

# THE CIRCULAR

Bradford Railway Circle

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## Editorial

This issue we have managed to reach the staggering total of 24 pages, so very many thanks to all who have contributed.

We have Part 1 of Andy Robert's trip to Sardinia in May, and a swathe of book reviews, including a very comprehensive piece by Roger Hepworth. Hopefully we can get Roger to write more articles for us. Also, we are indebted to Ben Burrows, as he regularly sends me snippets – sometimes there just isn't the space to include them, but this time I've trawled through some old notes and we have a very interesting collection of "bits".

Peter Mann provides an article reminding us that it is 30 years since Michael Portillo reprieved the S&C line (Editor's apologies for not including this in the last issue). Also, Reminiscences from Bob Watson, and photos from Michael Leahy – it all adds up to a bumper edition. Keep it going, all of you!!

No more Thomas Cooks tours – the company has gone into administration. What a sad end for a "national treasure" that was founded in the early days of railways and was so closely associated with railways for all its life (and for all our lives).

## Sardinia - May 2019

Andy Roberts

Day 1 - Friday 10th May

This group holiday began for me at my local Underground station Oakwood (Piccadilly Line), changing at Finsbury Park (Victoria Line) for Tottenham Hale. Here I caught the 09:37 to Stansted Airport, arriving 10:14. An easy check-in and security was made in time for EasyJet flight AirBus 319/320 12:45 to Cagliari 16:25 (actual arrival 16:10\*). After arrival proceedings, a coach transfer to the hotel, our stay for the first night only. A group buffet was arranged for this evening. Afterwards, a few local beers ("ichnusa") were had in the bar.

\* - Local time is one hour ahead of the UK.

Day 2 - Saturday 11th May

Our first full day on the island. By the way, Cagliari is at the southern end of Sardinia. Transfer to the main station in town (standard gauge). Here is displayed steam loco 744.003, a 2-8-0 built by Breda in 1928. Our train heading north was 26864, the 09:25 Cagliari-Macomer (arrival 11:44), a 3-car dmu, CAF unit MD059. A break here allowed time to visit the narrow-gauge (950mm) station. The line to Nuoro is open, and we will travel on it later; sadly, the line to Bosa is presently closed. In the yards were a number of old and new dmus, also steam loco FCS No.5, a 2-6-0T built by Breda about 1930, looking a little uncared-for.



2-8-0 744.003 at Cagliari

Andy Roberts

We now headed west to Bosa by coach, stopping at two villages en route. The first was Sindia, where a local horse gala was taking place. The main street was shut off, with gravel all over it and giant straw bales at the ends. All the riders and horses were dressed up; they trotted and raced up and down the street. The main horsemen carried

various flags. We were even given some red wine by one of the locals. The second village was Tinnura, a fascinating place with some of the buildings having murals painted on them, depicting local scenes. Arrival in Bosa was at lunch-time, and a pleasant hour or so was spent in a local restaurant. Back on the coach we headed north along the coast to Alghero, a very scenic ride. Here we stayed in Hotel Catalunya for two nights. A very acceptable bar and restaurant were found for the evening.



2-6-0T FCS No.5 at Cagliari

Andy Roberts

### Day 3 - Sunday 12th May

The town of Alghero is on the northwest coast. It has the terminus of the presently closed narrow-gauge line to Sassari, which we would visit next day. This morning we were due to have a boat cruise including some coastal caverns (Neptune's Grottoes), but local weather conditions ruled this out. The alternative was a visit to a local vineyard Sella Mosca. Due to local regulations there wasn't any wine-tasting today. The afternoon visit was to Nuraghi Palmavera - an excavated site of a settlement that existed 1500BC, home to the original Sardinians, predating the Romans and the Phoenicians - an interesting site. The evening was spent as the one before.

### Day 4 - Monday 13th May

Today we took the coach and travelled north a short distance to Porto Torres. This is the terminus of the standard gauge, and here we caught train 26981, the 9:52 to Sassari, arriving at 10:10 - using 3-car dmu ATR365. Outside the station is a newish tramway\* and we made a return journey on the line which runs Sassari - FS station - Garibaldi, taking about 15 minutes each way. The tram was 5-section No.5501 (maker unknown). In the station yard were two narrow-gauge steam locos - SES No.3

*Nulvi* and SES No.5 *Laerru* (both 2-6-0T, Breda 1930). No.3 also bore another plate *Wally* and No.5 also bore the name *Elsa*, and another plate showing 25-6-1988. Both locos looked in reasonable condition.

Back on the rails, we took the 12:40 Sassari-Soriso (arr. 12:55) narrow-gauge train (ARST) with two 2-car dmus ADE508-509. Lunch was arranged here at a local restaurant, and very good it was. On the road again, the drive was to Palau, a coastal town right on the northern tip of Sardinia. En route we stopped to look at the Elephant Rock - it did look like one! The second stop was at Tempio Pausania, a station halfway along the presently closed narrow-gauge line Sassari-Palau. Here in the yard were two rusting 2-6-0T's and a rake of four carriages. The shed was opened, an inside was a centre-cab diesel loco LDE502 in dark green livery, and behind it was an old wooden-bodied carriage SFS CC No.40. In the room behind was a really ancient workshop with mostly belt-driven machines. They turned on the power for us - what a relic! We also looked around the station building - the ticket office was well worth seeing, being in wood-panelled style. On the road again, and on to Paula, where the Piccadi Hotel was our accommodation for the next two nights. Interestingly, it is built into the hillside; a rather basic place, but it had an adequate supply of beer.

#### Day 5 - Tuesday 14th May

Today we explore the millionaires' playground that is the Costa Esmeralda. A private boat, the Virginian had been hired for our cruise. The weather was fair, and we left at 10:00. Lunch was provided on board buffet-style, with a bar open all the time. Two of the largest offshore islands are Madalena and Caprera. The highlight was a motorised dinghy-ride around some of the small islands. We returned to the mainland at 16:00. What an amazing day it had been! As the previous evening, adequate eating establishments were found.

