

# **The Circular**

## **BRADFORD RAILWAY CIRCLE 2020**



**75<sup>th</sup> Anniversary Year 1945-2020**

# THE CIRCULAR - 2020

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Photo courtesy of Philip Lockwood  
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# THE CIRCULAR

Bradford Railway Circle

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## Editorial

Well, the Covid-19 pandemic was only just entering our awareness when the last Circular was published – and how the world has changed since then! Passenger services disrupted, lockdown keeping most workers at home, the toll of misery and bereavement for so many. Life may never be quite the same again. But many aspects of our lives will carry on – and hopefully Bradford Railway Circle will survive, and our meetings will begin again, when restrictions are eased and our venue reopens. To help keep us all connected for the time being, here's another digital version of The Circular – not as weighty as recently, but I hope of some interest nevertheless. Apologies to those who wish a printed copy, but this is still impossible (our printer is still only undertaking essential work). However, I intend to try & catch up as soon as possible by getting the digital versions printed as “proper” magazines. As many of us are still spending more time at home, perhaps it is an opportunity to do some research into railway matters of interest, and write an article. Or to review one's railwayana collection and send in a few notes about one's “treasures”. Any articles would be very welcome, photos likewise. The future of The Circular is partly in your hands . . . Thank you in advance. Meanwhile, this issue revisits several old articles – a very interesting collection, thanks to those who suggested them.

# Adventures On An All Line Rover

Peter Holden

*[Peter has suggested that we reprint this article from a Circular of year 2000, as an interesting comparison with current conditions. His travel companion was our late friend & Circle member Michael Wade. - Ed]*

Around the middle of last year David Tillotson suggested that we should have a "Circle Millennium Trip "We would buy an all line rover and travel from Preston to Inverness, then down to Penzance, up to London and back to Preston. I made two observations to David. Firstly, what would we do for the rest of the week and secondly, knowing the Circle members, there would only be David, Michael and me interested!

I was almost right. David chose a holiday in South Africa instead, so there were just the two of us. As usual.

It was 1988 when I did an all line rover before, and there were to be many changes this time. I will cover these later.

We decided to start our seven-day rover on Saturday 12th August.

I came up with an itinerary for Michael's approval, he made a few suggestions which I was happy to accommodate into the itinerary. I showed him the revised schedule and it met his approval.

We were both a bit apprehensive about how we would cope for a week on the train, I must admit I gave Michael until Wednesday before he would get fed up and go home! I was proved wrong.

The start of the holiday (perhaps that's not the right word for such a trip?) was actually on Friday the 11th. Bulls had a match at home. Not wanting to risk missing our first train, which was to be the 23:30 Manchester Piccadilly / Exeter St. David's, after long deliberation I decided that I would miss the match and watch it on television in a pub in Huddersfield. After the match we could make an easy connection to Manchester. However, despite Huddersfield being the home of Rugby League, I was unable to find anywhere to watch the match.

We had purchased a West Yorkshire Day Rover and a single from Huddersfield / Crewe to cover our journey until the start of the rover ticket.

Arrival in Manchester was around two hours before our train departed, so we decided to go over the road to the "Piccadilly Balti House" for a curry. If you are ever stuck for something to eat in Manchester might I suggest that you eat your own foot rather than have curry at this restaurant!

The 23:30 departed on time behind 47 747. I had reserved seats for quite a few of the trains we were to travel on throughout the week. Although this train was not particularly busy, this was to prove a good idea as the week progressed.

On arrival in Birmingham our train needed to reverse, as Proof House Jct. was closed for the whole week - this meant that nothing was leaving New Street in the easterly direction. Because of this 47 846 *Thor* was attached to the rear of our train and we continued on.<sup>2</sup>

Arrival into Exeter was punctual, not surprising as the train was booked for a 1 hour and 24 minutes stop at Bristol!

Our next train was the 06:00 Exeter / Newquay . As anticipated, the HST unit ran into Exeter from Laira to form our train, locomotives being 43 014 & 43 195 *British Red Cross 125th Birthday 1995*. Saturday was a mainly cloudy day as we progressed on the journey through Devon and Cornwall, so I was not too disappointed at sleeping as the train passed through the Dawlish area. We stayed with the same set back from Newquay up to Par where we left the Newquay / Edinburgh service and changed onto the Cornish Riviera. This train I found particularly interesting not just for its marvellous name but for the fact that on leaving Plymouth it only stops at Westbury on its journey to Paddington. 43 191 *Seahawk* and 43 019 *Dinas Abertawe / City of Swansea* did a splendid job and whisked us along to London covering the 260 miles in 3 minutes less than four hours.

