

The Circular

BRADFORD RAILWAY CIRCLE 2020



THE CIRCULAR - 2020

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Cover photo: Zillertalbahn class U *Zillertal*, Welshpool & Llanfair Railway Gala, 31st Sept. 2019

Photo courtesy of Philip Lockwood

Contents © Bradford Railway Circle 2020

URGENT NOTICE – COVID-19 PANDEMIC

ALL MEETINGS CANCELLED UNTIL FURTHER NOTICE

(SEDBERGH COMMUNITY CENTRE IS CLOSED)

THE CIRCULAR

Bradford Railway Circle

No.391 – 1st Quarter, 2020

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Editorial

Welcome to our first issue of 2020! And thanks to Philip Lockwood for this year's cover – a striking shot of *Zillertal*, on loan to the Welshpool & Llanfair Railway for two years. I first learned of the link between the two lines in about 1964, after seeing the nameplate *Castle Caerinion* on a loco at Jenbach!

Anyway, on to this issue's contents. We have some very interesting articles this time, though we could only make 20 pages. Ben Burrows' recollections of the quarry line near his Skipton home during & after WW2 are a fascinating glimpse into local industrial archaeology, and Jonathan Stockwell's "Reminiscences" give an insight into the railway interests of another of our longest-standing members. The article by Bill Jagger on historic maps provides a link to an online treasure-trove of old maps – always of interest to railway historians; Bill is a map enthusiast, like the Editor.

We have three book reviews in this issue – we are grateful to Pen & Sword for providing the free copies for review, and if you have received one of these from me, but have not written your review yet, please let me have it asap, as Pen & Sword do chase me from time to time!

Now read on . . .

The Rock Line and Me

Ben Burrows

By 1938, Mum, Dad & I had moved to 28 Regent Drive in Skipton. The start of the war stopped further building on the estate, and Regent Drive ended at a field wall. Italian prisoners of war started building their prison camp on Low Skibeden Farm's 26-acre meadow, which was entered from Skibeden Road, just where the Rock Line turned from the quarry direction to run parallel with Skibeden Road in an adjacent cutting down to Skipton Woods and the Springs Canal terminus. We went to see the prisoners trenching in a field for the sewers from their camp to connect with Regent Drive sewers. The camp required the simple, little-used level crossing into the field to be replaced by a wide tarmac one with wing walls to a barrier and guard house. We went up this field to access the line at a road delivery platform at Skibeden Road. Some of the braver lads tried to get rides up to the quarry by jumping from the platform onto the last wagon as it went slowly past. The driver didn't like it, but didn't stop, possibly because he was on a rising gradient. We used to walk up the parallel road, or more usually up the track, which went to the old quarry. The original wagonway to the canal had been replaced by standard gauge track in 1895, which consisted of flat-bottomed rail spiked to timber sleepers, helped by wooden blocks to hold the rail down. After a hundred yards or so we had a choice of routes – to the left was a footpath through the woods to the old quarry, then down to the Cavendish Arms at Embsay; straight ahead was an abandoned cutting to a disused tunnel which could be entered but required wellies at its entrance; or veering to the right was a newer alignment following the road into the old quarry with its tarmac machinery.

If we had entered the tunnel we would have come to a blockage up to almost a foot from the roof, caused by quarry waste which had fallen down a 3ft x 4ft stone-built vent shaft when the waste had been removed before WWII, for the improvement of Keighley Road from Skipton. Our usual way into the tunnel was via this vent shaft which was now about 11 feet deep. I assume that the tunnel had been built to enable waster to be dumped within the previously quarried area. The tunnel continued to rejoin the route down a cutting to the "new" quarry.

Barrels of tar collected at the Skibeden Road platform would be delivered to the tarmac machine – a tall building covered in corrugated-iron sheeting. It was situated almost opposite the vent shaft, about a hundred yards away. Due to the removal of waste, the shaft was now situated in a large crater. The tunnel exit had deteriorated and we didn't enter by it, preferring the shaft way in. It has since collapsed.

The old quarry face consisted of almost vertical limestone strata about 150 ft high, and we would climb this and visit an outcrop called "The Look-about". From here we might go further to look down into the "new" quarry where the strata were contorted like a rough sea.

We also viewed the tipping facilities at the end of the Springs Canal, which were situated at the foot of a 3-rail gravity incline from a hexagonal wheelhouse near the top entrance to Skipton Woods. We would go up or down the incline from time to time. But this has all gone and is without access now. I didn't know this at the time,

but the quay and loading chutes replaced a high-level wagonway from the top of the later incline to finish on arches (still visible) 100 ft above the canal. The incline replaced this because of damage to barges.

The track approaching the top of the incline had (and still has) two overbridges – one for the footpath (then private) into Skipton Woods, and one to the cottages entered from The Bailey. The road off the A59 to Embsay also had an overbridge. Between this bridge and the woods footbridge there was a vehicular access to the trackbed, which was used by lorries when they replaced rail delivery to the Springs canal.

We would go down the incline into the new quarry, but go off into the woods to play, being afraid of being ejected from the site.

Eventually the Rock Line was scrapped and the track bed turned into a road. At first, lorries also delivered to the canal, but this stopped and they joined the A59 at the old platform. I think that the section into the old quarry was dual-carriageway with the parallel road. The trackbed got very rough due to compaction at the sleeper sites.