#### Day 6 - Wednesday 15th May

Today we left Paula by coach, bound for Olbia on the north-east coast, an hour's drive away. Here there is a standard-gauge station. The line carries on and there is a service to Golfo Aranci. We caught 26929 10:02 Olbia-Ozieri-Chiloivani (arr.11:02), using two 1981 Fiat railcars ALN 668-3181/3222. From here, the 11:07 to Macomer (arr.11:45) a 3-car dmu ATR 365-3953. This allowed time for a break and a walk to the narrow-gauge station (services run by ARST). We caught the 12:30 to Nuoro (arr.13:48) with two Stadler dmus ADE 505/507. Just after departure a rusty dumped 2-6-0T was seen. This line has been completely refurbished, and a rather scenic journey ensued - en route we passed one of the older railcars.

After a lunch break we continued by coach to our destination Arbatax. On the way just past Dorgali the scenery changed to mountains and wooded valleys, although much was shrouded by fog. Arbatax is roughly in the middle of the east coast - on arrival we take a look at the narrow-gauge station, the terminus of the line from Mandas, closed at the moment. Our accommodation for one night was the Hotel Poseidonia, where an enjoyable 4-course meal was had, and a few beers in the bar.

*[to be continued in next issue]*

# Reminiscences

**Bob Watson**

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

Being born and living in Idle, it was a regular occurrence for us young boys in the 50's to walk or cycle through Idle Station Yard and see shunting taking place, and coaling in the coal drops.

Also, an old gentleman, who lived next door, took me to Doncaster and also on the newly introduced diesels to Harrogate from Bradford Exchange.

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

Apart from those regular views of Idle Station Yard, my first big impression was catching a train from Idle Station on Saturday 9th January 1954. This was a special to Horton Park taking supporters of Bradford (Park Avenue) to see the Third Round FA Cup Tie against Manchester City (Avenue lost 2-5).

I was most disgruntled as, at the age of 8, I was considered too young to attend with a big crowd expected (22,194 attended), and instead had to walk down into Bradford with my mother. That just wasn't fair!

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

The Isle of Man tops the list with its varied forms of vintage transport. We must have been there at least a dozen times.

This is followed by the West Highland line and Kyle of Lochalsh line, together with Welsh narrow gauge.

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

Not massively. We often used to call in at Bradford Forster Square Station on the way home from Belle Vue Boys Grammar School to see what was there, but I rarely went spotting elsewhere.

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

Best : Footplate experiences on both the Great Central and Keighley & Worth Valley Railways. A real grimy joy!

Worst : Nothing too bad comes to mind.

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

I am no locomotive expert, but Black Fives are right up there.

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

The wonderful run to Ramsey on the Manx Electric Railway with its magnificent views along the way.

Also, of course, the aforementioned West Highland and Skye lines.

Regular would have to be our very own Settle and Carlisle line.

**Any regrets?**

Probably too many to list, but how I would have loved to have travelled from Scarborough to Whitby, and then further north through Sandsend and Staithes. Also over Stainmore and on the "Little" North Western.

**What is your favourite preserved line?**

The North Yorkshire Moors Railway including the run through to Whitby. It never ceases to amaze.

**Do you have any related interests?**

Railway books. I currently have just over 1,000. My wife probably doesn't welcome the arrival of any more!

I also have over 200 shipping books.

Idle has always been close to my heart, and I always hope to find further photos of the line.

My other big interest is collecting old football programmes for Bradford (Park Avenue). A costly and frustrating hobby!

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

The North Bay Railway at Scarborough in the Summer of 1956.

Thirty years ago, jubilation resounded through the dales of Yorkshire and Cumbria, following the announcement in the House of Commons that the Settle-Carlisle railway was to be reprieved.

The Settle-Carlisle line had been faced with British Rail's determination to shut the line, sparking an overwhelming rearguard action by rail users, enthusiasts and environmentalists, who locked horns with rail bosses.

But history was made when on April 11th 1989 Margaret Thatcher's then Transport Secretary Michael Portillo (who went on to host the BBC series Great Railway Journeys) signed the order, vindicating the six-year campaign by ramblers, railway-lovers and supporters to save the line. Portillo has since stated that he considers saving the Settle-Carlisle railway to be his greatest achievement.

Claims that the Ribbleshead (Batty Moss) viaduct would cost £6 million to repair were questioned, and it was later repaired for £2.5 million.

Thousands signed the petition objecting to closure, including Ruswarp the dog, who was a fare-paying passenger at the time. Ruswarp was Graham Nuttall's Border Collie, co-founder of the Friends of the Settle-Carlisle Line. The Friends initially operated as a campaign group to save the line, but since the reprieve have operated as a support and promotional group. They, along with the Friends of Dalesrail, organise regular walks, both circular and lateral, from stations along the line.

There have been many theories as to what influenced the Thatcher government's decision to refuse British Rail's closure plan. One suggestion was that the line was needed to transport coal from abroad to the Yorkshire power stations following the closure of British pits. Another was that the line went through three Conservative constituencies, one of whose MPs was the late William Whitelaw. Margaret Thatcher, not known for her support for railways, was however very keen on preserving the British heritage - the S&C, being a living memorial to Victorian engineering, may have had some influence on her decision.

Whatever the factors that influenced the decision, we can look back at what proved to be the correct decision.

Today, the line is enjoyed by a host of people, including those travelling to Carlisle and Scotland, walkers travelling to the start or from the end of their walk, railway enthusiasts experiencing the thrill of a steam engine toiling up the "Long Drag" from Settle to Blea Moor, and people travelling to enjoy the scenery (often part of a coach tour, where they are dropped off at Settle station and picked up at Appleby). This is in addition to the wide variety of freight trains - e.g. gypsum, cement, logs, stone and coal.

Please support the line in any way you can, don't just take photos. With continued support, the line will have an assured future and the possibility of closure will never arise again.





Still standing – Gainsborough Central signalbox, August 2019

M Leahy



An interesting sign

M Leahy





Another interesting sign

M Leahy

Marshall's was originally a massive industrial place, building traction engines I think amongst others.

I was visiting the O gauge Leeds to Kings X layout by the Gainsborough Model Railway Society.

