

# THE CIRCULAR

Bradford Railway Circle

No.390 – 4<sup>th</sup> Quarter, 2019

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## Editorial

Another bumper issue of *The Circular* - 24 pages again! Many thanks to all contributors of articles and photos (please keep contributions rolling in, though!). We have some great articles, including Part 2 of Andy Roberts' Sardinia trip, ex-President Gary Hayhurst's "Reminiscences", as well as Jonathan Stockwell's account of his interactions with the Circle and its members past & present (Jonathan's own "Reminiscences" will appear in our March issue, so that's something else to look forward to!).

Further changes on the railways – firstly, the end of the fantastic HSTs, which at least partly thanks to our Hon. Secretary's own involvement, have lasted 43 years – surely much longer than anyone ever expected. The HST farewell tour is planned for December 18<sup>th</sup> – no doubt tickets sold out quickly. And also the end of the Virgin franchise on the WCML, which has also had a good run, as you might say.

As it's that time of year again, the Editor takes pleasure in wishing all members (and other readers) a Very Merry Christmas and a Happy New Year!

## Sardinia - May 2019 (Part 2)

Andy Roberts

Day 7 – Thursday 16<sup>th</sup> May 2019

Today it's time to head back to the capital. Firstly by coach, heading up into the mountains past many small villages and more wooded valleys. Near the village of Sadoli we find our lunchtime venue – a restaurant near some grottoes – a lovely meal, but far too much! Now we head for Isili A.R.S.T. narrow-gauge station. Here the line north to Laconi-Sorgono is closed at the moment. We catch the 15.24 Isili-Mandas service (arrive 15.44), run using railcar No.12 - one of the old railcars (maker unknown).



In the yard at Mandas are three dumped rusty 2-6-0T's, plus three older railcars. The line south to Dolianovo should reopen soon, after the present works are completed,, but we take the coach there. In the station were two trains – one a centre-cab diesel loco LD616 (Brown Boveri 1958) with three carriages, and the other a railcar –



ADE98 (by Breda) which turned out to be our train onward – the 16.45 to San Gottardo (arr.17.08). From there into the nearby town is a tram-ride – we take route 1 Policlinico to Repubblica. The tram is a 5-section unit, Skoda-built CA09. The route was originally the 950mm narrow-gauge line – I assume the tram gauge is the same. A coach transfer takes us back to the T Hotel for our last three nights.

#### Day 8 – Friday 17<sup>th</sup> May

Today is spent in and around town. We start with local bus No.1 to San Beneditto, then trolleybus No.30 to the main railway station. From here, half the group does the dotto train tour through the old town, the other half visit the Railway Museum. I do the museum first – it is rather small, but interesting, with the usual contents – models, maps, number-plates, uniforms and so on. Afterwards, John Quick and I visit the nearby crazy pub – on sale was a local craft beer, 4.50 euros for half a litre – it was quite good. Then it was time for the dotto train tour – this took approximately 1 hour and is a good way to see the town. Lunch was spent in a local restaurant, with a great red wine – Arsenale.

The afternoon visit was to a local nature reserve Quarta Sant'Elena, to see various birds, but mainly flamingos were seen flying in and out and wading in the waters. The evening was spent in the town area.

#### Day 9 – Sunday 19<sup>th</sup> May

Today we travel out of town by rail to the west. So from the main railway station we catch service 12906 (08.44 Cagliari-Inglesias terminus (arr.09:40) with MDO49 a 3-car dmu. Now by coach the short distance to Portovesme, where we catch the Delcomar ferry *Anna Muir* (Cagliari) – previously *St Helens* (London) Isle of Wight ferry. We leave at 10.30 and arrive at Carloforte at 11.00 on the island of San Pietro. Plenty of time here to stroll, relax and have a few ichnusa beers. Our next sailing was Delcomar ferry *Arbatax* on the 12.40 Carloforte – Calasetta (arr.13.10). Here we take the coach across the island of San Antioca, pausing at the remains of a Roman bridge, then over the causeway to the mainland; then passing salt-pans, we arrive at the ex-mining town of Carbonia. From the now terminal station we catch the 15.10 to Villamassargia-Domuspova (arr.15.26), with railcars ALN 663-1145 and 1173.668-3186. From here, service 12917 to Cagliari (arr.16.14) with 668-3188 and two other railcars. In the station yards were a number of diesel loco push-pull sets, plus one other diesel loco in original colours and a rake of historic carriages (couldn't see the loco number). There is a working steam loco here – 2-8-0 740.423. This runs on Sundays and holidays, but not at present owing to rolling-stock problems, I was told. Also in the distance could be seen two other steam tender locos, looking well rusted. On the last evening the whole group went to a restaurant in a department store – different, and a 4-course meal was taken. A few last beers were consumed in the T Hotel bar – they had some rather nice dark ones.

Day 11 – Monday 20<sup>th</sup> May

Time to head home. A coach transfer to the airport, and a reasonably quick check-in and security for our EasyJet flight on Airbus 319/320. A delayed departure meant leaving at 12.20, arriving at Stansted at 13.40. Then catching the 14.30 to Tottenham Hale (15.04), for the underground Victoria & Piccadilly lines to Oakwood.