The trackbed and the old quarry had been drained to a rock-cut tunnel about 6ft high by 5ft wide, which we found, but the entrance was reduced to about a foot by later tipping adjoining the trackbed – a bit of digging and we were in! We explored it using home-made paraffin lamps and measured it with my father's 100-ft tape (unknown to him). It was just over 100ft long, and its former exit had been blocked by later tipping of waste, leaving a stone drain about a foot square to take the water – we never found where this drain discharged. We also discovered a rock cutting nearby, which ended at an incline down the tipped material now extensively planted with pine trees. The incline met a level route across a field, starting at metal bars protruding from the ground and ending at a brake-house with a cottage attached (the home of a quarry employee) which was near Embsay station. A quarry track (and bridleway to Low Skibeden) was parallel with the old wagonway – it went under the railway to end at the Cavendish Arms. I remember “pilling” about 50 sheep in this brake-house when working as a student on Low Skibeden Farm several years later. It has now been incorporated as an extension to the cottage.

Having seen into the “new” quarry and that they still used a steam locomotive, we decided to risk going to the engine shed to ask to see it. To our surprise we were greeted by the quarry foreman, who showed us the locomotive – an 0-6-0T (assumed to be Darfield by Hudwell Clarke, built in 1934) – and asked if we would like to see the crusher. Once there, we climbed the stairs, each step covered in about 2 inches of limestone dust, and on the way up the foreman explained what was happening. No health and safety then! We also got a closer view of the narrow-gauge tracks used to bring the blasted-down rock in tubs to where it was needed. Eventually, loco haulage to Embsay Station via a quarry siding was taken over by an agricultural tractor hauling the standard 10-ton wagons, which if I remember correctly had large “S” and “R” on the side.

After removal of the track to the canal and the tarmac plant, one of the old timber hopper wagons (no.35 on its side) was left stranded on an old siding for many years. Whilst playing in the woods near the old quarry, we would use an old stone-built powder magazine with an arched roof as a den, with fires lit as appropriate. We also

explored another larger powder magazine built as a brick arch in a large rock-cut tunnel, and by squeezing through a rough access hole at the back we could climb onto the top of the arch.

Near the old quarry access there still is a small stone tower, under which emerges a spring which was used to supply the castle and several other properties.

The line of the railway has been severed by the new route of the A59 and A65 road from the Skipton bypass. The route of the old A59 into Skipton has been realigned and widened into the former roadside cutting, also eliminating the bridge under the road off to Embsay, and its guide stone.

The name "Rock Line" lived on for some time as a man started a car business at Rock Cottage, known as "Rock Line Motors". I think his name was Moorhouse.

Reminiscences

Jonathan Stockwell

How did you become interested in railways?

This arose through a new playmate moving into Harper Grove in Idle in 1962.... it was rumoured he had a large train set in his home. Needless to say a friendship was formed, his name being Paul Sharpe. Sadly I could not win Paul over on my love of cars (and Scalextric!), but for some reason his deep interest in railways and model railways won me over !

What is your first railway memory?

You could say the freight trains on the Windhill to Laisterdyke line - I attended Thackley Primary School, and on occasions the trains would struggle up the gradient from Thackley to Idle. Paul could view the line from his home and related what locos had run past, from memory B1 *Sir William Grey* was a regular participant. One early memory I have is that on summer evenings an empty stock DMU movement ran through Idle.

Particular aspects you are interested in?

My mother had family connections north of Inverness, so we had a number of family holidays in the area. This led to an interest in the Highland Railway, especially the Dornoch branch. Paul had an interest in the Somerset and Dorset Joint Railway - it was only when I read "Mendips Enginemen" written by Peter Smith that I could fully understand the fascination.

And of course Derwent Valley Light Rly history!

Were you a train spotter? What was your local patch?

Not really, however I did write the numbers down and underline the various Ian Allan books in my early days of enthusiasm.

Still being at school you could say that my local patch was the Bradford-Shipley-Leeds area; with Paul being older he would venture further afield, especially on his bicycle.

By the time the line had terminated at Idle, on occasions we would cycle to Idle station and view the wagons being shunted. Paul and I witnessed the last steam hauled train on the branch, which occurred when Manningham shed closed to steam. The crew must have taken pity on us as we were allowed to go on the footplate and have a cab ride around the yard and back to the station platform. I did take some photographs, but sadly the quality is dubious.

When Paul moved away in January 1968, happily my interest continued through membership of the Circle. One event remembered was in the summer of 1968, when some local youths uncoupled a loaded coal wagon from Idle yard. Luckily, the main line catch points were set and the wagon ended up on its side in the long siding near Harper Grove. A Class 25 appeared with a breakdown crane, and the wagon was righted, lifted, taken across the bridge over High Street and re railed in front of the Circle room at the station. Photographs were taken but again of dubious quality.

Have you had any railway highlights (best and worst)?

My first highlight had to be my only (pre-1968) B.R. steam rail tour with Paul in October 1967 on a Jubilee Rail tour with *Alberta* from Bradford Exchange to Carlisle via Carnforth, with shed visits at Carnforth, Kingmoor and Carlisle Upperby. A more recent highlight was without doubt the Tilly Tour to the Harz in 2008. Although Brian Moss was not in the best of health, he was able to go, along with Philip Lockwood and other Circle members... a wonderful time was had by all! Thank you, David.