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## Ben's Bits

## Ben Burrows

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

My son was pedalling "Pasadena" the other day on my pianola, when I thought "This has a railway connection", as the opening line reads "Oh, you railway station" – it was a "song roll" with the words printed up the side. I wonder how many others there are.

Here are a few suggestions, can anyone add others? Chattanooga Choo-Choo, Rock Island Line (Lonnie Donegan), The Runaway Train Came Over the Hill and She Blew (a regular on “Children’s Favourites”, Night Mail, Oh Mr Porter, Pacific 231, Flanders & Swan’s song about stations closed under the Beeching cuts. There is also the spoken one about the progress of a train on the track – “Diddly da, Diddly da, Diddly Diddly Diddly Da” when other tracks cross its tracks, & “Whoosh!” as it passes under a bridge. Even Gilbert & Sullivan referred to “being condemned to ride on Parliamentary Trains”.

Frank Kripschenberg, a Zeppelin engineer, designed a train on Zeppelin principles. It was space-framed and was driven by a propeller at the rear – it looked like a small Zeppelin on wheels. It had an aluminium body which had been aerodynamically designed using a wind-tunnel. The engine was a petrol-fuelled V12, driving a four-bladed propeller. The single unit weighed 20 tons and ran on four wheels. It carried 40 passengers. One was built, called the Schienenzeppelin, and reached 143mph (presumably on standard track!). Passengers didn’t like it, so its last run was in 1934. I assume it would then be tragically scrapped. [From TV]

It was about this time that the George Bennie Railplane was being developed - propeller-driven, but underslung from raised tracks like the Wuppertalbahn. This also developed no further than the experimental length above conventional track at Milngavie in Scotland.

#### The Copper Valley Railway, Alaska

The CVR was 196 miles long and cost \$25 million to build. It traversed the Childs and Miles Glaciers and crossed the Miles Glacier River by the Miles Glacier Bridge – a Pennsylvania Truss multi-span built in 1909 at a cost of \$1 million in 13 months. The piers were protected by Wilke Ice Breakers and the first loaded train crossed in 1911. The traffic lasted 27 years and consisted of \$200 million worth of copper ore, up to the closure of the Kennicott mine in 1938. In 1964 Alaska suffered the second-largest recorded earthquake (9.2 on the Richter scale), which affected a span and its pier. Estimates for the repair were \$70 million, and for demolition \$100 million. So it was repaired and left unused except to be viewed by tourists. My comment is that it may have been cheaper to repair it, but ultimately it will have to be demolished – hadn’t they thought of this? In any case it required maintenance and constitutes an environmental threat. [From TV]

#### Burton-on-Trent and Railways

An one time, Burton had 32 level crossings of streets in the town. Two of these had Corporation tramway crossings incorporated at a later date, leaving the Corporation responsible for their maintenance and replacement – as late as 55 years after the trams had finished. I recall this work being done on a Sunday, but it was complicated by finding that the crossing was laid on 3 ft of concrete, which BR decided had to come out. Mad rush to “borrow” a compressor and drills from the Electricity Board. An onlooker stated that he had seen this concrete laid and compacted by men tramping up

and down in clogs. The replacement crossing wouldn't stay still in the road so the next crossing replacement was left on its concrete bed – I think that the High Street crossing was subsequently relaid on concrete.

Another level-crossing (of the Derby-Birmingham main line) was hardly ever opened due to the frequency of trains and their signaling. Road traffic had to use either a 10-ft headroom “subway” or find an alternative route over the station bridge. The short sections of highway leading up to the bridge were not surfaced, in order to discourage use.

In addition to the 32 level crossings there were over 87 miles of track and sidings. The Bass beer company ran employees' trips to the seaside. In 1909 9000 employees and families were taken to Great Yarmouth in 15 trains.

After the end of the First World War in 1918, better living conditions were expected by all – however this was not so forthcoming, particularly in the coal and gas industries. Due to labour problems, coal became inferior in quality and its supply had many problems. Due to heavy shipping losses, one company transferred its deliveries from the NorthEast via the North Sea, to rail – one collier cargo requiring five trainloads. This increased the supply problems to many other areas normally supplied by rail, and the railways told complainants that, owing to the large number of locomotives and wagons sent over to Europe during the war, they had insufficient of these to deal with coal supplies and could not anticipate their replacement in the near future.

The Paris Metro (Metropolitain) was constructed around 1900, the height of the Art Nouveau period. Architect Quilmar designed 141 station entrances, of which only three survive. One is Porte Dauphine. 79 designs have been lost.

Bombay Victoria Terminal (Mumbai VT) has 1720 trains in 24 hours, carrying 6 million passengers. Peak-hour trains have “super-dense crush load” 5000 spaces. About ten people a day are killed walking on the track.

50 or 60 years ago an excursion train left Leeds for Hull with 40 coaches and 1250 people on board.

The cow-catcher or “pilot” on an American locomotive was invented by Charles Babbage. *[Is that the same Charles Babbage as “invented” computing, with his Differential Engine? – Ed.]*

When St Pancras Station was built, 10,000 people were evicted from houses on the site. The station received the largest single-span roof in the world at that time. The station and hotel cost £1 million. The hotel closed in 1935 but is now refurbished.

From nationalization in 1948, British Railways built 999 standard locomotives, and 1500 non-standard, in its first ten years.

The longest continuous tunnel in the world is in Japan – 332 miles.

When Ian Allan was a schoolboy he collected locomotive numbers, but there were no reference books for classes, so when he started work for the Southern Railway he could get access to the company lists. He published his first ABC book using these in 1942, when he was 15 years old. The Manager was not too pleased but he went on to publish the series – as well as many other guides, e.g. for motorcycles, though I suppose the latter is a bit obscure.

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## Meeting Reports

## Philip Lockwood

### 19th June – Flying Scotman and all the 78 others, by Dave Peel

A return visit by our country member Dave Peel who had made the journey from Wareham to present a slide show all about *Flying Scotsman* and the 78 other members of the class. The first one, at that time classed as an A1 *Great Northern* was exhibited at the British Empire Exhibition at Wembley. An interesting fact - in order to save space this locomotive was fitted with a six-wheeled tender rather than the more usual eight-wheeler. Dave showed a picture taken at the exhibition showing the headboard “Flying Scotsman” specially created by the artist Eric Gill whose lettering style Gill Sans was adopted for the A3 locomotives. I am not sure the particular lettering on this example would pass muster with either John Holroyd or Jim Bennett!

