industrial steam so perhaps we can expect a return visit. Vote of thanks by Eddy Lumb.

Flying Scotsman at Swanage

Dave Peel

My talk to the Bradford Railway Circle, entitled “*Flying Scotsman* and all 78 Others” has been booked for months, but as luck would have it, 60103 itself has recently appeared on the Swanage Railway for four weeks. As a prelude to the BRC meeting on June 19th, an update on this visit (plus an illustration or two) would seem appropriate!

“Scotsman” came down from Southall light engine (with support coach) on Tuesday 19th March, and after being cleaned & polished at Swanage commenced five consecutive days running between Swanage and Norden, starting on Friday March 22nd and operating five return trips per day. The load was six coaches plus the “Devon Belle” Pullman Observation Coach (car 14) and running was non-stop, return trips only, with boarding/disembarking at Swanage only. A feeder service steam train was also provided, all stations, between Norden & Swanage, and the return fare on this was included in the £40 “Scotsman” fare. All seats were to be pre-booked and access to Norden & Swanage stations was by ticket only, with Herston Halt closed for the duration. Seats in Car 14 came at a (large!) premium, with champagne and canapes served throughout, boosting these seat prices to £85 per person. All these 30 seats per train were snapped up almost immediately. Overall, 97% of all available seats (in 25 trains over the 5 days) were sold, meaning that fares were correctly judged!

After the 5 days of service running, from Wednesday 3rd April to Wednesday 10th, 60103 was parked up, in steam, in a siding behind Corfe Castle station, coupled to Car 14. For a fee of £7.50, access was granted to the footplate (5 mins. Max, 4 people at a time, plus driver & fireman) then exit through the corridor tender into Car 14 where you could sit in comfort and listen to a talk on the history of the vehicle given (repeatedly) by a member of Swanage Railway staff. Apparently no fewer than 6000 people availed themselves of this facility!

On Friday 12th April, 60103 left (tender first) for the run back to York via Southall, passing through Wareham at 07:50.

Estimated income:

From £40 fares: $25 \times 360 \times 40 = £360,000$

Car 14: $25 \times 30 \times 85 = £63,750$

Footplate: $6000 \times £7.50 = £45,000$

TOTAL £468,000 roughly.

Expenditure/Profit? Food for thought, but I think Swanage Railway were satisfied with the outcome!



Running non-stop through Harman's Cross on the way to Swanage – Monday 25th March

Photos (this page & next) – Dave Peel



60103/car 14 heading for Norden, between Harman's Cross and Corfe Castle – Friday 22nd March 2019



60103 runs past Swanage shed on the way into the station – Monday 25th March 2019

Book Reviews

The Engineering Revolution – How The Modern World Was Changed By Technology. Edited by Angus Buchanan (review by Jim Bennett)

The book comprises twelve chapters and two postscripts, by ten contributors: Angus Buchanan (Introduction & three chapters), Mike Bone, Owen Ward (a postscript), Stephen K Jones, Giles Richardson, David Ashford, Robin Morris, Richard Harvey, Brenda Buchanan (a postscript), and Keith Falconer.

The book is the work of current members of the History of Technology Research Unit (HOTRU) at the University of Bath.

The chapters comprise an introduction – technology in context; feeding the people; power for industry & society; structures – buildings & civil engineering; three chapters on transport, namely shipping, the steam revolution on land & sea, and finally aeronautics; modern communications; technology in medicine; technology & society; technological prospects; and lastly the heritage of technology.

The text is well-written and is easy to read, comprising 229 pages on high-quality paper, with 27 B&W photographs/old prints, and 35 photographs/prints. The index guides the reader – for example, railways, steam, steam engines and locomotives have a combined total of seventy-nine pages – the next largest section refers to Britain (53 pages) and iron & steel (55 pages).

The book as a whole is a very useful textbook of information. Each chapter concludes with a section of further reading, where numerous books are listed in detail.

The book is not difficult to understand and is not an intellectual and esoteric mass of technical data. It faithfully describes how the modern world has been changed by technology.