A few thoughts on Sardinia. It's worth a visit, not only for the railways, but also for the countryside. The main railway is a little run-down: there were signs of electrification, but this seems to have stalled. No freight traffic was seen. It was a great shame that a lot of the narrow-gauge lines are presently closed, although upgrade works were seen in places. The organization A.R.S.T, which runs trains on the narrow-gauge, also runs replacement coaches.

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## Reminiscences

Gary Hayhurst

### How did you become interested in railways?

At about 8 years old my family and I moved to a house on Cutler Heights Lane, Bradford. This overlooked the London and North Eastern line from Laisterdyke via Dudley Hill, Tong, Birkenshaw, Drighlington and on to Ardsley and through to Wakefield. This was still in the steam era and the engines I saw were mainly the B1's, some of which were named after antelopes, with names like *Gnu*, *Bongo* and *Nyala*. I also remember there were still goods trains but my memory fails me as to what pulled them. It was nearing the end of steam so a lot of the locos were looking tired. Many of the stations on this line had closed but at Dudley Hill station a firm called Arnott Young were starting to scrap wagons and steam engines plus occasionally a goods train would deliver steel to Henry Barratts steel stockholders nearby.

### Particular aspects I am interested in?

I like reading the history of railways especially why and where they were built and looking at railway maps and details of the line infrastructure. I have a lot of books of the local area near to where I now live. I do however read lots of books and magazines about many aspects of railways to add to my knowledge. The most recent book was "British Railways Goods Wagons" complete with pictures, drawings and historical notes - not a subject most would bother with.

### Were you a spotter?

Yes, I was a train spotter from about 12 years old when school friends and I would visit Leeds and Doncaster to see the named steam engines, especially visits to Doncaster to see the Gresley A4s and to see all the different trains that would descend on Doncaster from most points of the compass plus locos at The Plant. I remember we did go to Manchester and once to Crewe when the first of the blue electrics were being used on the West Coast main line.

**Any railway career?**

I did not have a railway career. I did have a steam driving day at the East Lancs railway and I soon learned being tall was not a good idea on the footplate of many steam engines.

**Favourite locomotive class?**

Any Pacific class locomotive especially the A1, A2, A3 and A4s of the LNER, mainly because most were named and they were kept clean and looked good in Brunswick green. I also do like Beyer-Garratts especially the NGG16s on the Welsh Highland Railway because of their different design and that they are a British designed locomotive.

**Favourite regular railway journey?**

The Wharfedale line from Leeds to Ilkley, perhaps because it passes the back of my house near the Yeadon branch. I have read so much about this line. It began as a joint line with the Midland Railway and the North Eastern Railway. The area it served originally stretched all the way to Skipton and a branch down to Shipley to serve Bradford and it was used in steam days as a diversionary route for the Airedale line. I have many maps & photographs, plus many local books about the line. However there is still one more superb book required that is the definitive history of the line, it is The Railways of Wharfedale by Peter E Baughan, I have read this book at Guiseley library several times but it is the only one and is a reference copy.

**Best ever railway trips/holiday?**

So many railway trips organised by my friend David Tillotson. Two stand out especially - Germany in 2010 to a huge Plandampf around Trier, and the 2016 visit over a 5 day period in April, to the Baie de Somme in northern France which is a mixed gauge series of lines. Both Germany and France were mainly steam.

Best railway holiday was with my wife Christine, 11 days in Switzerland in July 2012 taking in Interlaken, a trip up to the Jungfrau on the narrow gauge system, also steam paddle boat at Interlaken, then onto Zermatt on the Gornergrat railway to a station opposite the Matterhorn and an eight hour journey on the Glacier Express through some of the finest Swiss mountain scenery. We also rode on many Swiss trains and used a German ICE train from Interlaken to connect with a train to Zermatt. We had trips on funicular railways and cable cars, and enjoyed hot sunny weather and 4-star hotels.

**Favourite heritage railway?**

The West Somerset Railway from Bishops Lydeard to Minehead, 20+ miles of Great Western railways in scenic part of the country which featured in my show in August this year.



West Somerset Railway - *Foxcote Manor* about to take water, Minehead 4<sup>th</sup> October 2013



West Somerset Railway - *Lydney Manor* on Minehead turntable, 4<sup>th</sup> October 2013



### **Related Interests?**

I have dabbled with model railways but since John Holroyd introduced me to the Bradford Railway Circle I enjoy seeing the real thing. Also going on many of David Tillotson's outdoor visits sparked me into a greater enjoyment of railways. A neighbour introduced me to the joys of narrow gauge and industrial railways.

### **First railway photograph?**

Perhaps on a trip to the Worth Valley with my two sons when I had an Instamatic camera back in the early 70s'

### **Most memorable experience(s)?**

Several occasions driving a steam engine both standard and narrow gauge but more recently to the West Somerset Railway in October 2013 together with my friend Jim Bennett - we went for the four day steam gala. This opened my eyes to all things Great Western. We were blessed with great weather - blue skies and warm sunshine for October. The friendliness and welcome of the mainly volunteer staff and many of the passengers on the trains was wonderful.

### **Worst experience?**

On a charter train from Leeds to the Kyle of Lochalsh - on the return journey we should have come back down the Settle-Carlisle, but for engineering reasons were diverted down the West Coast and had to catch a service train to get back to Bradford. So we stopped at Preston at 4 am on a Sunday, first service train 6.45 am, nothing open in or outside the station not many other trains about. Then a rattly Pacer train back to Bradford.