Luckily a very rapid trip over to Waterloo via the Bakerloo line was managed, in time to catch the 15:30 Waterloo / Weymouth. The train being formed by a class 422 "Wessex Unit" No. 2405. I'm not sure why we caught this train as we should have been going to Portsmouth! Anyway, a convenient change at Woking onto 16:03 to Portsmouth Harbour, another "Wessex Unit" No. 2419 which was fortunately the train running behind got our intrepid travellers back on course.

Waiting patiently was a two-car class 150 239 forming the 17:24 Portsmouth Harbour / Cardiff, a journey of 140miles. I must admit I prefer something a bit more spacious for a 3 hour plus journey, but at least operator Wales & West saw fit to provide a trolley service.

As evening drew in on our first day, we were not relishing the idea of another night sitting on trains. As it happened the night was to be far worse than our worries had allowed for.

Departure from the Welsh capital was on the 21:05 Cardiff / Swansea (43 010 & 43 032 *The Royal Regiment of Wales*) which arrived on time into Swansea. Our 80-minute stop in Swansea was unfortunately extended somewhat by Great Western, who firstly could not find a driver for the train, and then went on to find a train which failed before it started. So, the passengers all had to change trains on to a unit which had just arrived from Paddington, which should have been going to the depot.

The delayed departure from Swansea was on the 23:18 to Fishguard Harbour running 66 minutes late (43 165 & 43 040). Unfortunately, our carriage happened to be the one that pulled up alongside the door of the ferry terminal, so all the passengers piled into our carriage! We moved to the other end of the train. As I predicted to Michael, when the 01:45 Fishguard / Paddington arrived back in Swansea we were asked to change trains once more, back onto the train which had failed earlier. They had managed to fix it during our absence. I realised as we de-trained at Swansea, that I had managed to lose my jacket somewhere during all the commotion of various seat movements. I searched the train to no avail. Fortunately, there it was, where I had left it, on the train we were now re-boarding. 43 127 & 43 175 were our new locos for the continuation of the run to Paddington.

It was dark, we were travelling slowly, I had no idea where we were, it did not look at all like the main line. It was not - we had been diverted through Barry. This was not a

bad thing as it enabled me to grab a few more numbers as entry to Cardiff would now take the train along the other side of Canton Depot from which we had left. Things went from good to better. On passing Severn Tunnel Jct. a further diversion, this time via Gloucester and Stroud. Excellent, I had not traversed the line between Gloucester and Swindon before.

Despite leaving Swansea extremely late we managed to arrive on time into Paddington. Our initial itinerary was to have us leave the train at Reading and catch a Waterloo train, but as on this Sunday morning the train had a bus replacement for part of the journey, we decide to stay on to Paddington.

Sunday was to be our "Network Southeast" day mainly covering the Kent coast. Once more we were extremely lucky to have a quick journey this time from Paddington to Victoria on the Circle line. Quite nice of the Londoners to name the line after our society.

The above change of plan meant that our arrival at Victoria was an hour earlier, so we boarded the 09:05 Victoria to Ramsgate formed by 365 502 & 365 516. Not a particularly nice line at all, and not a particularly nice station at Ramsgate either!

Our next train, the 11:47 Ramsgate to Ashford formed by class 421/4 1842, took us through Dover and past the Channel Tunnel complex at Dollands Moor and then up to Ashford. The weather was nice, and the station buffet was open. They were selling "Traditional Vegetarian Cornish Pasties" bit of a contradiction in terms I thought, but if you ever see one of these cheese & onion pasties give one a try, they are spot on.

DEMU Class 205 001 chugged into the station and formed the 13:22 to Hastings, we boarded so as to acquire a good seat near the engine - s\*\*t! class 59 203 came through the station with the Orient Express stock on a special - that would have made a nice photograph - never mind.

Quick change at Hastings onto the 14:15 to Lewes consisting of class 421/3 1740 from where we boarded the 15:19 Lewes to Brighton, class 421/7 1401 forming the train. As we continued to make good progress, and kept our one hour in front, so to speak, we decided to add a few extra bits.

We boarded the 15:50 Brighton to Cardiff formed by 158 838, only staying on as far as Barnham, where a quick change was made onto the 16:26 to Bognor Regis. We re-boarded the same set (class 421/7 1407) for the 16:38 Bognor Regis to Littlehampton. I had not been on either of these branch lines before.

The 17:15 Littlehampton to Victoria (class 421/4 1801) was our last southern electric, ending a smashing day. All we need do now is cross London again, this time to Euston for our first sleeper of the week, the 21:03 Euston to Dundee.