As for the worst, one such period was as a rail commuter to and from Leeds, when Leeds station was being remodelled (after privatisation). It was quite common to have to sit in three different units until we actually departed!

What is your favourite locomotive class and why?

A difficult question - I do have soft spot for 9F's and Beyer-Garratts. Sadly the only Garratts I have ridden behind are those on the Welsh Highland.

As regards diesels.... Class 52 Westerns

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

In the past, trips on the former Highland Railway lines with a class 26/37 were always enjoyable. Also, the Settle and Carlisle line purely for the fact the weather can change so quickly.

Any regrets?

They say you should never have any regrets, perhaps one was when I had the chance to go to India in the 70's with JWH and Gavin Morrison.

What is your favourite preserved line?

I do not really have a favourite. I joined the Worth Valley Railway in 1968 prior to it re-opening; in the early 70's you had the chance of becoming a Life Member for £25 - you could argue that this was the best £25 ever spent!

Numerous visits have been to the Statfold Barn Railway, whilst the Zillertalbahn Railway is not a preserved line but could be a contender.

Do you have any related interests?

Yes I have been told I have too many, I blame Breeze Bentley's talk at the Circle in 1970 entitled "Variety is the spice of life".

A passionate interest in Land Rovers, since the age of four. My first vehicle a 1954 Land Rover was purchased in 1973, this was followed by the purchase of a 1949 model ("DUD") in 1975. After considering "how do I afford to run two Land Rovers?", luckily JWH went halves on "DUD". After some restoration work, various shows were attended and even an award was won, including on the Trans Pennine Rally. In mid-nineties the vehicle required major restoration work. JWH very kindly donated his share back to me. Thank you, John. The Land Rover interest also extends to collect old brochures, collecting models and other memorabilia.

Other interests include photography, the types of vehicles found at a large Steam Fair etc and model railways.

In addition to being the DVL R Archivist, I am also a DVL R Guard and edit the "DVL R News".

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

Probably at Idle station with my first (basic) camera, an "Instamatic".

Footnote Paul Sharpe and I still remain in touch, I am referred as his "Northern Correspondent". See the Internet "Sharpos World" for his extensive video clips.

Historical Mapping

Bill Jagger

Historical maps of all types give many details that enable all those interested to acquire further information or just satisfy curiosity. Historic maps, in particular large-scale Ordnance Survey ones (6 inches to the mile and 25 inches to the mile) can reveal the historic layout of railway infrastructure (and often its name). This applies not only to main line railways and the sidings leading to industrial premises, but also to the tracks and tramways of mines, quarries and the like.

There are several routes to obtaining the detail from historic maps, some at a price, some limited in scope however the one that stands out as having more information than the others is the collection held in Edinburgh by the National Library of Scotland. A goodly proportion of their collection is available free (at the time of writing) on their website - <https://maps.nls.uk>

This online mapping is extensive and well worth exploring. Maps have been updated over the years and with each revision the history of a particular place can be followed. The website is vast (over 200,000 images) and whilst obviously biased towards Scotland, a large percentage is given over to England and Wales. The maps encompass virtually all scales and a wide variety of dates. The Main Map Categories covered are: -

General maps of Scotland, Scottish county maps, town plans and views (including some in England), series maps (Ordnance Survey maps, geology maps, soil maps, land utilisation maps, Bartholomew maps) air photo mosaics, coastal charts, bathymetrical surveys, military maps, estate maps, atlases and world maps.

Looking particularly at the Ordnance Survey maps, there are three series of 1 inch to the mile (1:63,360) available but only the earliest 2½ inch to the mile (1:25,000), however the majority of the 6 inch (1:10,560 or 1:10,000) and 25 inch (1:2,500) maps produced up to about the 1950s are available as single sheets (note that not all areas were mapped at all scales). There are some gaps in the collection but not many. On screen these maps can be zoomed in, which makes the detail easier to read.

Fortunately, some of the maps have been processed to give a seamless single map covering the majority of the country. How often is a point of interest on four maps! This too is zoomable to access detail but has the added benefit that the map is overlaid on a background map of a recent satellite image and the two can be faded in and out of view. The background map can be changed via a drop-down box on the screen. Similarly, the historic map series can be changed via another drop-down box with no change in the location.