### **Conclusion**

Finally I would like to say thank you to all of my railway friends for their friendship, fun and banter on many railway trips. My railway hobby has taken me far and wide in this country and to many places abroad especially many of the Tilly trips which I would not have contemplated on my own.

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## **Editor's Notes**

### **1. Maglev**

Re Chris Taylor's piece in issue 388, about his 430kph run on the Shanghai maglev - I was reading the October 1932 issue of Meccano Magazine recently (thanks to Brian Myland for passing it on) and lo & behold there was an article about the invention of maglev. So it isn't a new idea. As usual, MM was looking far ahead and envisaging lines of pylons holding huge electric coils, which would be used to slingshot each Zeppelin-like passenger car on to the next pylon; the pylons would also house aerial "stations". Altogether a truly terrifying prospect, don't you think?

## 2. "Western" photos?

Adrian Curtis via Robert Clarke (Huddersfield Railway Circle) sent an enquiry. He is writing a set of books, one for each member of the D1000 "Western" class 52, and enquires about photos of these diesels. For more info, Google "westernlocomotivesociety" or "Track Record Press", email [westernlocomotivesociety@gmail.com](mailto:westernlocomotivesociety@gmail.com) or [trackrecordpress@gmail.com](mailto:trackrecordpress@gmail.com). See website links <https://twitter.com/wlrs1000> and <https://www.westernlocomotiveresearchsociety.com>

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## Bradford Railway Circle . . . Thank you Jonathan Stockwell

I had intended to write this article, with the aid of Frank Robertshaw's excellent BRC 60th Anniversary booklet, after the Railway Circle's 70th Anniversary trip on the Worth Valley Railway in July 2017.

My first visit to the Circle at Idle station, as a twelve year old schoolboy, was in the summer of 1964. (The reasons for this are explained in "My Reminiscences" *[to appear in the next Circular – Ed.]*) Thumbing through "Railway Magazine" I noticed under "Meetings" that Bradford Railway Circle met at Idle station, only a ten minute walk from home. I suggested this to my father, who was happy to join me. Idle station was a large imposing stone building - father knocked on the door where we guessed the meeting was, the door opened and father announced "My son has just become interested in railways, can I leave him with you?"! My minder for the evening was one Charlie Scholey - little did I know at the time what an influence Charlie would become many years later.

All the members appeared friendly, and one thing that struck me was how old everyone appeared! Another thing I noticed was most members had their favourite pre-grouping railway... in Charlie Scholey's eyes the Lancashire and Yorkshire could do no wrong and he had a passion for Light Railways. Another member who looked after me was John Thornhill - his passion was the Furness Railway.

One memory I have is of Mr James the President of the time, always sitting in the same seat on the front row. He would often remark "Is that a Manning Wardle?". Another abiding memory is that of Dick Carter always arriving at the meeting well after it started!

Most of you knew that Geoff Butland's passion was the Midland; it was only later when I was discussing various members' names with my father, it transpired that my father's father (who lived in Esholt) had an interest in railways and this was shared with Geoff Butland! Sadly my grandfather passed away when I was five.

Lectures were in the main were "home grown" - in the early years the "epidiascope" was much used (more like a weapon of mass destruction) however colour slide shows were becoming more common. From memory Douglas Butterfield and Brian Booth always gave good slide shows, sadly Brian passed away unexpectedly which was a great loss. Some talks were more enjoyable than others, Charlie S., John Thornhill and



Geoff Butland's talks were always enjoyable and humorous. Some talks were taxing on a fourteen year old "Idle" lad, but I soon became aware of the various histories of tramway networks within the UK!

One talk that does stick in my mind was in October 1966 entitled "The Railway Scene Within 10 Miles of Bradford" by John Thornhill. This included scenes from Haworth in early preservation days, and one such image was of the GNR J52. John bemoaned the fact that he was unable to get a clear shot of the engine because of persons standing in the way! The image included two young school boys in their school coats, the boys were my best friend Paul Sharpe (see "Reminiscences") and myself! It was only some years later that I confessed we were to blame for spoiling his photograph! Happily John let me have a copy of the slide.



GNR J52 at Haworth 26-8-1966 - Myself and Paul Sharpe to the right

The room at Idle station was past its best; however the numerous nameplates etc hung on the walls were of interest. Seating was a kaleidoscope of designs... the worst was a former Midland Railway bench which was most uncomfortable!

From 1966 the Circle began to receive a new wave of members. One such member was John Holroyd (JWH) who was to become a close friend and a great influence; in fact JWH was my "Best Man" in 1981. Again referring to Frank Robertshaw's booklet, it appears that JWH and myself joined at the time, so I assumed they withdrew the sixteen age minimum? Other new members included Brian Myland, Bruce Anderton, Keith Preston (KP), Steve Le Cheminant and others who became good friends. Luckily I was invited on car and rail trips with these gentlemen, various trips with Brian and Bruce, including travelling on the last "Western" railtour from Paddington in 1977 with Brian. (We both shared a passion for such locos.) Various trips with KP, one such trip was to record the last day of steam on the London Underground (from memory because of the crowds I think I only managed a couple of

pics of the event!). One eventful trip was with JWH and Steve Le Cheminant, in my canary yellow Citroen Dyane (some 602cc!) chasing 53809 (S & DJR 2-8-0) on its first mainline trip; pics were taken at Fairburn Ings, York and Copmanthorpe (luckily the timings were fairly relaxed!).