We had a few pints in the Head of Steam at Euston before boarding. In 1988 the sleeper trains had two or three normal day carriages as well, but with alterations to services which now see only two sleepers leaving Euston, the Inverness portion with the Fort William portion and the Aberdeen / Dundee portion are all combined to make one very long 16 carriage train - the day cars have gone.

This was the first time I had sampled a sleeper train, Michael decided that as I was the younger, I should have the top bunk - this was fine by me.

The day carriages may have gone but they do have a lounge car. This is the way to travel, nice comfy chairs and beer, excellent. We departed on time behind 90 021.

Michael has a habit of telling me which is the highest numbered class 66 he has seen, I pointed out 66 250 to him as we left Euston so that should be the end of that. There were in fact five 66s employed on engineering work in and around Euston. I would say that around six platforms were closed due to the re-modelling.

A few more beers being enjoyed as we progressed north. Our train was routed through Northampton, another new stretch of line for me. I was a bit reluctant to call it a day until we passed Crewe. Blimey, these bunks are a bit small! I managed to get a reasonable night's sleep, probably due to the lack of sleep on the previous two nights. The train splits at Edinburgh into its three portions. Our section going on to Aberdeen behind 47 732 *Restormel*. We of course were to disembark at Dundee.

Monday morning was a bit reluctant to begin in Dundee, it was a dull drizzly start to the day. We arrived at 06:10 and departed at 06:40 on Britain's longest distance passenger train "The Cornishman" I must admit that this train from Dundee to Penzance was for me a "Must-do" on the itinerary.

43 062 and 43 097 did a splendid job. The train was quite busy for most of the journey. I was unable to reserve two forward facing seats due to the volume of passengers, but as we were the first on the train we were able to choose our seats in coach C (this being the one that they leave free of reservations). The route takes the Cornishman down the ECML as far as Colton Junction and then through Leeds, Sheffield and Burton. The train called at Longbridge for connections to Birmingham and then carried on along the normal route to Penzance. It was not until leaving Devon that the train began to seriously empty.

Having been sat on the same train for thirteen hours, we needed to stretch our legs. A brisk walk to the other side of Penzance found us in the Taj Mahal partaking of an early supper. It must be said that this curry was far superior to the previous Friday's offering, although I seriously doubted the practicalities of this meal as we were soon to board our sleeper cabin to Paddington. Memories of Stanley Hall's talk of asphyxiation on the sleeper train at Taunton came flooding back.

By Tuesday morning, we had both survived the journey, 47 846 *Thor* having done the business. Arrival at Paddington was on time at 05:10 which gave an easy connection on to Virgin Trains 06:00 Paddington to Manchester Piccadilly. 47 822 *Pride of Shrewsbury* was our locomotive for this trip, on it must be said a more pleasant morning than the previous one. Our route took us via Reading, Coventry, Bescot and Stoke and we arrived at our destination at 10:15

If you have not visited Manchester Piccadilly since the building work has been completed, I recommend that you do so, the change is quite impressive. The new brighter look really is a tribute to Railtrack.

Central Trains 170 520 formed our second train of the day taking us from Manchester to Norwich. I was most pleased with the Central unit it seemed to me to have the edge comfort wise over the Anglia class 170s. Our almost five-hour journey was routed via Sheffield, Nottingham, Loughborough, Peterborough and Ely. As we pulled into Norwich, I copped three more of the new General Motors imports, these being 66 202, 67 022 and newly named 67 001 *Night Mail*. Our train from Manchester was quite full for the greater part of the journey but our next train the 15:40 Norwich to Colchester was probably the emptiest train we travelled on all week with only about four

passengers in our carriage, with 86 220 *The Round Tabler* being our motive power. We had not planned to disembark at Colchester but decided that there should be no problem doing the branch to Clacton and still have plenty of time to travel up to Liverpool St. and across London in time for our sleeper to Inverness.

90 038 was at the front of the 21:30 Euston-Inverness as far as Edinburgh and then 47 790 *St. David* took over for the latter part through Stirling, Perth and Aviemore.

Wednesday was to be enjoyed at a far slower pace, Wick and Thurso on the Far North line being our destination. There was no alternative - we could do nothing until our train left in almost three hours. We visited our guest house and deposited our bags with the proprietor, my shoulder was bruised from carrying a heavy bag around for the previous four days. A quick visit to the Tourist Information Centre proved fruitful as tickets were purchased for the following day's ferry trip and reassurances were also found for our intended bus journey. After a walk around the town centre we purchased sandwiches and made our way to the station.