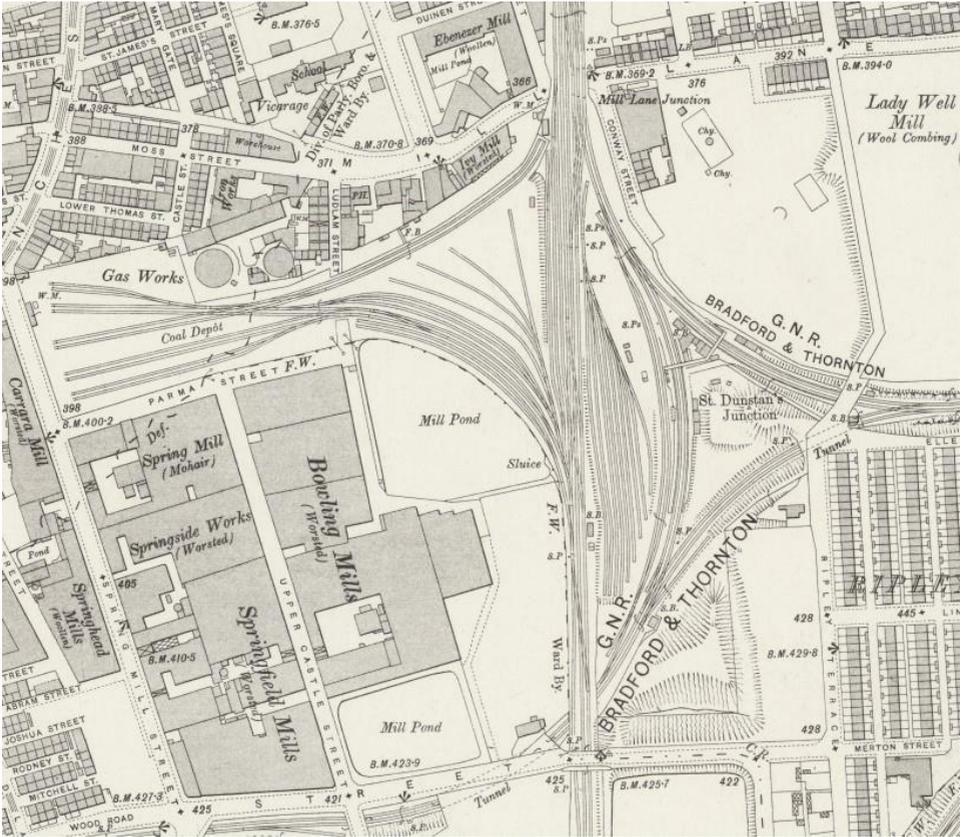
The map and the background map are also available synchronised side by side on the same screen.

There is an excellent search function which will find a location or a particular National Grid reference.

The advantage of the individual sheets is that several publication dates of the same mapped area are available to choose from. The disadvantage however, is that to move across an area means calling up more individual sheets, and there is no way of directly relating the mapped area to the present day.

The advantage of the seamless maps is that there are no sheet boundaries and they make available a modern comparative view, but the disadvantage is that the date of the historical mapping is fixed and cannot be changed.

An example of a 25 inch map from National Library of Scotland is shown - zoomed in on the seamless mapping (1905). This shows an area south of Exchange station. The layout of GNR's St Dunstan's station and triangle along with the L&YR's coal depot and the extensive sidings, all long gone, are revealed.



The maps can be copied and saved but the methodology depends on the operating system and programs used. If available, a snipping tool can be used or the print screen facility (hold down the Alt and "Print Screen" keys together when on the required screen, and then paste into Word and the like).

As the saying goes, other maps are available, but the hope is that both those "not into" maps, and the enthusiast, will find something useful.

Editor's Notes

1. (As an aside to Bill Jagger's article) - Jesse Ramsden, from Salterhebble, Halifax, was the scientific instrument-maker who built the world's most accurate theodolite in the late 18th century, for the national survey programme undertaken by the Ordnance Survey. Another feather in Halifax's cap!!

2. Would the member who received the Pen & Sword book “King’s Cross Second Man” for review please let me have the review – the publishers are chasing me!

Circle Photography Competition **Tom Ickringill**

Our bi-annual photographic competition will be held 2 December 2020, the fourth to be held at our meeting venue of the Sedbergh Community Centre.

The only distractions I can currently think of is the forthcoming Tokyo Olympics (if held), and, any long lasting impacts we may have from the Corona virus.

As per last time, the categories will be the same, roughly in the same format as other railway groups who hold their photographic competitions. However, due to a few requests from members, a new category will be added. (Will this generate more entries, I wonder?)

The categories will be as follows :-

Digital Image – Steam

Digital Image – Modern – Diesel or Electric

Black & White Print – Steam or Modern

Colour Print – Steam

Colour Print – Modern – Diesel or Electric

Humorous – Digital Image or Print

Station Architecture (Worldwide) – Digital Image or Print

.....and, there will be an overall winner, albeit print or digital image.

The basic rules for entry are :-

No print or image should have been entered in a BRC photographic competition before,

Maximum size for print should be no greater than A4

Maximum number of entries for prints – 4

Maximum number of entries for digital images, per category – 5

There will be a surprise judge, whose name will be revealed at a later date, and, I hope there will be a prolific number of entries that will break records, as I know, like myself, many of you have been scanning their old photos, negatives and slides, to preserve your collections, so there should be a greater choice available for entry. (If

unfortunately, you may be away, or, have a previous engagement, you can pass, post, or email your entries to myself or any other committee member prior to the event). Muster up that effort for once and ENTER.

N.B. Prints and/or digital images that are entered which show obvious digital enhancement will be disqualified.

Also, it would be an aid to the judge that all prints are entered before the start, so, therefore, the final time for entry is 7.15 p.m.

New-build Steam Locomotives Ian Button

Having been mightily impressed by *Tornado*, and intrigued as to progress with the P2, I recently thought I would see what other steam locomotives have been, or are being, built from scratch, since 92220 *Evening Star* rolled out of Swindon Works in 1960 and BR ceased steam loco production.