Most of Dave’s pictures would appear to be from the Colour Rail range of transparencies backed up with Dave’s own taking. The pre-war and early BR shots showed examples in the experimental dark blue livery, and a number of local scenes, such as The Queen Of Scots Pullman passing through Arthington and a view of Leeds with a very busy Leeds and Liverpool canal basin as a backdrop. The majority of the A3 class were named after racehorses, often winners of the St Leger race at Doncaster, in some cases the names such as *Call Boy* and *Gay Crusader* would not, I am sure be acceptable in these politically correct times!

Apart from the very detailed talk, Dave supplied all members present with a set of foolscap notes listing full details of all the members of the class. In view of Dave’s teaching career your reviewer did wonder if a test might follow. Thankfully this did not happen! To bring the show bang up to date Dave finished by showing pictures of *Flying Scotsman* on the Swanage railway, just on Dave’s doorstep.

I am sure Dave will return in the future with another excellent presentation. The question what class of locomotives? Vote of Thanks by Ian Button.

### 3rd July - West Coast Main Line Pt1 Euston-Crewe, by Steve Armitage.

To anyone attending meetings of the Huddersfield Railway Circle, Steve and his almost magical renovation of often quite ancient pictures will be well known. This is Steve’s first presentation to the circle, the subject being the old LNWR line between London Euston to Crewe. We started with a fine image of the much lamented Euston

Arch followed by the interior of the Great Hall, again demolished to make way for the new Euston. In most cases Steve makes use of photo archives he has been entrusted with, these pictures and negatives are often in an advanced state of decay, by the time Steve has worked his magic on them you could imagine they were taken yesterday. Steve is quite prepared to spend a considerable amount of time on each picture, sometimes taking several hours to make an acceptable image. The work of the late Les Hanson has supplied a good selection of pictures taken over a great number of years, often from the same spot easily recognised by the position of telegraph poles! Further north images from Robin Patrick taken around Northampton where he worked for some time. This show was titled Part One will I am sure be a signal to sign up Steve for many more shows. Vote of thanks by Ian Button.

### 17th July - Around the UK in classic railway posters, by Jane Ellis

As far as I am aware a first for the circle, a talk illustrated with posters going back to almost the dawn of railway travel. Our speaker Jane Ellis probably better known for her role with the Railway Ramblers has collected posters and paintings depicting travel advertisements from most of the pre grouping railways right up to the present day. Many well-known artists were commissioned by the railway companies to extol the delights of destinations served by their trains. Norman Nicholson painted quite stylised paintings often with dramatic sky effects. Probably better-known are the realistic paintings by Terence Cuneo whose trade mark was the mouse and occasional cat! Carriages often had illustrations in the compartments and the works of C Hamilton Ellis and Roland Hilder were often used. The scenes usually showed holiday resorts although the delights of Billingham and Immingham would probably not be to the average holidaymakers taste. A few posters were aimed at the canine passenger with drinking bowls illustrated, so our canine member Muffin was catered for. The whole show moved quickly with a witty commentary from Jane. Perhaps we can look forward to another show in the future. "Abandoned lines", say? Vote of thanks by Ian Button.

### 31st July - Railways of Ireland by Keith Preston

Tonight's show, billed as the Railways of Ireland was mainly concerned with the Irish republic. Keith hinted that he probably has enough material for a show about Northern Ireland for a later date. The show covered three visits in 1978, 1985 and 1988. Some small private visits were with Martin Bairstow, whilst another was under the auspices of the Branch Line Society. The talk was mainly based on the standard gauge, being Ireland this means 5' 3" gauge. Keith seemed to have the knack of being offered a number of footplate, or should we say cab rides as these were mostly taken on diesel locomotives. These included the venerable Metro Vickers Bo Bo locomotives which were some of the first diesels to replace steam. Noticeably on his earliest visit was the abundance of semaphore signals still in use. These were to be replaced by colour light signals on his later visits. Steam did show up on a couple of occasions, with a 0-6-0 tender locomotive and the impressive GNR of Ireland 4-4-0 in a attractive blue livery. Mention should also be made of the last steam locomotives

running in general service these being the Derby designed 2-6-4 tank engines of the Northern Counties Committee used to carry hard core for motorway construction. Finally to the extensive peat workings supplying turf burning power stations. Being on a Branch Line Visit even the most decrepit outposts were covered. A most interesting show by Keith - let's hope we will return with the hinted talk on Northern Ireland. Vote of thanks by Ian Button.

#### 14th August – Steam, Steam and More Steam! by David Tillotson

I would probably be easier to list the countries David didn't visit chasing steam. David's photography started in 1958 and between then and 1961 he took over 2000 images. Many of these were taken on 'Shed Bashes' travelling the country often in a chartered Samuel Ledgard bus. Most of these earlier pictures are scanned from slides and converted to digital images. David is well known for organising visits to often difficult places to get into, originally on behalf of the Bradford Railway Circle and more recently for a larger group of railway photographers. Tonight's show included many pictures taken on some of these visits. Your reviewer has taken part on a good few including Barrow Hill, Scunthorpe Steelworks, Cleethorpes Light railway and North Ings Farm to mention a few. Many unusual pictures were captured, but to mention a couple which stood out the snail observing a train and the man trying to load a 'Penny Farthing' bicycle on to Pacer train! Overseas visits included Cuba, South Africa, and China to mention a few examples. At the rate David takes pictures and organises visits we should have another show in the offing for the coming year. VOT By Eddy Lumb

#### 28th August – Steam Train Travel from Countryside to Coast, by Gary Hayhurst

Tonight's show by Gary featured travel on the West Somerset Railway from the country end of the line at Bishops Lydeard to the sea at Minehead. This was mainly a video presentation using material taken by Gary, but also supplemented with video from Jim Bennett. Much of the footage taken on a four day break taken with Jim covered a special gala event featuring almost completely ex Great Western motive power. The theme that weekend was "The Cambrian Coast Express", and some of the stations were re-named to feature stations along the old Cambrian line. In order to be in keeping, a number of GWR "Manor" class locomotives were used, but also a Castle class locomotive re-named for this event. Remembering that the Somerset and Dorset also linked up with this railway Gary photographed one of the S&D's 2-8-0 locomotives in the attractive Prussian blue livery. Gary explained he had to reduce the length of his show from over three and a half hours to a acceptable length for a show to the Circle. Thanks Gary for putting together this presentation. VOT by Eddy Lumb.