158 708 formed our train for the 350-mile round trip. I was surprised at the line speed which was quite fast for most of the journey. We passed the new EWS freight service returning from Georgemas Jct. with its two Safeways supermarket containers - how annoying it is when you cannot get a quick picture because there are no opening windows anymore.

The service is interesting because it reverses at Georgemas, runs down to Thurso, reverses once more and retraces its steps this time continuing on to Wick where we had just short of an hour before our return.

Arrival back to Inverness was at 20:06. Time to find a chippy for a haggis supper! An essential part of any Scottish visit.

After a few pints in a "typical" Scottish pub - i.e. having to explain to a drunk member of the Scottish National Party, that you are not, as it seems, an English tourist, but in fact from the People's Republic of Yorkshire. (This usually throws them before they get into the Sassanach routine).

This was to be our only night off the train, so I was looking forward to a proper breakfast in the morning.

Thursday again was a nice easy day with not too much rushing about. After a very good hearty breakfast we made our way at a leisurely pace to catch the 09:55 train to Kyle of Lochalsh which this day was entrusted to 158 735. It was a pleasant day and the scenery was indeed worthy of the praise it receives. A lot of thought had gone into Thursday's itinerary, mainly due to the worries of having to leave the steel rail and board firstly a bus (this is a bit like a cross between a railway carriage and a car) then a ferry. The train we decided on arrived at Kyle at 11:17 The only bus to Armadale left at 13:25 - lunch was therefore taken in a pub which was about 100 yards from the station. Guess who had a haggis pizza for lunch?

I don't think much to these bus things, they are a bit lacking in facilities - especially when you have had a few pints prior to boarding! Anyway, it was a very nice journey across the new bridge and down the Isle of Skye from north to south. What a beautiful part of the world Scotland is.

The bus is timed to connect with the ferry from Armadale to Mallaig a short sailing of just 1/2 an hour. We made our way to make use of the bar during this short trip.



Another easy connection saw us boarding 156 446 on the 16:08 Mallaig to Fort William. This to me is the most scenic line in Britain, just breath taking, seemingly endless stretches of totally natural unspoiled scenery where there is literally nothing except the railway. Well worth a trip.

On arrival into Fort William the sleeper was waiting in the siding with 37 419 on the front it consisted of two sleeper cars, a day car and a lounge car.

We had a good two hours for tea so a good walk around the town ensued before settling down for a few beers.

Having checked in on board the train we made our selves comfortable in the lounge car, where we found some nice beer called Traquair House, a strong drink which has a resemblance to Belgian beer.

Supper time. I had managed haggis pizza for lunch, a battered haggis for tea so I had haggis & tatties for a change. 90 032 took charge of the train from Edinburgh for the run up to Euston.

Friday, our last day had arrived, and so had we - at Euston. Debate as to what to do on Friday had been going on for the last few days. It was common sense versus the ridiculous. Eventually I won the argument for the ridiculous camp.

A rover ticket gives you the opportunity to do the WCML and the ECML throughout in a day. The main argument against was a three-minute connection in Glasgow.

We boarded the 08:35 Euston to Glasgow Central which was pulled by 87 032 *Kenilworth*. The train was very busy indeed, I managed to grab two seats at a table in coach C, which turned out to be deputising for the missing coach B, the smoking carriage! It was not as bad as I anticipated as there were not too many smokers on board.

We began to worry when the train fell 15 minutes behind time as we neared Carlisle. We had decided that if the train was this late at Motherwell, we would change trains there. No problem we pulled into Motherwell bang on time and arrived into Central Station two minutes early. As our next train was just across the platform, we had no problems at all with the connection.

The Scottish Pullman pulled out on time at 14:00 behind - sorry - in front of 91 008. Again, this train was extremely busy throughout its journey. It's all well and good people praising the privatisation of railways for increasing the number of passengers by such a large amount, but do they all have to catch the same train as me?

The plan was working brilliantly, we had jumped the hurdle with considerable ease, all that remained now was a quick stroll over to St. Pancras for our train back to Leeds, alas not to be.

We left Peterborough on time but never really made line speed from then on. We crawled slowly on, the Midland train fell away, followed by the 19:30 Leeds train from Kings Cross, things were not looking good at all.

The Senior Conductor blamed our delay on a preceding train which had failed ahead of us, he neglected to mention whose train it was - guess why! As we passed Finsbury Park I mentioned to Michael that the Leeds train had not passed us, therefore it too must be delayed. As we pulled into Kings Cross it was completely empty, not one train in, not even in the suburban platforms.