It's a long list, much longer than I expected - 17 locos in all are in process of construction :-

Number/Company/Class/Type	Name	Notes
60163 LNER A1 4-6-2	<i>Tornado</i>	Completed 2008
2999 GWR Saint 4-6-0	<i>Lady of Legend</i>	Completed 2019; at Didcot
6880 GWR Grange 4-6-0	<i>Betton Grange</i>	Llangollen Railway
32424 SR 4-4-2	<i>Beachy Head</i>	Bluebell Railway
82045 BR Standard 3MT 2-6-4T		Severn Valley Rly
5551 LMS Patriot 4-6-0	<i>The Unknown Warrior</i>	Midland Railway, Butterley
2007 LNER P2 2-8-2	<i>Prince of Wales</i>	A1 Steam Loco Trust, Darlington
2013 LNWR 4-4-0	<i>Prince George</i>	
4709 GWR 47xx 2-8-0		Llangollen Railway
3840 GWR County 4-4-0	<i>County of Montgomery</i>	Glos-Warks Rly; Churchward design
1014 GWR County 4-6-0	<i>County of Glamorgan</i>	Didcot; Hawksworth design
35011 SR Merchant Navy 4-6-2	<i>General Steam Navigation</i>	Swindon & Cricklade Railway
3403 LNER V4 2-6-2		A1 Steam Loco.Trust, Darlington
1759 NER G5 0-4-4T		Sildon
789 GER F5 2-4-2T		Holden F5 Trust, Tyseley
61673 LNER B17 4-6-0	<i>Spirit of Sandringham</i>	B17 Trust
72010 BR Clan 4-6-2	<i>Hengist</i>	Sheffield

Most of the types are those of which no original example was preserved, and many enthusiasts obviously lamented the loss of their old favourites. The exception is the "Merchant Navy" Pacific - *Clan Line* is a restored example already, but 35011 is being rebuilt to its original streamlined state. As we all know, *Tornado* is running and has proved herself mightily on the tracks, whilst *Lady of Legend* is complete, though

not yet mainline, and *Betton Grange* should be completed this year. I apologise if some of the entries in the table are rather vague – in some cases the heritage groups' websites aren't clear about exact locations; in other cases the projects still consist of just growing numbers of parts, which may be scattered across different sites. Interestingly, 2013 *Prince George* has had some connection with Heckmondwike, though this information may be out of date. Can anyone enlighten us?

The distribution between railway companies is as follows :-
LNER – 6; GWR – 5; LMS – 2; SR – 2; BR – 2

I am amazed (in a positive way) at how much enthusiasm is being dedicated to all these projects. It says a lot for people's determination, and suggests that a lot of spare time, effort and money is available to progress all these projects. I hope that all the projects eventually succeed.

For more info, see <https://newbuildsteam.com/2019/12/29/news-round-up-4-2019/>
(NB new website due this year)

Book Review

John Bowdery

Britain's Last Mechanical Signalling: Salute to the Semaphore, by Gareth David

The book promises to record the final days of semaphore signalling on British and Irish Railways.

The book is put together on a logical regional basis that is easy to follow.

I liked the fact that it followed each route recording the remaining mechanical signalling and signalboxes.

The text is easy to follow and understand. There are plenty of photographs in each section.

The photographs are interesting as they cover all the routes described. They include a wide variety of signaling equipment, stations and trains.

The days of this type of signalling are clearly numbered. In fact some of the semaphore signals on the routes covered have already disappeared.

I enjoyed the book and it certainly delivered by covering the remaining mechanical signalling in text and photos.

I would recommend the book to anyone interested in the final days of mechanical signalling and in particular the remaining semaphore signalled routes.

Published by Pen & Sword www.pen-and-sword.co.uk, 2019; ISBN 9781526714732; 227 pages, 250 illustrations; £30

A Railway History of New Shildon – From George Stephenson to the Present Day, by George Turner Smith

A very readable book, spiced with the author's dry humour to lighten the subject. It consists of 12 chapters, organised as follows :-

Chapter 1 – A Beginning. From planning to the first day on the Stockton & Darlington Railway

Chapter 2 – Opening for business – people involved

Chapter 3 – Learning from mistakes – the Graham Journal.

Chapter 4 – Shildon's locomotives & engine-sheds.

Chapter 5 – Timothy Hackworth & Soho Works

Chapter 6 – Bouch, Gilkes and the final months of the S&DR

Chapter 7 – Shildon Works and the NER

Chapter 8 - Shildon Wagon Works

Chapter 9 – Industrial Unrest

Chapter 10 – Innovation & Experimentation

Chapter 11 – Celebrations & commiserations

Chapter 12 – Shildon as a railway heritage centre

There are, in addition, an Epilogue, Appendices - details of a) the key characters in the 19th C establishment and 21st C rebirth of the site, and b) the 94 identifiable locomotives built at Shildon; also a Bibliography, Notes (i.e. the author's sources) and a comprehensive Index.

This is book about one of Britain's key locations in the history of its railways. The author has researched very deeply in a wide range of sources, and brings the story right up to date (2018). He covers the people involved in the early history of the town and the works – not only the leading characters such as Stephenson & Hackworth, Pease, Bouch, Gilkes etc., but also lesser ones who recorded daily events along and around the Stockton & Darlington Railway – some less well-known individuals such as John Graham (Traffic Manager in the 1840's). That particular employee's journal provides a rather gruesome catalogue of errors and accidents and the resulting injuries & deaths of staff and local population unused to the inherent dangers of railways! Thus a great deal of the information often comes straight from the horse's mouth, you might say. The general approach is roughly chronological, and the chapters cover their own topics also in a broadly chronological order, which all works very well.