#### 11th September - Bradford's Favourite Transport (Bradford Trolleybuses) by Robin Kitson

This presentation by member Robin - as far as I can remember, the first he has given to the Circle - was a video presentation of the history of trams and trolley buses in

Bradford. We started and finished with music provided by a cinema organ giving this show an authentic period feel. Horse trams gave way to steam trams which in their turn gave way to electricity. These were further replaced by the more modern trolleybus. An interesting development was the battery/electric delivery lorries. The video covered in detail the development right up to the final day in 1972. As always much of interest in the background features showing just how many areas have changed out of all recognition, and equally the interesting selection of period cars. I understand much of the later footage had been taken by Robin although he gave tribute to that doyen of Bradford transport enthusiasts Stanley King for some of the early material, and to whom the show was dedicated. A complete change from our usual programme but surely enjoyed by those present. Hopefully this won't be the last, I will certainly look forward to future shows by Robin. VOT by Eddy Lumb.

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## **Crewe Diesel Depot Open Day    Jim Bennett**

Virgin train staff based at Crewe organised the event on 8<sup>th</sup> June with LSL (Locomotive Services Ltd ) and The Railway Magazine with money raised donated to NET Patient Foundation and the Rethink Charity.

Continuous rain and gusty winds didn't put off the 5000 pre-booked customers for this major event at the old Crewe South Depot . There were about 30 locomotives on display and numerous trade stands which were doing a roaring trade . Locomotives seen are as listed below :

### Steam Locomotives:

5029 *Nunney Castle* - under repair

34046 *Braunton* - without nameplates and in unlined green - outside

45231 *Sherwood Forester* - lined black - outside

46100 *Royal Scot* - in workshops on jacks, full set of loco wheels and tender wheels outside

60532 *Blue Peter* - in workshops , new middle cylinder on show

70000 *Britannia* - in steam outside

92212 - boiler in workshop

### Diesels:

08737 in EWS livery (needs a repaint); 08762 in blue with grey cab with RMS Locotec emblem on side; 20189 in blue; 20205 in blue; 37190; 37606; 37608

*Andromeda* in Rail Operations Group livery; Scotrail 47XXX; 47593 *Galway*

*Princess* in large logo blue; 47614; 47830/D1645 named *Beeching Legacy*; 47841;

50049 in new GBRf livery ; 50050/D400; 55016 in workshop in two tone green

primer and green on side as DP2; 55019 outside; 55022; 56049 *Robin of Templecombe*

1938 - 2013 (these nameplates were on a class 47 when last seen at Ribbleshead);



57301; 57307 *Lady Penelope*; 66503 *The Railway Magazine*; 67006 *Royal Sovereign*; 68027 *Splendid* (which they kept revving up); 70008 in Colas livery parked next to 70808 in Freightliner livery.

#### HSTs , Railcars and Electrics:

43048 ; 43423 ; 86622 ; 88005 ; 90045 ; 91119 in Intercity livery ; 319433 in London N W Railway livery ; 142001 ; W55034 “Bubble car”

#### Outside the fences:

92038 in Sleeper livery ; 47811 and 47816 in old Freightliner dark green with low level yellow stripe ; steam 35027 most of and 35027 frames of

#### Visible at the DRS depot:

66428 ; 66429 ; 88002 ; 88004 ; and 37419 in Intercity livery.

All the locomotives on display were immaculate, except one 08 shunter. The event was well organised, and the stewards were helpful - overall an excellent day out.

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## Book Reviews

### **Locomotive Portfolio Series: The Modified Bulleid Pacifics, by Tim Hillier-Graves (review by Roger Hepworth)**

The format of this work is album-like, the title and cover simple but all of this introduces the reader to a detailed and exhaustive study of Bulleid’s iconic Pacific locomotives, their background and that of their designer and rebuilder. To us 1950s spotters, the ‘Merchant Navies’, ‘West Countries’ and ‘Battle of Britains’ came to symbolize the Southern Region of British Railways. Your reviewer recalls as a young boy making the eagerly anticipated journey with his parents from Yorkshire to Bournemouth for the annual family holiday in July 1951. A taxi was taken from London’s King’s Cross station across to Waterloo, where, waiting in one of the platforms was a train of brand new gleaming crimson and cream coaches. The train was ‘The Royal Wessex’, inaugurated only a couple of months previously in honour of that year’s Festival of Britain and it was one of the very first services to be formed of the new British Railways Mark 1 stock. The journey to King’s Cross had been behind a familiar A4, so that the first sight of one of the strange-looking Southern Pacifics at the head of our Bournemouth train came as a real thrill. Our compartment was stiflingly hot at first, the carriages having been stood in Clapham Yard in the blazing August sunshine for about three hours since arriving in the capital on the morning service from Bournemouth. On the stroke of 4-35pm, the guard’s whistle blew, the green flag was shown and we were off – 13 coaches packed with passengers and luggage for Bournemouth West with portions for Swanage and Weymouth. The

three-cylinder sandpaper-rubbing exhaust of the strange engine at the front sounded not unlike one of 'my' East Coast Pacifics as we set off – slowly at first - past the Festival of Britain celebrations on the South Bank of the River Thames, with views of the Shot Tower and the Skylon. To begin with we were overtaken by more nippy local electric units, but as we gathered speed into the outer London suburbs, we soon overtook such lesser trains. Green station nameboards flashed past the carriage windows - Surbiton, Fleet, Winchfield. In the Hampshire fields, large boards advertising the local brewery each featured a painting of a train headed by a locomotive such as ours, the board bearing the slogan 'You Are In The Strong Country'. Such was your reviewer's introduction to the locomotives described in the present book.