The 19:30 to Leeds had indeed been delayed. The stock to form the train arrived into Kings Cross at 19:49 The train was serviced by an army of cleaners and left at exactly 20:00 behind 91 030. Unbelievable that GNER could manage such an amazing turn round.

If we were to keep time to Leeds, we would still manage to catch our intended last train, the 22:32 Leeds to Hebden Bridge. That is just what we did - we never lost any time - nor gained any, arriving into Leeds 20 minutes late at 22:14.

So here we are on the last train of the week 156 468 was to be our final train, I got off in Bradford, leaving Michael to travel on to Hebden Bridge.

What a week it had been, we only actually missed one train due to delay, quite a feat. My mileage for the full holiday was 6,390.5, and during just our last 24 hours we covered in excess of 1,450 miles!

On the spotting front, I copped 37 locomotives.

Thank you to Michael for his company throughout the week.

If you would like a copy of our itinerary please ask me for one.

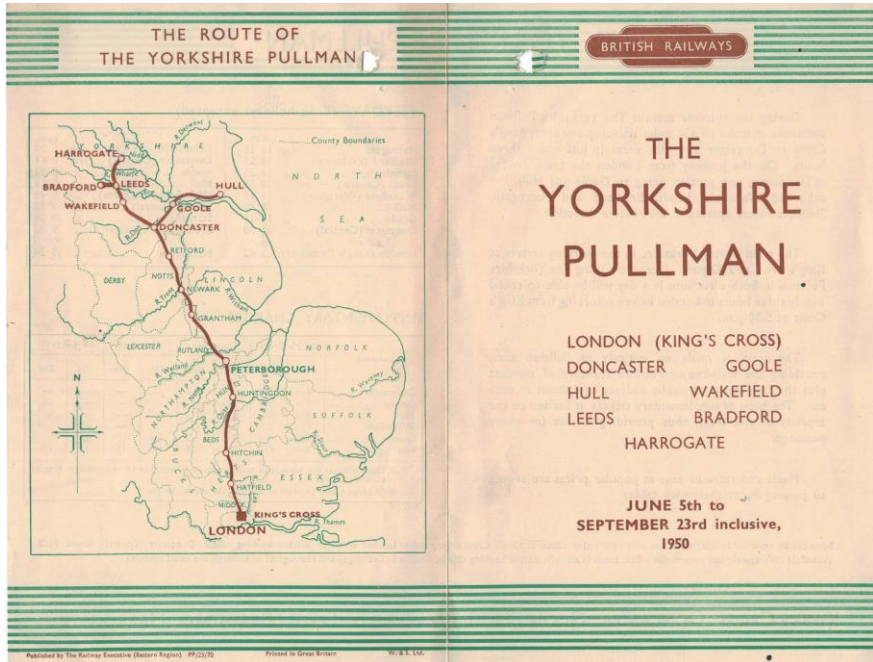
Who knows, as next year is really the new millennium may I suggest that we have a Circle Millennium Trip with possible more than two people involved! Anyone interested?

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## **“Yorkshire Pullman” leaflet**

**Bill Jagger**

*[Bill has submitted the following note & scans of a leaflet in his collection – Ed.]*



The leaflet when folded is  $7\frac{1}{4}$  inches by  $4\frac{3}{4}$  inches. The content is generally self-explanatory but interesting points are :-

- three hours London-Doncaster
- nearly three hours in London before a return journey
- food prices are popular
- the reference to Doncaster (Central)
- Bradford is not mentioned in the Supplementary Charges
- the leaflet is produced by The Railway Executive (Eastern Region).

## • THE YORKSHIRE PULLMAN •

During the summer months The Yorkshire Pullman continues to make its 156 miles non-stop run from King's Cross to Doncaster and vice versa in just under three hours. On the journey from London the train divides at Doncaster, one portion going to Goole and Hull, the other to Wakefield, Leeds, Bradford and Harrogate. Similar services operate in the reverse direction.

The train leaving Yorkshire in the morning arrives at King's Cross at 2.42 p.m. Passengers using The Yorkshire Pullman in both directions in a day will be able to spend nearly three hours in London before returning from King's Cross at 5.30 p.m.

The train is made up entirely of Pullman cars, providing the well-known Pullman standard of comfort plus the refinement of public address equipment in each car. The issue of supplementary tickets is limited to the capacity of the train, thus providing a seat for every passenger.

Meals and refreshments at popular prices are served to passengers at their own tables.

Seats can be reserved in advance at the seat reservation offices at King's Cross or any other London terminus; station booking offices, Doncaster (Central), Goole, Hull, Wakefield (Westgate); seat reservation office, Leeds (Central); station booking offices, Bradford (Exchange) and Harrogate; or through the usual agencies.