Mention must be made of the numerous trips courtesy of JWH; these included a trip to Todmorden and then a long walk up the valley towards Copy Pit to view the 8Fs on banking duties. Also a Western Runabout ticket in 1969, and being part of the crew of four on various canal holidays from 1970 to 1980. (Brian Moss was "one of the four" canal crew, as with JWH, Brian and I would become close friends), Various other trips included the excellent RCTS overnight trips from Leeds in the 70's and an RCTS Tour of Denmark in 1981.

Perhaps the most memorable one was my first taste of camping in 1975 to view the Shildon 150th Event. The small tent was pitched in what we thought was an empty field, once pitched we went back to Shildon Yard, not sure how we did it but we managed to be allowed in for a short time to get some night shots, as usual JWH achieving "master shots" and I was happy with mine. When we awoke in the morning, the empty field was being prepared as a car park !

Mention must be made of JWH introducing me to Ben and Dorothy Burrows and the various trips with the Burrows and JWH, not forgetting the infamous Easter trips away. I would like to think their influence helped me take possibly a better photograph?

With marriage in 1981 and setting up home in East Leeds, sadly I let my BRC membership lapse, however JWH and Brian Moss kept me updated about events. Brian Moss tipped me off re a trip to Ferrybridge Power Station to view the newly arrived Class 59 loco from the States, courtesy of one of the many excellent trips organised by David Tillotson. As such I rejoined the Circle in 1995 in order to see the 59 at Ferrybridge. (Little did we know how numerous this type of loco (Class 59 / 66) would become and that coal would cease to be the "king of power generation".) Whilst I consider myself as an armchair member, it is always a pleasure to read the "Circular"... also close friend Philip Lockwood keeps me updated as necessary. Earlier I mentioned Charlie Scholey - his Light Railway talks always fascinated me, it always struck me that most railways struggled for money.... a bit like myself with my fledgling model railway at the time. (Some members may recall that JWH in one of his "Ten Years Back" shows recalled that my outside 00 layout at the time had a tunnel on a viaduct!)

On the 31 August 1979, I had my only trip on the Derwent Valley Light Railway running from (York) Layerthorpe to Dunnington behind steam loco *Joem* prior to the cessation of their summer steam services. At the visit I purchased a copy of the Oakwood Press booklets on the line's history.... the seed was set. From that visit I began to collect material about the line.... little did I know that I would be married at Skipwith Church in June 1981. (The DVL station at Skipwith still survives to this day.) I must have told Charlie about my DVL interest, as he delivered an envelope to my parents' home, containing various newspaper cuttings from the 1920's /30's and some DVL Dinner Menus from the same period. Again I had no idea that I would

become the Derwent Valley Light Railway's Archivist.... let alone co/author the first comprehensive history of the line, "Rails Along The Derwent", in 2013. As Archivist I was given certain DVL Co archives, which included a photograph taken on a Circle visit in 1953.



Bradford Railway Circle visit to Derwent Valley Light Railway 4-10-1953

So readers what is the purpose of this rather long winded "prologue"...? I would like to take this opportunity in thanking Bradford Railway Circle and its members (especially JWH) for keeping an "Idle" lad on the straight and narrow and for the friendship associated with being a Circle member.... thank you.

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## **74th Annual General Meeting - 4th. December 2019**

Apologies were received from John Atkinson, Frances Atkinson, Chris Taylor, Robin Kitson, John Holroyd, Eddie Lumb and John Armstrong

### **Officers' Reports**

#### **1. Editor**

Ian Button reported that in the past year we have had three issues published, and the fourth is due out shortly. Circular Nos. 387 and 388 comprised 20 pages, and No. 389 contained 24 pages, so with No. 390 expected to be similar we are heading for a small improvement on last year's output. Ian thanked all contributors of articles and photos, and apologised if any articles did not appear immediately after receipt. Ian has a small amount of material to carry over into next year, but as always will be grateful for more articles and photos.

## 2. Treasurer

Bill produced a balance sheet for members to study and took questions from the floor. We have now sold the Circle's nameplates and the money is in our bank. It was pointed out that for our 75th Anniversary year we will give free subscription to all paid up members as of 4th December 2019. The books were examined and accepted by Tom Ickrigill.

## 3. Secretary

Peter informed the meeting he felt things had run very well this year. Next year's Diary is now full. Peter asked members to either present talks or help find contact details for potential guest speakers.

The above reports were all accepted unanimously.

### **Election of the Committee.**

The Secretary and Treasurer and General Committee Member were all willing to stand for re-election. There were no nominations from the floor.

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

The Committee have appointed Philip Lockwood to be our next President and Eddie Lumb to be our next Vice President.

Thus, the Committee is now as follows: -

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

Robin Kitson has agreed to carry on as Web Master for a further year.

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

### **Any Other Business**

#### 1. Drop Begging Bowl Contributions for Members.

Philip Lockwood proposed that we cease to charge members £3 at meetings as we now have a healthy bank balance. Peter Holden pointed out that we have always in the past run our business to break even and this move would make us run at a loss. Following discussion, the AGM voted in favour of scrapping the contributions from members, this move to be assessed at the next AGM in 2020.