Publisher – Pen & Sword Books, 2019; ISBN 978 1 47389 908 7; Price £25.00

www.pen-and-sword.co.uk

The Southwold Railway 1879-1929, by David Lee, Rob Shorland-Ball and Alan Taylor (review by Philip Lockwood)

This 248-page book from the publishers Pen-and-Sword is a very comprehensive account of this charming East Anglian minor narrow gauge line. I confess although a narrow gauge enthusiast my knowledge of the line is minimal. Short sections in Patrick Whitehouse's book 'Narrow Gauge' and reference to the late Rev Teddy Boston's attempt to model it in the book by Don Boreham has been about my limit of knowledge.

This new work, providing a most in-depth delve into the line, should satisfy both the historian also the modeller both looking for inspiration and detailed plans and drawings.

Three people have been involved in this work. David Lee, a Southwold resident, has contributed mainly to the historical information of the line with painstaking research. The late Alan Turner had made available his vast photographic collection of the line.

And Bob Shorland-Ball brought all these elements together to make a most readable book. Like many narrow gauge lines such as the Ffestiniog, Welsh Highland and the Lynton & Barnstaple, the Southwold railway fell on hard times, in this case resulting in abandonment. Towards the end of the book the last chapter covers the plan to rebuild at least part of the line. Can we hope that like the previously mentioned railways we might see a renaissance!

In the meantime this book will satisfy the appetite of anyone with an interest in narrow gauge or the social history that accompanies it, not to forget the modeller who will find the photographs, plans and track diagrams of great help in capturing in model form this charming narrow gauge line.

Publisher – Pen & Sword Books, 2019; ISBN 978 1 47386 758 1; Price £25.00

Engineering Stamps

Jim Bennett

Members may have seen my book review of “The Engineering Revolution - How the Modern World was Changed by Technology”. On 2nd May there was a stamp issue for British Engineering comprising 10 stamps. Only one stamp featured the railways - it showed the cutting edge of one of the tunnel boring machines used for Crossrail - the wording says "Crossrail created 26 miles (42 km) of new railway tunnels under London". The other stamps feature the Falkirk Wheel, a superconducting magnet which allows high quality imaging in MRI, a three way catalytic converter that reduces pollutants in car exhaust, synthetic bone-graft material that encourages bone growth, a Raspberry Pi microcomputer that helps to teach programming, and lastly four stamps of the Harrier jet, of which 841 were built. The Harrier stamps are elusive to find, the local post office where I have an arrangement to buy 1st and 2nd class stamps of each issue never received them. Only four of the ten stamps were first class. Six of the stamps were face value £1.55 and £1.60. For more information go to www.royalmailgroup.com.

Settle-Carlisle Calendars

Jim Bennett

2020 Settle - Carlisle Railway Calendar by Pete Shaw

This is probably the last Settle - Carlisle Railway Calendar to be issued by Pete. This is after producing it for 25 years, 1996 to 2020. The new calendar comprises 12 cracking colour photographs mostly taken in 2017 and 2018. This is his usual format featuring a mixture of steam (five including cover) and diesels (locomotives, HST and Sprinter) on passenger and freight workings. This is an excellently produced calendar with a varied content of locomotives and locations. Purchase details and costs are as detailed below.

2020 Settle - Carlisle Tractors Calendar by Pete Shaw

This special calendar is a limited edition of just 250 copies . All the photographs feature vintage English Electric class 37 locomotives at work along the Settle - Carlisle railway. All calendars are numbered and can be signed by Pete. The photographs show class 37s single-headed, as double-headers, a triple-header, and in top and tail formation. Freight and passenger trains feature including also a Network Rail Test train, an inspection saloon, a weedkilling train, a radio survey test train and a snow-plough action shot in snow at Shale Cutting, Dentdale . The photographs span from 1986 to 2018. This is a classic calendar with a varied combination of locomotives in 12 different liveries, trains and locations.

Both calendars are available from Pete Shaw Photography, 33 Temple Rhydding Drive, Baildon, Shipley, West Yorkshire, BD17 5PX, at a cost of £11 each including post and packing.. Alternatively you can purchase them from me at Bradford Railway Circle meetings at a reduced cost of £ 9.40 each, cash price.

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.1929-2010) 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.