### WEEKDAYS (Bank holidays excepted)

Harrogate ... ..	a.m.	London (King's Cross) dep.	p.m.
Bradford (Exchange) ..	dep. 10 15	Doncaster (Central) ... arr.	5 30
Stanningley ... ..	10 25	Goole ... ..	8 17
Leeds (Central) ... ..	10 35	Hull ... ..	8 52
Wakefield (Westgate) ..	10 55	Wakefield (Westgate) ..	9 26
Hull ... ..	11 15	Leeds (Central) ... ..	8 49
Goole ... ..	10 40	Stanningley ... ..	9 12
Doncaster (Central) ... ..	11 11	Bradford (Exchange) ...	9 29
London (King's Cross) arr.	11 50	Harrogate ... ..	9 37
	p.m.		
	2 42		9 54

### SUPPLEMENTARY CHARGES

Between	King's Cross		Doncaster		Wakefield		Leeds	
	1st	3rd	1st	3rd	1st	3rd	1st	3rd
Doncaster ... ..	6/-	3/-	—	—	—	—	—	—
Goole ... ..	8/-	4/-	2/-	1/-	—	—	—	—
Hull ... ..	8/-	4/-	2/-	1/-	—	—	—	—
Wakefield ... ..	7/-	3/6	1/6	1/-	—	—	—	—
Leeds ... ..	8/-	4/-	2/-	1/6	1/6	1/-	—	—
Harrogate ... ..	8/-	4/-	2/-	1/6	1/6	1/6	1/-	—

● These charges are payable in each direction in addition to the ordinary first or third class fares.  
● Children under 14 years of age, half the above charges.

KING'S CROSS DONCASTER GOOLE HULL WAKEFIELD LEEDS BRADFORD HARROGATE

## 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 new category is "Station Architecture (Worldwide)" – Ed.]*

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

Digital submissions should be sent as email attachments to

[tomthetrainspotter@btinternet.com](mailto:tomthetrainspotter@btinternet.com)

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.

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## Book Review

## Graham Norton

### **British Steam Military Connections - LNER steam locomotives and *Tornado***

By Keith Langston

This book starts out by reminding the reader that the naming of steam locomotives and rolling stock in general has been an accepted practice since the earliest days of steam and that it soon became the norm to refer to a locomotive class by (usually) the name of its first “namer”. This book specializes on, as the title obviously refers, steam engines of the LNER named with a British military connection. Initially I assumed that the majority of these connections would be regiments, but this was not the case, as a large number of locomotives were named after famous (?) generals and other military personnel (mainly high-ranking officers). No opinion is given in the book about this and I will not express mine either, but I am sure you can guess! There were a few exceptions, Spion Kop and Somme being notable ones, although it is unclear whether the latter locomotive spent 4½ months going nowhere or not. Each locomotive has at least one picture (mainly black & white) to accompany its description, mostly of the normal ¾ frontal shot as expected. Some of the pictures include long lost fragments of railway history, one in particular caught my eye in the guise of D40 62277 *Gordon Highlander* at Craigellachie. As some of you may be aware Craigellachie has a “twin” in Canada where by coincidence the “last spike” was driven in on the CP line to complete the rail crossing of this enormous country (I have, by the way, visited both locations and they are not at all alike!). There are many other pictures and illustrations linking the names to the locomotives which add detail and interest for the reader as well ranging from Mons Meg, a 15th century cannon (60504 A2/2 Pacific) to actual members of the Kings Own Yorkshire Light Infantry (V2 60872).

The second part of the book is a brief history of the legendary 50th A1 locomotive *Tornado*. This proved just as interesting as the first part and again includes a number of quality photographs to demonstrate this locomotives power and public appeal. I have to admit (hang my head in shame), that I had not realised the connection between the loco and the RAF fast jet until I read this book – every day is a school day There are also pictures of *Tornado* jets in action, 2 of which are on the “Mach Loop” in Wales, an area I can wholeheartedly recommend if you are into plane spotting. All in all, an interesting read.

Hardback with dust jacket, 152 pages, 150 black & white and colour photographs.

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## The Kitson Castle & Peckett Pier Rly C. H. Scholey

*[In these difficult times for railway modellers, with model shops still closed, I came across this in a back number of the Circular dated 1970. It was written by member Charlie Scholey, a gentleman who had unfortunately passed away before I joined the Circle. I understand from member Jonathan Stockwell that Charlie was keen on minor railways and wrote many articles for the Circular. On looking back probably less reliance was put on what could be purchased "ready-made" and it was much more the era of make-it-yourself. I thought it might be an idea to reprint his article for the enjoyment of members. – Philip Lockwood]*

This little line is not to be found on any map, being a joint effort by some of our members to portray in model form an English light railway of 1900 vintage.