In his acknowledgements, the author introduces himself as a historian, who has met many people who worked on the railways, including some well-known names. While never having met the locomotives' designer Oliver Bulleid, he has come to understand him through his son Henry and has met or corresponded with Ron Jarvis, the designer responsible for their later rebuilding, as well as other influential locomotive men such as Roland Bond, Ernest Cox and John Click.

Like your reviewer, the author was a school boy in the late 1950s and early '60s. The book's introduction is largely autobiographical, including as it does a vivid description of some of the author's early memories of family, post-war life in general and railways, including Bulleid's locomotives in particular. Any thoughts that this might be a simple album of photographs were quickly dispelled, as were ideas that the work might be dominated by possibly tedious facts, figures and train running logs, the latter in particular being mercifully absent! Your reviewer quickly found the author's narrative style most readable and found the book 'difficult to put down'.

The main book opens with a detailed study and comparison of the characters and backgrounds of the Pacifics' designer Bulleid and their rebuilders Jarvis, who, by rebuilding the locomotives, quite possibly saved them from a premature demise. Bulleid was born in New Zealand in the 1880s, but the family soon moved back to Britain on the early death of his father. As is well-known, following an extensive period of education and training, he became an apprentice with the Great Northern Railway at Doncaster, where he soon married CME Henry Ivatt's daughter. Among the wealth of fascinating information revealed, we learn that Bulleid shared lodgings with a fellow apprentice named Talbot, who was the acting fireman killed in the infamous Grantham accident of 1906. This incident affected Bulleid deeply, we are told, and it made him very aware of the issues and dangers facing footplatemen out on the road. Bulleid is described as an academic, who was always asking 'why?' and never accepted the answer that 'that was the way we do it'. His Victorian self-belief made it difficult for him later to fit in with a nationalized industry with all its restrictions. He was an innovator, held in check during his time at Doncaster by the benign influence of Gresley, who is described as 'a perfect chief and guide for Bulleid', sometimes having to 'rein him in'. The pre-war situation at Doncaster is described in fascinating detail, as is that on the Southern Railway under Richard Maunsell. We learn of the circumstances of Bulleid's appointment to the Southern

Railway and of the ‘politics’ there regarding electrification, civil engineering and management. The author finds it ‘strange that such a clever man should remain so fixated with steam power’ in the face of the Southern’s electrification programme, but steam was, after all, a technology that he and many of his contemporaries knew and loved. Bulleid’s early ideas for new Southern locomotives are discussed, including a startling design for a Q1-like ‘austerity’ Pacific. Included is a photograph of the wooden model for this, which was designed in case of difficulty in pushing forward the order for the ‘Merchant Navies’ under wartime conditions. There then follow details of Bulleid’s subsequent activities, including his development of the ‘Leader’ locomotives and his later career on the Irish Railways with his turf-burning experiments. Alongside this, we have the very detailed history of his Southern Pacifics – their design, their strengths and their problems up to the crunch point in the mid-1950s when it became clear that some major modifications were necessary, in particular regarding the locomotives’ heavy coal, water and oil consumption, the troublesome steam reverser, the chain-driven valve gear and the infamously leaky oil bath.

Enter Ron Jarvis, a former LMS man, who had been on the Southern scene for some years as Chief Technical Assistant of the CM&EE. He was convinced of the soundness of Bulleid’s basic design and had already been making relatively minor changes to his locomotives. We are treated to a very full biography of Jarvis, who is described as having been an academically gifted pupil at school, fascinated by railways from an early age. On leaving school, he joined the LMS Railway, opting for the ‘hard graft’ of an apprenticeship, which is described as being ‘not for the faint-hearted’. He coupled this practical experience with further studies which culminated in a London University Engineering degree, demonstrating his ‘inner strength and great determination’. He was first employed as a young draughtsman at Derby, where the newly-appointed William Stanier was pushing forward design work on the ‘Princess Royal’ Pacifics and the ‘Jubilees’. Under first Herbert Chambers and then the ‘supremely skilled’ locomotive designer Ron Coleman, Jarvis had experience of diesel developments before war came, resulting in a very varied series of career moves, all of great value to him in increasing his breadth of experience. The mechanical details of the rebuilding of Bulleid’s locomotives are exhaustively covered in the book, as are the financial pressures. It was rather late in the day for steam for BR’s precious resources to be spent on improving these locomotives, but what was the alternative? Scrapping was considered, with new replacements in the form of Riddles ‘Britannias’ and ‘Clans’, but this was rejected on the grounds of costing considerably more. A rebuild into a two-cylinder locomotive was considered, before the final, less drastic plan was settled upon, which mainly involved removal of the ‘air-smoothed’ casing, the provision of three sets of Walschaerts valve gear (with no oil bath!), a new middle cylinder, new cylindrical smokebox and manual reverser.

Notable incidents covered include that at Crewkerne in 1953, when *Bibby Line* broke a crank axle at high speed and the much more serious accident at St Johns in 1957 involving *Spitfire*. The closing years of the locomotives are described and given extra interest by the inclusion of first-hand accounts by footplatemen of the very last days of

the locomotives in 1967. The final epitaph is ascribed to former BR CME Roland Bond, who had overseen the rebuilding programme. 'The rebuilding was a thoroughly sound job'. The author adds that Bulleid and Jarvis together 'created a masterpiece'. The several lengthy appendices give us detail drawings of the development of the Pacific design – including a proposed 2-8-2 version. There is a large collection of drawings and photographs of various components, including close-ups of the valve gear, cylinders, crankshaft and much more. A series of photographs shows various stages in the assembly of the locomotives. There are sections on water treatment, the short-lived oil conversions, the persistent problem of smoke deflection and – rather late in the day – the experiments with a Giesl ejector. The 1955 report on the proposed rebuilding is reprinted in full, accompanied by many more photographs. We are told that, even in retirement, Bulleid continued to take an interest in his locomotives and we have his comments on their rebuilding. Bulleid is said to have remained 'an intelligent, strong-minded, active person in his old age'. Details of arrangements for Southern steam's last day (9<sup>th</sup> July 1967) are followed by a description of the disposal of the remaining locomotives to scrapyards, mainly in South Wales. A 'Merchant Navy' could at that time be had for less than two thousand pounds! The preserved locomotives are detailed and the book ends with a nice touch – a detailed 'biography' of one locomotive, the well-liked *Orient Line* (1942-1968). This final section, lavishly illustrated with photographs and record card reprints, recalls her construction, naming ceremony, wartime service in black livery and collision outside Waterloo in 1947. Rebuilt in 1957, she served until the end, being finally broken up in Newport, South Wales in October 1968.