#### 2. Meeting Venue

Peter Holden informed the meeting that we are to have a one-off meeting at The Mechanics Institute, Kirkgate, Bradford, as a trial. Date and speaker not decided yet.

As previously decided, we will not move unless we feel it is to a better venue than we presently have.

Philip Lockwood thanked all the Committee for their work over the past 12 months.

The meeting closed at 20:05

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## Ben's Bits

When St Pancras Station was built, 10,000 people were evicted from houses on the site. The station has the largest single-span roof in the world. The Station Hotel cost £1 million. It closed as a hotel in 1935, but is now refurbished.

Tornado the A1 is rated at 2600 h.p.

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## Photos from Michael Leahy



Sorry photographers! - Cylinder drain cocks open, starting from cold – NYMR Steam Gala



Paddington at Paddington – Limited edition 50p piece



Russian 2-10-0 LV-0123, Perm depot, 12<sup>th</sup> October 2019. Loco left “in gear” before fire was lit.  
Lifted and repaired now. Thanks to Robin Patrick for sending this to ML



## Photos from Peter Holden



333 006 at Bradford Forster Square, 18th November 2019



Azuma 800 20 at Bradford Forster Square, 18th November 2019

## Book Review

Roger Hepworth

**British Steam Military Connections – London Midland and Scottish Railway Steam Locomotives by Keith Langston. Pen and Sword Transport. £30 Hardback.**

A ‘namer’ has always held a special place in the esteem of anyone with a railway interest from the humble ‘spotter’ to the more serious student. This continues into the present day, with interest in the modern named freight locos being a case in point. On reflection, it is notable how many locomotive names down the decades have represented army regiments, battleships, admirals and the like. One has only to think of the Southern ‘Battle of Britain’ class with its locomotives named after World War Two airfields, squadrons and personalities. The Southern ‘Lord Nelson’ class brought to our attention famous marine heroes from history. Even the Great Western Railway took the trouble to rename a few of their Castle 4-6-0s after RAF planes, such as ‘Fairey Battle’, ‘Beaufort’ and ‘Hurricane’ as well as ‘The Gloucestershire Regiment’. This western tradition was expanded under British Railways, which put into service a whole diesel class named after Warships, the names even being later transferred to the Class 50s which came to work out of Paddington. As far back as the World War One period, the North British Railway had named some of their C Class (later J36) 0-6-0s after military commanders such as ‘Haigh’, ‘Foch’ and ‘Allenby’ and after battles, such as ‘Somme’ and ‘Ypres’. In more recent times, some members of the Peak and Deltic classes have kept alive this tradition by carrying regimental names. Still today we have a couple of LNER Class 91 electric locomotives ‘For the Fallen’, ‘Battle of Britain Memorial Flight’, and the GBRF locomotive ‘Valour’. Locomotives named after military subjects have, therefore worked in most areas of Britain and the book presently under review deals with those owned by the LMS between 1923 and 1947.

How many of us 1950s spotters really took in the significance of the names which we so avidly collected in our notebooks? ‘Home Guard’, Royal Signals’ ‘The Royal Pioneer Corps’ would regularly pass your reviewer’s favourite spot alongside the Midland main line near Normanton on trains such as the ‘Devonian’ and Newcastle – Bristol services. They were eagerly observed indeed, but to this young enthusiast, they were just names – as indeed were the cities on the carriage roofboards. We spotters never really delved into the true significance of the names. As an example, it was only in recent years that the true meaning of one name in particular was brought home to your reviewer, when his pub quiz team had to answer the question of which regiment had been formed by a group of painters in the London area. A quick bit of lateral thinking came up with ‘Royal Scot’ class ‘The Artist’s Rifleman’. How varied are the circumstances when railway knowledge can be useful!

The book here under review deals with steam locomotives which ran on the London Midland and Scottish Railway (LMSR) during its existence in the nineteen twenties, -

thirties and –forties. Even a cursory glance through the book gives one the impression that the LMSR may well have been the greatest user of military names in Great Britain. The London and North Western Railway (LNWR) set the scene, as it were, by bestowing on a ‘Claughton’ 4-6-0 the name ‘Patriot’, in memory of its fallen employees. A ‘Renown’ class locomotive was even renumbered, so as to release the number 1914 for use on this war memorial locomotive. A few years later, the ‘Patriot’ name was given to a new locomotive, which in turn gave its name to the whole class to which it belonged. Two of this class were named after LNWR war heroes ‘Private W Wood VC’ and ‘Private E Sykes VC. Incidentally, these names have been kept alive to this day, now carried along with their photographs by a Trans-Pennine Express Class 185 diesel multiple unit. The ‘Royal Scot’ class quickly took up the ‘military’ tradition, followed by a high proportion of ‘Jubilee’ locomotives, many of which carried names of Royal Navy ships. For example your reviewer once saw ‘Barham’ on a hot summers day in 1958 heading a humble (but no doubt vital) train of locomotive coal wagons heading for Blackpool South motive power depot. There was ‘Swiftsure’ – also ‘Dauntless’, the latter for many years a favourite on the Calder Valley Liverpool -Newcastle services. Admirals were also well represented, many of their names representing warships as well, such as ‘Anson’, ‘Keppel’ and ‘Fisher’.