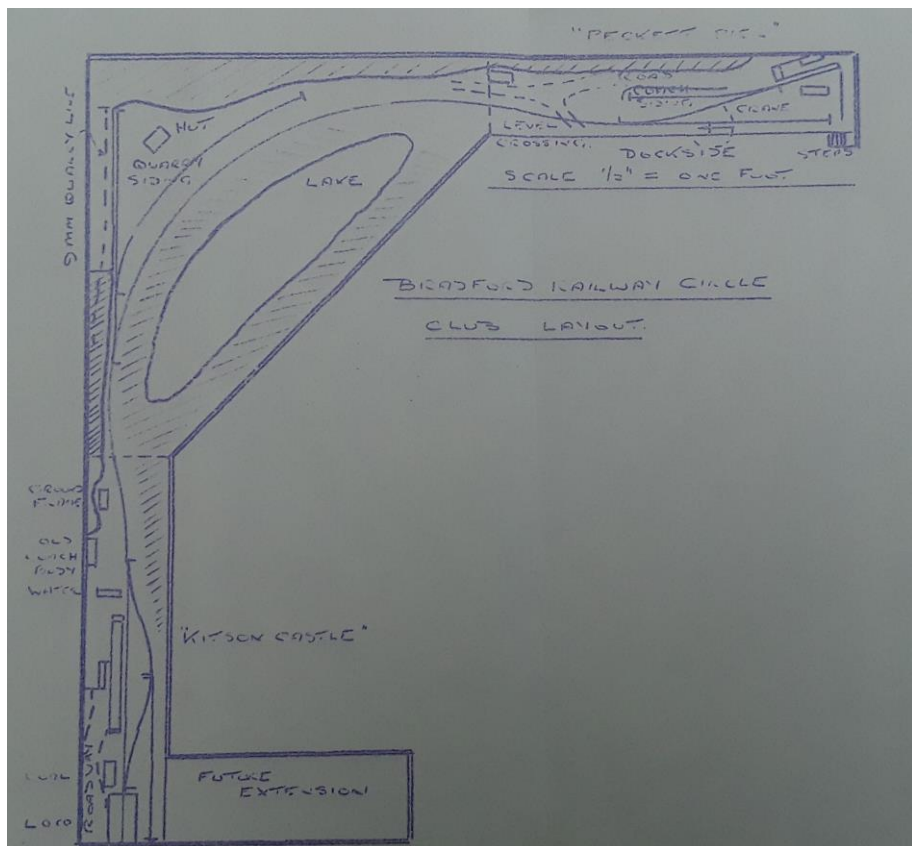
Our model does not pretend to be an exact copy of any one prototype, for although the basic inspiration came from the Spurn Point Railway, it does embody bits and pieces from many sources, and thus has a character all its own.

The station names are all fictitious, embodying titles of well-known industrial loco builders whose products graced so many of our minor lines in years gone by.

Track layouts are very simple indeed, the formation at Kitson Castle is an exact copy of Kilnsea Fort on the Spurn Line, and there the similarity ends. The station building is pure Mid-Suffolk, a tin tabernacle modelled on Horam; the water tank comes from Cromford & High Peak, and the diminutive pointsman's hut is the spit of that at Lynton on the Lynton & Barnstaple. The loco shed at present is a freelance outside framed structure from nowhere in particular, to be replaced shortly with a shortened version of Laxfield (M.S.L.R). Mr Swires excelled himself in producing the coaling stage from match stalks, and in obtaining the broken-down appearance these structures so often represented.

The Highland Railway is the origin of the passenger birdcage brake van in service and plate-layers hut which purports to have been bought secondhand for traffic purposes and later relegated to this humbler duty. This is one of the writer's older models of which there were very few when built, and is hollow inside with daylight through the side duckets as opposed to the more usual method of using a solid block as a basis.

This end of the layout will ultimately have an extension embodying a castle in the background replete with batteries of guns and a novelty in the way of a wagon turntable to serve 2small sidings. Thanks, Mr Thornhill, for the idea! Trackwork is mixed bullhead and spiked flat bottom, not a particularly common idea in real life but examples could be found on the Mid Suffolk and also the Bowling Ironworks Railway, which also had grooved tram rails and cast frogs!