The author says that this book is to some extent his interpretation of the material in his sources – but that is the case for many history books, and is no grounds for criticism – he paints a very colourful and detailed picture, perhaps comparable to one of the well-known Frith railway-station paintings!

The book would really benefit from good maps showing the development of the site over the years up to now. There are small map extracts, but the 1855 version isn't

very clear and the 1898 version omits much of the site; the 1970 plan is good, but there is no present-day version showing the location of the modern hall and historical relics nearby, and how they related to layout of the old works & yard. If the book is revised, attention to these details would improve it further.

There are a few typos and blemishes that escaped the proof-reader. For example a paragraph in Ch.4 mentions five locos but tantalisingly enumerates only four; and one sentence in Ch.7 mentions locos named *Spring, Summer, Alice & Helena*; Appendix 2 also lists *Winter*, but whatever happened to *Autumn*? But these aren't nearly enough to spoil a most interesting and readable book – highly recommended, and to your reviewer worth a second and even third read to soak up all the atmosphere and details.

Publishers: Pen & Sword 2019 , 204pp hardback with 70 B&W and colour illustrations, and dust-cover. ISBN 9781526736390 £25. Website: www.pen-and-sword.co.uk

Book Review

Philip Lockwood

British Steam Military Connections: GWR, SR, BR and WD Steam Locomotives, by Keith Langston

This book, published by Pen & Sword, is well up to the usual standard we have come to expect from this publisher.

Priced at £25 and running to 258 pages with over half being in colour, the book is printed on good quality gloss paper and covers locomotives of the Great Western Railway, the Southern, and BR standard and War Department Locomotives. The LMS and LNER have been covered in other volumes in the series.

The format shows the name and crest of a particular locomotive followed by a short military history, and finally details of when the locomotive was withdrawn, thankfully in many cases into preservation. This is followed with at least one illustration of the locomotive, often with both colour and black & white. For your reviewer, although not over-familiar with the products of Swindon and Eastleigh, I think the pictures are mostly not previously published. The BR section covers the Standard Britannia class, a large number having military connections.

I feel that the book will appeal mainly to the railway enthusiast because of the picture content, but will also be of interest to the enthusiast of military matters as there is much more to this book than the locomotive illustrations.

Keith is to be congratulated on what must have a difficult book to research. Two other volumes in the series are available (LMS and LNER-related).

Publishers: Pen & Sword, 239 pages hardback + dust-cover, 250 illustrations ISBN: 9781473853294, £25. Website: www.pen-and-sword.co.uk

Photos from Peter Holden



Steam tram 303 at Brussels – 1 May 2019

Peter Holden



1838 at Brussels North, 3 May 2019



EMR HST 43 049 at Skegness – 7 September 2019

Peter Holden



08 405 at Neville Hill – 27 October 2019

Peter Holden

Meeting Reports

Philip Lockwood

Wednesday, 15th January 2020 - Travelling the Rhaetian Railway, by Robert Clarke

It was good to welcome a speaker from the Huddersfield Railway Circle. This time, it was Chairman Robert Clarke who entertained us with a travelogue of a recent holiday in Switzerland. We have previously seen his holiday to Wengen in the Bernese Oberland but tonight we moved to the area known as Graubunden.

Robert and his wife were staying in Davos in a rather splendid hotel which just happened to have a view of the railway! The plan was to visit all the interesting railway photography spots including the Landwasser and the impressive Wiesen viaducts. Visits were also made to Arosa crossing the equally impressive Langwies concrete viaduct.

I think the high spot for Robert was a journey over the Bernina line through to Tirano in Italy. Robert had long cherished the idea of stopping off at Alp Grum to sample the wares, and the views from the station buffet.

Robert has more recently visited Zermatt so I am sure we will be seeing a further episode of his Swiss travels in the future.

VOT by Philip Lockwood

Wednesday, 29th January – Across India by Train, by Colin Boocock

Our much travelled speaker Colin Boocock returned to speak to the Circle about his latest visit to India. Colin is well known for his work with the Railway Children charity. Tonight's presentation took the form of a travelogue, visiting many of the historical sites including the Taj Mahal and the Red Fort at Agra. Railway interest included a ride on the Kalka-Shimla railway from Kalka at 2,050 feet above sea level to the hill station at Shimla at an altitude of 6,988 feet. Colin was slightly disappointed that steam was out of action on his visit.

The railway museum at New Delhi was visited, where the many exhibits appeared to be well looked after. Of particular note was the steam locomotive and carriage running with a double flanged wheel on a single rail, the whole thing remaining in balance by having an outrigger road wheel!

The other famous narrow gauge line visited, the Darjeeling Himalayan Railway, did provide steam, the small locomotives including a crew of five.

Question time brought one question from your reviewer. How did you manage with the food? Colin followed the advice of a well-travelled doctor, who advised cleaning his teeth in whisky and adopting a vegetarian diet!

Another absorbing talk by Colin, who appears to take travel to exotic locations in his stride.