Neither does the book neglect the handful of humble ‘Black 5s’ which were named after Scottish regiments, such as ‘Ayrshire Yeomanry’, ‘Lanarkshire Yeomanry’ and ‘Glasgow Highlander’. Even a solitary 8F, built in 1941, gains a mention. The loco was sent initially to Persia, then saw service in Egypt before returning home to run on the Longmoor Military Railway – the Army’s training railway in Hampshire. It was here that the name of a nineteenth century Crimean War hero ‘Lt WG Lennox’ was bestowed. In 1957 the loco was bought by British Railways (BR), where it ran, now without a name, until 1965, before being scrapped a year later.

The layout of the book could be described as tabular, in that, by and large, each double page spread deals with two or three locomotives, all in order of BR locomotive numbers. Typically, the left hand page has a very full description of the subject of the name with at least one photograph. For example, under ‘45664’, we have a half-page biography of Horatio Nelson KB, together with a photo of his statue in Trafalgar Square. The right hand page carries a photograph of the ‘Jubilee’ locomotive concerned, entering Glasgow St Enoch station on an LMSR passenger train in 1936. This pattern is repeated throughout the book. Most of the locomotive photographs, spanning as they do the years from 1923 until the withdrawal of the various machines, are inevitably in monochrome. Some are in colour, however, particularly where a preservation photograph is available. The pictures of the named subjects are in colour or monochrome, depending no doubt on the availability of relevant images.

The UK price is £30, which seems about right for a book of this nature and quality in this day and age. The 224 pages printed on glossy paper are produced to a high standard and the book has a sturdy hard back and a pictorial dust jacket depicting,

most appropriately, a ‘Royal Scot’ locomotive. The standard of reproduction of the pictures is exemplary and great effort has obviously gone into their selection, so as to represent, from the locomotive point of view, the whole period of the LMSR’s existence. By no means all the pictures are the classic ‘front three quarter’ views and trouble has obviously been taken to find photographs taken in various situations and at different angles. The ‘routine’ of the book is nicely broken up by the occasional double-page spread of a quality photograph and several ‘oddities’ are included, such as internal railway correspondence reflecting controversy over the suitability of the name ‘Old Contemptible’, the fear being that ‘this name would arouse a great deal of derisive comment’. An attempt to resolve the problem was made later by making the name plural.

A novelty to your reviewer is the inclusion on the Contents page of several QR codes, which can apparently be ‘scanned by a hand-held device [to] open appropriate film clips’, one of these being entitled ‘The documentary ‘Night Mail’’. Your reviewer will have to consult his grandchildren over this! The book is quite suitable for being read ‘cover to cover’, but might well find more use as a reference work. When wondering what sort of a naval vessel was ‘Furious’ or who exactly was ‘Shovell’, the historian will now have somewhere to turn for information. It is pointed out in the book that the collectors of locomotive nameplates will ensure that the military naming practice of the LMSR is remembered well into the future. A nice touch is the inclusion of an illustrated double-page spread, appropriately at the end of the ‘Patriot’ class section, devoted to the newbuild locomotive No 45551 ‘The Unknown Warrior’. A colour photograph of the part-built locomotive with its nameplate being unveiled by the Falklands war veteran Simon Weston CBE brings this book right up to date. Highly recommended.

**British Steam Military Connections – London Midland and Scottish Railway Steam Locomotives by Keith Langston. Pen and Sword Transport, 2019. Price £30 Hardback. ISBN: 9781473878532**

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## **Ben’s Bits**

From nationalisation in 1948, British Railways built 999 standard locomotives and 1500 non-standard in its first 10 years.

George Pullman, the deviser and constructor of luxury railway carriages, built a model town near Chicago for his employees, having been inspired by Saltaire. The town was built between 1880 and 1893 and had over 12,000 inhabitants. Unsurprisingly, the town is named Pullman. Details on the web at [www.pullman-museum.org/theTown/](http://www.pullman-museum.org/theTown/)

The “cow-catcher” or “pilot” on American locomotives was invented by Charles Babbage the famous engineer and mathematician.

## Meeting Reports

## Philip Lockwood

### Wednesday 25th September - From Contraction To Expansion, by Paul Bigland.

It's quite some time since we last had a talk by Paul. Tonight's subject was based on the transformation of railways to bring them up to the demands of the 21st century and beyond. Paul has the enviable job of freelance photographer to many of the rail franchises, Network Rail and for good measure a number of railway publications. This allows him access to places normally out of bounds to enthusiasts. It must be said that a significant proportion of this transformation work is situated in the south, which seems to get the lion's share of the money at the present time. One of the drawbacks of Paul's job is that most of the reconstruction projects take place at night. Paul explained that photographing on a freezing Christmas Eve is not ideal. Of particular Interest were Paul's pictures of the tunnels on the Crossrail project, and the way the tunnel had to burrow under existing infrastructure plus tube lines above and below. An excellent presentation illustrated with Paul's photographs. VOT by Ian Button.

### Wednesday 9th October - Not Switzerland Tonight, by Philip Lockwood (report by Ian Button)

In this evening's multi-media show, Philip started by showing us slides of his travels around Britain, and shots illustrating Circle history, such as meetings at Heaton Baptist Church, and Circle outdoor visits. That was a nice nostalgic start for members. The second part was more modern – an excellent video of a selection of narrow-gauge lines that Philip has visited recently. Thank you very much, Philip, we look forward to more on another occasion.