Ben's Bits

Ben Burrows

In Australia, in the outback, the Pilbarrow Iron Ore Mine produces 700 million tons of ore annually. It is transported by rail to the coast in trains up to 4½ miles long, carrying 30,000 tons of ore. The locomotives used are 4400hp General electric Evolution locos. [*How many locos per train? - Ed.*]

William Stanier, when an assistant to Collett the Chief Mechanical Engineer of the GWR at Swindon, was a director of the Swindon Gas Company.

Gasworks Locomotives

1. Hillsea Gasworks, Portsmouth

Peckett 0-4-0ST Works no. 2100 of 1949 *William Murdoch*. On loan to Helston Railway in Cornwall, from GWR Preservation Group who are custodians for Portsmouth City Council who are the owners. Replaced at gasworks by diesel in 1960, but remained on site until 1983.

2. Aberdeen Gasworks

An Andrew Barclay 0-4-0ST *Bon Accord* is now at Beamish, on their colliery railway.

Secretary's Page

Peter Holden

Sadly, I must report the passing away of another long-term member of the Circle John Waller. John had been as member since 1993 and was a regular attender of our meetings until recently. John's funeral was held in Rawdon on the 24th May. David Tillotson attended as a representative of the Circle. Our condolences to John's family.

Nameplates Disposal.

A quick update. As yet we have had no interest shown by any of our members for any of the items we wish to dispose of. I have however received two favourable enquiries from non-members.

Not much else to report at the moment. Thank you to all who have forwarded names of possible guest speakers for next year. Please keep the suggestions coming.

Forthcoming meetings.

Member Keith Preston will be giving a presentation on "The Railways of Ireland" on Wednesday 31st July. Ireland is a marvellous country, however they do appear to struggle to run their railways, with various lines and services being constantly under threat.

Life Member David Tillotson is to present "Steam, Steam and More Steam on Wednesday 14th August. As you are all aware David's passion for all things railways

never subsides and without doubt Steam is his favourite aspect of the railway scene. We should indeed be able to enjoy a first rate “steamy session”.

Gary Hayhurst will be making a most welcome visit on Wednesday 28th August when he will be presenting “Steam Train Travel through the Countryside to the Coast” This should be an interesting show. I for one have made many such trips over the last 30 years on the Scarborough Spa Express.

Wednesday 11th September sees a talk by Robin Kitson. Robin will be presenting “Bradford Favourite Transport. (Bradford’s Trolleybuses). We have had talks on this subject in the past. I must say I enjoy them not only for the trolleybuses, but to see pictures of Bradford in better times when the streets were cleaned! And of course, the other road vehicles around at the time are almost as interesting.

We welcome Paul Bigland back on Wednesday 25th September when he will be presenting a talk entitled “From Contraction to Expansion” Paul as you may know is a very capable journalist and top-quality photographer. I am sure we will all enjoy his presentation.

Philip Lockwood has decided to give a presentation this year which is “Not Switzerland This Time”. So on Wednesday 9th October, I have no idea what the talk may include, only what it does not include!

Circle Diary 2019

P Jun 19 th .	Flying Scotsman and all 78 Others!	Dave Peel
Jul 3 rd	WCML Part 1 Euston to Crewe.	Steve Armitage
Jul 17 th	Around the UK in Classic Railway Posters.	Jane Ellis
Jul 31 st	Railways of Ireland	Keith Preston
C Aug 14 th	Steam, Steam and more Steam.	David Tillotson
Aug. 28 th	Steam Train Travel Through the Countryside to the Coast.	Gary Hayhurst.
Sep.11 th	Bradford Trolley Buses.	Robin Kitson
P Sep. 25 th .	From Contraction to Expansion.	Paul Bigland
Oct 9 th .	Not Switzerland Tonight	Philip Lockwood
Oct 23 rd .	50 years back	John Holroyd
C Nov 6 th .	TBA (Latest Book!)	Jan Rapacz & Alan Whittaker
Nov 20 th .	TBA.	Anthony Hicks
Dec 4 th .	Circle Annual General meeting	
P Dec 18 th .	Halifax to Hong Kong by Train.	Geoff Budd

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