The book is well-finished, clearly printed and lavishly illustrated with a large variety of well-printed, high quality monochrome and colour photographs of the 'Bulleids', which are anything but the conventional 'front three-quarter' views. Other relevant locomotives are featured, along with many drawings and diagrams – also the many personalities involved. Your reviewer noticed no 'typos' in the text and the presumably accidental 'flipping' of the picture on page 164 just serves to emphasise the high quality of the rest of the illustrations! There is also a list of references and a useful index. Perhaps a list of locomotive numbers and names could have been included, although admittedly these details are readily available elsewhere. The price of forty pounds is probably about right these days. All in all, this 247-page, hard-backed volume is a gripping read, a fount of information and a welcome addition to the bookshelf of anyone who likes an in-depth study of a subject by an enthusiastic, thoughtful and well-informed author.

Publisher Pen and Sword Books 2019. [www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk) Price £40, ISBN: 9781526721662

**Twenty First Century Narrow Gauge. A Pictorial Journey. by James Waite  
(Review by Philip Lockwood)**

This latest book from the publishers Pen-and-Sword is a lavishly illustrated book. Mainly an album of pictures but accompanied by quite lengthy and informative captions. For the most part two pictures per page with the exception of vertical pictures which are usually filling a full page. The book comprises of 288 pages and includes a comprehensive list of principle narrow gauge locomotive builders of the world. The dust jacket features a Baldwin locomotive hauling a train in the wilds of Patagonia with the snow-capped Andes as a spectacular backdrop.

Surprisingly rather than group the British Isles together England, Scotland and Wales are treated separately. This has resulted with no narrow gauge in Scotland, whilst twenty two pages are devoted to Welsh lines, and only two pages for England.

Appreciating that the author could only photograph railways he visited, many interesting lines in England could have been included.

The pictures in the book show a practiced eye for composition and by no way are just three quarter views of the train, this is very much a book featuring the train in the landscape where foreground interest has been included and enhanced what was already an excellent picture.

In summary an excellent book for anyone with an interest in twenty first century narrow gauge around the world.

Publisher Pen and Sword Books 2019. [www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk) Price £35. ISBN 9781473887671

### **Locomotive Portfolio Series – The Southern Maunsell 4-4-0 Classes (L, E1, D1, L1 & V), by David Maidment (Review by Jim Bennett)**

When I first read the title of this book I couldn't picture any of the locomotives from the class initials. When I realised the "V" class was another name for the "Schools" class I became interested. The next trick was to dig out my original tatty Combined Volume for Winter 1955/56 to check if I had seen any of these classes of locomotives. Sure enough I had seen 9 class L, 1 class D1, nil class E1, 4 class L1 but 20 class V (Schools class).

The book is an easy read. It is full of photographs (300 in all, mostly black and white but 40 in colour), 63 tables of detailed logs, side view drawings of the classes and the basic data and statistics, wheel diameter etc, gradient profiles of the main lines - although a map of the system would have been useful. The book comprises seven chapters, that is after the Preface, Acknowledgments and Introduction. Two brief chapters cover Maunsell's career in Ireland and then at Ashford works and Eastleigh works; the other five chapters are for each of the locomotive classes.

What is surprising is that after the introduction of Maunsell N15 King Arthur class from 1925/26 and the Maunsell designed Lord Nelson LN locomotives from 1926/29 and later the Bulleid design Merchant Navy, West Country and Battle of Britain classes, the Maunsell 4-4-0 classes survived to 1962. Accrued mileages give a clue as 6 of the L class exceeded one million miles (maximum of 1,568,447 miles), 5 of the E class exceeded one million miles (maximum 1,600,542), 7 of the D1 class exceeded

one million miles with 31739 accruing over two million miles, three L1 locomotives exceeded one million miles and one Schools class achieved 965,000 miles. So there must have been plenty of work for the survivors of the classes after Maunsell's modifications.

The dates and quality of the photographs needs a mention. Bearing in mind the black and white photos go back to 1902 with many taken in the 1920s and 30s, the quality and detail is amazing. Most of the colour photos were taken in the late 1950s and the early 1960s. The log tables go back to the 1930s with credits given and David mentions the Railway Performance Society (a new one to me). The manufacturers are detailed plus one interesting batch of 10 class L locos. These were ordered and delivered in 1914 by Borsig of Berlin. The locos completed their 3000 miles running in by 12/8/1914, but due to the outbreak of the First World War Borsig were not paid until 1920.

You may be wondering why the 4-4-0 locomotives were modified by Maunsell over such a long period from 1914 to the 1930s. The main reason was the restriction made by the track civil engineers for maximum axle load. The 4-4-0s were the mainstay for the expresses to the south coast until track improvements were made so allowing the N15, MN and BB classes to become involved, with the overriding advent of electrification in the 1960s.

Each chapter of the locomotive classes details the design, construction dates, manufacturers, detailed workings and liveries and shed allocations and then withdrawal dates as well as a section of David's personal reminiscences. David Maidment lived in Woking and travelled to Waterloo regularly with occasional trips via Victoria and Charing Cross. He was therefore able to keep detailed records of what he travelled behind and observations with hundreds of journeys behind Maunsell "Schools", "King Arthurs" and "Lord Nelsons" as well as Bulleid Pacifics and BR standard 4-6-0s. The log records answered one mystery I had concerning the occasion I saw 70014 *Iron Duke* flying through Paddock Wood on the "Golden Arrow", the speed was somewhere between 70 and 75 mph.