### Wednesday 23rd October - 50 Years Back 1969, by John Holroyd

Last year John finished his 50 years back with pictures of steam wagons at the steel works of Brown Bailey at Sheffield. Tonight we continue this saga on one of the last through trains on the Waverley route, organised by the RCTS and the Deltic hauled special train. Nineteen sixty nine saw the beginnings of the newly re-opened Worth Valley Railway with that stalwart J72 tank locomotive *Joem* hauling usually a one coach train. At this time John was experimenting with Agfa Dia-Direct black and white slide film. Numerous atmospheric shots were taken up in John's attic, of the E M&W railway and its locomotives. I think John would agree that at this time Sherwood works were turning out rather unusual prototypes!

A visit to Hunslet Engineering by public transport to view *Flying Scotsman*, in the works for overhaul surprised John when he noticed the serial number of his ticket was 60103, this being the same number as FS in BR days.

At this time although steam had already finished on BR, many of the local collieries were still steam operated, A goodly number of these were visited in the company of Jonathan Stockwell. Much travelling this year, visiting the control room for the Manchester-Sheffield electrified line at Penistone. Further forays into the attic to run a selection of Brian Moss's LNER locomotives. Visits to the Longmoor Military railway, and nearer home the demolition of the coaling plant at Holbeck Engine Shed.

A fascinating and nostalgic evening for members who were about at this time. Roll along to 1970, which I for one will be looking forward to next year. VOT by Eddy Lumb.

#### Wednesday 6th November - Midland Railway Outposts, by Martin Bairstow.

It is some considerable time since Martin gave a talk to the Circle. From my records I believe it was in 1996. Tonight it was to introduce his new book, Midland Railway Outposts, a collaboration with Willowherb publishers Alan Whittaker and Jan Rapacz, both of whom came along on the night.

I think the trigger for Martin's book was a long standing friendship with the late Peter Sunderland and finding some excellent slides worthy of publication. I personally knew Peter back in the 1960's when he was librarian at the Huddersfield Railway Circle, I remember apart from railways he also had an interest in shipping.

Martin started from his "home" station of Apperley Bridge where he had the distinction of travelling on the last train when the station closed, and on the first when the new station re-opened! We then followed the Midland route to Lancaster before travelling to Morecambe and Heysham with a detailed look at the maritime interest on the Irish and Isle of Man steamer services. Martin gave a detailed and well researched commentary explaining the changes made in the Lancaster area.

A most enjoyable talk, perhaps we might be able to persuade Martin to return with further talks in the future. Vote of thanks by Ian Button.

#### 20th November - Where Would You Like To Go? by Anthony Hicks

Tonight's show followed what is becoming a popular way of presentation, this allowing the audience to pick from a selection of subjects, each being a file on the presenter's computer. Personally I find this quite an interesting way of presentation – with the subject being reasonably short it tends to keep the interest fresh. Anthony does not originate from Yorkshire, so when he moved up North he found the large number of viaducts worth capturing – and the subject that Anthony started with was Viaducts. Now Anthony is an extremely capable photographer who would appear to spend time researching his subject, and I would suspect the Met office for weather forecasts, so that he knows when to get the best conditions for photography!

Further subjects requested by the audience included Standedge, Cornwall, Tyne Valley, Highland main line, Cumbrian Coast and the Hull Goole area.

An amusing side of the presentation was Anthony's knack of being allowed into an assortment of gardens and indeed bedrooms in order to get the best possible photo location. These were followed up in most cases with a photo print for the householder. To sum up excellent photography, let's see more of Anthony's work at future meetings. Vote of thanks by Ian Button

#### 4th December - Annual General Meeting

A fairly small attendance for the AGM which appears par for the course for most societies. I proposed that the door charge for members be abolished. This was voted



on and accepted. With the recent sales of the club nameplates we are now in a fairly strong position financially.

With the AGM completed, a number of members brought along short slide, video and digital presentations. We started with 50 Years Back by Keith Preston with nice slides of the end of the Waverley route, the early days of the Worth Valley, Esholt sewage works and Bradford trolley buses. I showed a video presentation of the RhB in Switzerland. Chris Davies showed some of his impressive images using a drone. And finally as we were running out of time Dorothy Burrows gave us some historic images of various maritime subjects, scanned from glass slides from a century ago.

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## Special Traffic Notices

Would members please take note of the following points :-

- **Fire Precautions.** Please familiarise yourselves with the positions of fire exits and extinguishers at Sedbergh Community Centre.
  - **Members' Discounts.** In return for free advertising in *The Circular* members receive 10% discount on cash purchases at Frizinghall Model Railways and at Buffers – in both cases on production of a valid Circle membership card. See inside rear cover of *The Circular* for details.
  - **Contributions to *The Circular*.** Original material, preferably in electronic format (almost any PC word-processor, preferably Microsoft Word or MS-DOS format, but not Microsoft Works, please), or by email to [ianbutton1@btinternet.com](mailto:ianbutton1@btinternet.com) or typescript – the Editor can scan & OCR (optical character recognition) typed pages.
  - **Railway Magazine bound volumes.** The volumes of RM have been removed from the library due to lack of space. Any member wishing to read any volumes (we have c.1929-2010) 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.
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47 at Laisterdyke - 26th Feb 1989



31.4 at Duckett's Crossing – 18<sup>th</sup> June 1987

Next Year's diary is now completed and hopefully will be included in this issue of the Circular [*indeed it is – see next page - Ed.*].