Vote of thanks by Philip Lockwood

Wednesday, 12th February – BR Now and Then, by Steve Fort

Steve made a return visit from over the Pennines to present BR Now and Then. This was a slide presentation using mostly his own slides, but also backed up by bought

slides. Steve mentioning that the cost of purchasing slides has risen considerably, quoting one example where an only fair picture of a Western Warship sold for £150! As the title of his show indicated, we were shown examples of early shots compared with more recent pictures. Mostly the scene had changed out all recognition, particularly in towns and cities, the only clues in many cases being a background building or fence line. I think this show probably brought home, particularly to older members, how things have changed - in my case having started using slide film in 1961! Time, I think, to delve into early boxes of slides, and compare the present day scene. So thanks Steve for a show with a slightly different approach.
Vote of thanks by Philip Lockwood.

Wednesday, 26th February – Transforming Rail, by David Horne (Managing Director, LNER)

We are very fortunate, as a railway society, that we are able to not only have talks by fellow railway enthusiasts, but also to attract speakers from the railway industry. Tonight we were pleased to welcome David Horne in his capacity as Managing Director of LNER. David gave an illustrated talk which provided an in-depth view about this organisation. David commenced his career on the railway at Truro and Penzance in 1988, transferring to Virgin East Coast in 2015 and then to the new LNER. It seems that David is a very people-oriented person - LNER employs over 3,200 members of staff. Interestingly, not only are the catering staff responsible for sourcing local supplies but the chefs are encouraged to devise their own menus. Also, staff were involved in selecting the name for the new trains - Azuma. David also discussed the developments taking place at Kings Cross, involving alterations to the track layout, removing most of the double slip turnouts in order to facilitate speedier exit from the “Cross”. As any railway modeller will agree this should aid reliability!
David finished by answering a number of questions from the members. We must thank him for taking the time out from what must be a tight schedule to talk to us tonight.
Vote of thanks by Philip Lockwood.

Wednesday 11th March - 50 Years Back: 1970, by John Holroyd

John returned with his ever-popular series, tonight’s Fifty Years Back being 1970. Steam on the national network had already finished, and many enthusiasts were now chasing industrial steam which was declining fast. John’s show started with a bleak January day on the Woodhead line, from a train about to enter the Woodhead tunnel. In the company of Ben and Dorothy Burrows, many stationary mill engines were visited, some still working although many now derelict. Photographs were also taken of buses including the rare Bradford single decker no.512.
We enjoyed a visit to Wales with rides on the Festiniog and Great Orme tramway and on to Penrhyn Castle to see *Fire Queen* ensconced in the museum.

Travelling south, visits were made to the still-operating Bowater paper mill with a fleet of mainly Bagnall and Kerr Stuart tank engines but also a 2-4-0 fireless locomotive named *Unique*.

We had a first visit to what was to become the EM&WR railway up in the attic at Gildersome. Next, a visit by train to the air display at Church Fenton with crowds alighting at the station with for many a long walk to the RAF station.

We travelled north to Fort William and thence to Mallaig, where one of the last remaining Clyde puffers was beached. Then, a steam turbine vessel to Campbeltown to try to trace the old trackbed to Machrihanish, terminus of the narrow gauge railway, before photographing the heavily overloaded paddle steamer *Waverley*. And another visit to the attic to view some more exotic creations on the EM&W.

Towards the end of the year, the Walsall trolley bus system closed, so this was covered on the last day, in the company of Circle member Robin Lush. Also, a visit to the transport event at Crich where 0-4-0 locomotive *Pixie* belonging to the Rev Teddy Boston was in steam.

Finally back in the attic where super-power was run, with John's "Big Boy" Union Pacific locomotive alongside Brian Moss's Norfolk and Western articulated locomotive.

A most enjoyable and nostalgic evening, only lacking John's trademark "Grate Shot" - probably it had not been invented in 1970!

Vote of thanks by Philip Lockwood

Special Traffic Notices

Would members please take note of the following points :-

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

- **Pictures** for *The Circular*. Photographic material submitted for consideration for reproduction in *The Circular* is accepted at the owner's risk. Landscape format is preferred for half-page reproduction, obviously, although if the photo is spectacular a vertical format full-page layout may be possible, or the picture might be used for our *Circular* cover picture.
- **Disclaimer**. The opinions expressed in *The Circular* are not necessarily those of the Editor or the Committee.

Secretary's Page

Peter Holden

Welcome to another decade! I realised recently that I have been secretary now for 30 years or so, half of my life in fact. We have seen plenty of change in the rail industry over the years and indeed change in our society. As we move forward, we need to try to attract a few more members as numbers attending continue to reduce. Having said that, we have had around 26 at our last 2 meetings.

PLEASE NOTE!!!!!!!!!! We are to hold a trial meeting at: -
 The Bradford Mechanic's Institute Library,
 76 Kirkgate,
 Bradford,
 BD1 1SZ

This will be on Wednesday 22nd April. Our booked talk for the evening will be as advertised, John Bromfield presenting "Rails in Wales 1970s/80s"

Lastly, as ever, if you feel that you could present a talk to your society, please 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

On **Wednesday 8th April**, Gavin Morrison will be presenting "20 Subjects". I understand that the audience will choose from various short topics on the night. This should be most interesting and as ever we will be treated to some first-rate photography.