Overall I rate the book as excellent; I know £35 is expensive, but when you reckon there are 300 photographs with 64 logs as well as a comprehensive description of the history of the five classes it is good value, obviously that is for railfans of the Southern Region and it does help if you have seen some of the locomotives in their heyday. I sat on Paddock Wood station one day in my youth trainspotting when on a family holiday to see relations. Luckily I saw Southern steam in action and that include footplating two tank engines parked in the station.

Publisher – Pen and Sword Books, 2019. Price £35. ISBN: 9781526714695

**Great Western Gallery. A Pictorial Journey Through Time, by Laurence Waters.  
(Review by Frank Robertshaw)**

In the early pages of this book I was encouraged by the mention of the opening of the South Wales Railway between Swansea and Chepstow in June 1850 and a year later

the Great Western Railway (GWR) opened its own line from Gloucester to a temporary station called Chepstow East. Later Isambard Kingdom Brunel built his own tubular steel suspension bridge across the River Wye, parts of which can still be seen today if you know where to look. People who know me will know of my long connection with Chepstow.

There is a mention in the book about the Severn railway tunnel, people who know me will know that I consider myself the biggest authority on the Severn Tunnel in the West Riding of Yorkshire!

The book rightly goes on to much further to cover a large variety of items concerned with the GWR. An important part of the GWR was the unsuccessful broad-gauge line, which I would love to have seen but even at my great age evaded me, however the book does contain a few fine images of the broad-gauge locomotives.

Railway posters have always an important part of railway history and the GWR posters were no exception. All the Railway companies had their own talented artists and today their work can fetch good prices at auctions.

I enjoyed the chapter under the title 'Goods Services'. When we look at railway history the emphasis is mainly about locomotives, stations and trains. Mention is rarely given to road services which they provided. Horses played a large part in the GWR services and there are some fine image of horses in the book. The railways carried hundreds of tons of coal direct from the collieries to factories and coalyards all over our country. Also cattle & sheep along with vegetables for market - all these are mentioned in this book.

The book mentions early GWR diesel stock and I was particularly interested in the GWR AEC Rail cars which I have done a big study of and done slide shows about them to Bradford Railway Circle.

The book does leave out bridges and viaducts. (I have already spoken of Brunel's Chepstow Bridge) and there are some very historic pictures of them in the book. I particularly liked the picture of the broad gauge wooden Carvedras Viaduct at Truro. It must have been some sight and scene when a loaded train rattled over the viaduct. It is difficult to write about every subject in such a condensed short report, as the GWR is such a large subject.

I recently took some old literature to a preservation group which had bookshelves selling Railway Books and it is surprising how many books on railway subjects have been written and are now for sale second-hand.

Congratulations to Laurence Waters for managing to fit so much of a large subject into a volume of 184 pages.

Publisher-Pen & Sword Books, ISBN 978 1 52670 703 1. Price UK £30.00

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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.1929-2010) 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.

## Secretary's Page

Peter Holden

A big thank you to Eddie and his family for entertaining Bradford Railway Circle members and friends plus the Halifax Pipe Smokers club. We were all made very welcome at the farm on Sunday 1<sup>st</sup> September. Both the food and conversations were most enjoyable. Whilst on the pipe front, I do recall, when joining the Circle in 1985, seeing Geoff Butland sitting their smoking his pipe at our meetings!

Following our recent Committee Meeting I can report that sadly, Eddie Lumb has decided to stand down from the position of President. Eddie says that because of his increasing workload, he is finding it more and more difficult to attend our meetings. I am pleased to report that Philip Lockwood was agreed to come out of retirement and back onto the Committee as President for the next two years.

Can I be the first to propose a vote of thanks to Eddie, he has done a splendid job during his time as president. Your Committee have co-opted Eddie into the vacant General Committee position until the AGM.

May I also take this opportunity to mention that at last year's AGM we could not find anyone to be our "Examiner" i.e. check the accounts. If anyone is interested, please have a word with Bill or me.

### Nameplates Disposal.

We have hopefully now sold our Great Western nameplates. It is very likely that our Bradford City nameplate will now be sold at auction.

Lastly as ever, if you feel that you could present a talk to your society, please do get in touch with me to discuss, we do rely on our members stepping forward to provide an evening's entertainment.

### Forthcoming meetings.

**Wednesday 9<sup>th</sup> October** will see Philip Lockwood presenting "Not Switzerland Tonight" I am sure whatever and wherever we see will be an entertaining talk.

**Wednesday 23<sup>rd</sup> October** will be our annual trip "50 years Back" by John Holroyd. So, let us see what John was getting up to in 1969 with his trusty camera. I am sure as ever it will be a collection of most interesting images.

Jan Rapacz and Alan Whitaker are our booked guest speakers on **Wednesday 6<sup>th</sup> November**. Sadly, I have not even received a title for their presentation as yet! Hopefully I will be able to provide an update shortly.

A warm welcome back to Anthony Hicks who will be our guest speaker on **Wednesday 20<sup>th</sup> November**, when he presents "Where would you like to go?" I understand Anthony will give the audience options to choose from as to the content of the presentation, I guess he does not have a time machine mind!

Our AGM is on **Wednesday 4<sup>th</sup> December**. Hopefully we will have time for "Members Night" following on from this. Please bring along a few slides or digital images to entertain your fellow members for 5 minutes (not 20minutes !!!)

Our last meeting of the year will be on **Wednesday 18<sup>th</sup> December** when we welcome guest speaker Geoff Budd who will be presenting "Halifax to Hong Kong by Train" Sounds like a massive adventure which must have taken quite a while!

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## Circle Diary 2019

P	Sep. 25th.	From Contraction to Expansion.	Paul Bigland
	Oct 9th.	Not Switzerland Tonight	Philip Lockwood
	Oct 23rd.	50 years back	John Holroyd
C	Nov 6th.	TBA (Latest Book!)	Jan Rapacz & Alan Whittaker
	Nov 20th.	TBA.	Anthony Hicks
	Dec 4th.	Circle Annual General meeting	
P	Dec 18th.	Halifax to Hong Kong by Train.	Geoff Budd

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

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