We are intending to celebrate our 75th Anniversary next year. We have a few ideas already; I will keep you posted on any developments.

Please note we will not be holding a meeting on Wednesday 1st January next year! I do recall many years ago holding a meeting on a winter bank holiday, I recall there just being Geoff Butland, Douglas Butterfield, myself and one other turned up!

All change on the railway front with HSTs on their way out and plenty of new trains in our area for a change! Mind you I have been on three of the new Northern 195 dmu's which have broken down! I am confident that they will get them running, eventually!

Perhaps we could have a Circle day out when the weather gets a bit warmer next year.

### Nameplates Disposal.

We have now sold the nameplates and cab side number plate which we agreed to dispose of at last year's AGM. The *Bradford City* nameplate was sold at auction by GW Railwayana Auctions, Evesham, last month.

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. If not, please be on the lookout for possible guest speakers.

### Forthcoming meetings.

We commence our 2020 meetings on **Wednesday 15th January** with a return visit from Robert Clarke. Robert has chosen "Travelling the Rhaetian Rly. (Including the Landwasser Viaduct). I am sure we will have a most entertaining evening.

Colin Boocock will be presenting "Across India by Train" on **Wednesday 29th January**. I have no further detail on this talk, obviously the further south, the shorter the journey!

A welcome return for Steve Fort on **Wednesday 12th February**. Steve has chosen "BR – Now & Then" as his title. Should prove to be a very interesting presentation with a great collection of photographs.

We welcome David Horne, Managing Director of London & North Eastern Railways at our meeting on **Wednesday 26th February**, when his title for the presentation in "Transforming Rail". David was my boss for a few years! Despite this he has gone on to be MD of probably the most important of our railway operators. Without a doubt, David in my view is the best of the senior managers I have had the pleasure of meeting whilst working on the railway. I have asked David to talk about LNER future projects, and any updates for the Bradford service.

Honorary Member John Holroyd will be presenting “50 years Back” on **Wednesday 11th March**. Hmm - 1970, no steam trains on BR! I wonder what will have been captured through the lens of John’s camera during that year.

**Wednesday 25th March** will see Dorothy Burrows present “Mixture No. 6”.

Dorothy always manages to bring along some topics of great interest, not just on the railway front!

## Circle Diary 2019-2020

P	Dec. 18 <sup>th</sup>	Halifax to Hong Kong by Train	Geoff Budd
	Jan. 1 <sup>st</sup>	<b>NO MEETING</b>	
	Jan. 15 <sup>th</sup>	Travelling the Rhaetian Railway	Robert Clarke
	Jan. 29 <sup>th</sup>	Across India by Train	Colin Boocock
	Feb. 12 <sup>th</sup>	BR - Now & Then	Steve Fort
C	Feb. 26 <sup>th</sup>	Transforming Rail	David Horne (LNER MD)
	March 11 <sup>th</sup>	50 Years Back	John Holroyd
P	March 25 <sup>th</sup>	Mixture No.6	Dorothy Burrows
	Apr. 8 <sup>th</sup>	20 Subjects	Gavin Morrison
	Apr. 22 <sup>nd</sup>	Rails in Wales 70s & 80s	John Bromfield
	May 6 <sup>th</sup>	An A to Z of Railways	Chris Davis
C	May 20 <sup>th</sup>	Merchant Navy Class	Dave Peel
	June 3 <sup>rd</sup>	Steam Video from Britain & Europe	Jan Van Frausum
P	June 17 <sup>th</sup>	A Railway Miscellany	John Whiteley
	July 1 <sup>st</sup>	West Coast Main Line, Part 2	Steve Armitage
	July 15 <sup>th</sup>	Railways of Ireland Part 2	Keith Preston
	July 29 <sup>th</sup>	RPSI	Norman Forster
	Aug. 12 <sup>th</sup>	Stateside Wanderings	Chris Taylor
C	Aug. 26 <sup>th</sup>	Along the Lines with Modern Traction	David Tillotson
	Sep. 9 <sup>th</sup>	A Quick Look at Slow Trains	Dave Peel
P	Sep. 23 <sup>rd</sup>	Industrial Steam	Steve Fort
	Oct. 7 <sup>th</sup>	An Austrian Tour	John Holroyd
	Oct. 21 <sup>st</sup>	Swiss Narrow-Gauge East of Geneva	Ray Wilkinson
	Nov. 4 <sup>th</sup>	Journeys of a Canal-Travelling Man	Paul Monahan
C	Nov. 18 <sup>th</sup>	Tracks Abroad	Julian Halstead
	Dec. 2 <sup>nd</sup>	Photography Competition	Tom Ickringill
P	Dec. 16 <sup>th</sup>	75th AGM, Followed by Members’ Night	
	Dec. 30 <sup>th</sup>	The Slides of Peter Fox (Part 2)	Andy Barclay

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

P – Publication date – last meetings of March, June & September, & last meeting before Christmas