John Bromfield makes a welcome return on **Wednesday 22nd April** when he will be presenting "Rails in Wales in the 1970s/80s" (at the Mechanics' Institute). John has changed career since his last visit - he now drives a bus for First Bradford! Hopefully we will be able to enjoy listening to what John was getting up to all those years ago.

On **Wednesday 6th May** Chris Davis will be presenting "An A to Z of Railways". Chris usually concentrates on presentations around his visits to the USA, so this should be quite different in content.

Dave Peel will be presenting "The Merchant Navy Class" at our meeting on **Wednesday 20th May**. Dave always gives a well-researched talk on whatever his

chosen subject may be. Well, this one should be a winner as we all know the Merchant Navy class were a fantastic set of locomotives. I don't recall ever booking a guest speaker from abroad before, so this may well be a first for BRC. **On Wednesday 3rd June** we hopefully will be able to enjoy a selection of "Steam Videos from Britain & Europe". Jan Van Frausum is travelling across from Belgium to give this presentation. I have seen some of his video and he is indeed a very competent videographer. Jan is an advocate for Train World Museum in Brussels and as such visits Britain regularly to see preserved lines. John Whiteley will be presenting "A Railway Miscellany" on **Wednesday 17th June**. John is an excellent photographer and I am sure we will all be treated to a first-rate talk.

Circle Diary 2020

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

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

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

** - NB New trial venue - Meeting at Bradford Mechanics' Institute on April 22nd

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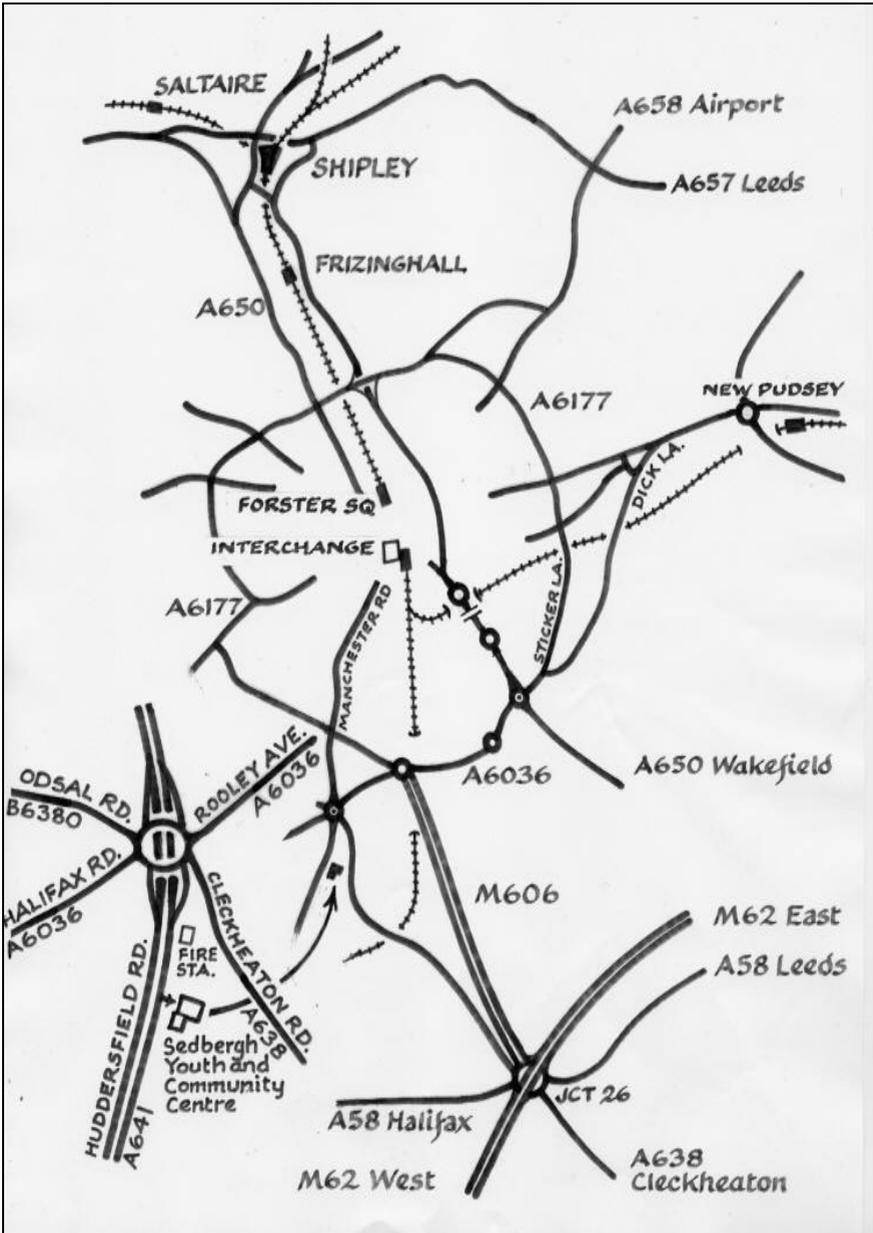
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Map by courtesy of John Holroyd

Bradford Railway Circle meets at 7.30pm on alternate Wednesdays.
 For more information, see website www.bradfordrailwaycircle.co.uk