To proceed along the line brings us to Avonside with its wide expanse of old quarry workings, and on the left a loading bank served by a narrow gauge "Tub Run" emanating from a tunnel known as "Davids Diggings" in deference to our old Birmingham member.

It might be mentioned, in case anyone should take us up on the subject, that local stone was not only quarried but also mined through both vertical shafts and "adits", better known in these parts as "dayhoils". Sweeping past the quarry on a tight curve, a lake is passed, then a level crossing and solitary dwelling, to enter a reverse curve and Peckett Pier Station.

This station embodies a planked pier laboriously built up from 1/16" square balsa wood, 36 yards of it, but well worth the trouble as the effect is 100% better than



planks. One siding serves this pier, which has an oil tank, fixed crane, and coal stage, plus sundry other buildings.

Passenger facilities are meagre with a small waiting room only, but at one time this place sported an overall roof modelled on Ravensglass in the 3' gauge days. This was an intensely attractive feature, but unfortunately did not last long when some bright spark tried to lift the layout, using the building as handle (YES IT WAS A GROWNUP). Here a single siding provides storage for the ex-L.B.S.C. 3rd class brake end coach, the only passenger vehicle on the line.

Ideal rolling vehicles for the period carefully chosen over the years for just such a line can be had from the writer's own stock, supposedly bought secondhand, and comprising ex Highland twin bolsters, L.B.S.C. low loaders with tarpaulins, S.E.C.R box van, M.R. dropsides, 10ton mineral plus a special coal wagon with the load in boxes for easy handling at the pier. Most of these vehicles have the old single block brake and some have double blocks on one side only. Variety can be achieved by running some of Donald's vehicles, a tram engine, or a Sentinel shunter, or Kitson 0-4-0 saddle tank and an anglicised Italian 0-4-0 side tank are also available but due to exigencies of space only one loco is in steam under normal circumstances. There is, you will notice from the layout plan, no run round at Peckett Pier, so that all trains must be propelled in one direction, goods from Kitson Castle and passenger from the pier. This was done purposely to create some interesting and unusual working, and moreover, be in accordance with standard practice on the Whittingham Railway near Preston.

Simple though the layout may appear, it can become somewhat complicated when a mixed is run, as a few minutes thought will prove.

Quite a lot remains to be done so far as details are concerned, but we feel we now have a workmanlike railway which went on exhibition for the first time on September 20th, 1969.

*[As a footnote to this historical article, I feel that there is much enjoyment in the creation of a, shall we say, semi-imaginary railway enabling a variety of stock to be used. This recreates a typical Colonel Stephens light railway feel. Philip Lockwood]*

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## Editor's Notes

1. The Hon. Ed. Has been doing some virtual spotting recently – tube trains can be watched around the London underground in real time at [Live map of London Underground trains](#) (somewhat mesmerising) and London buses as well, (e.g for route 73 at <https://traintimes.org.uk/map/london-buses/#73> ). The same website shows trains starting from, or destined for, Birmingham at [Vaquely live map of trains in](#)

[the United Kingdom](#), though other stations don't seem to be available. Apart from that, there are many webcams broadcasting to the world, whether in stations or along the lineside – public & heritage railways, UK and abroad. Just google for “railway webcams”!

2. Again - would the member who received the Pen & Sword book “King’s Cross Second Man” please let me have a review! I’m happy to let the review appear anonymously to save embarrassment. Thank you.

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## Ben’s Bits

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

The Paris Metro (“Métropolitain”) was constructed from 1900, at the height of the Art Nouveau period. Architect Hector Guilmard designed 141 station entrances, of which only three survive. One is Porte Dauphine. 79 designs have been lost due to rebuilding.

Bombay Victoria Terminal (Mumbai VT) has 1720 trains in 24 hours, with 6 million passengers. Peak-hour trains carry “super-dense crush load” of 5000 passengers. Many people walk on the tracks – about ten are killed every day.

### Notes from Arthur Kinder (RCTS 18/1/1979) [Arthur was a member long ago]

1. Wartime Passenger Workings – On the WCML, trains ran up Shap with 17 coaches, no banker. Flying Scotsman on the ECML was scheduled for 20 coaches, though extra coaches were often added to make 23 or 24; the maximum was 25.
2. Once travelling from Whitby to York by the 7pm train, change at Malton. The Scarborough-York service was obviously very busy, therefore the station announcement was “No need to change at Malton, we will have the train go forward to York”. The train left Malton with Arthur in the rear coach (a six-wheeler in a train of 6-wheelers), in the last compartment with two old dears. The train entered the sinuous section in the Derwent Valley (the railway, being amongst the earliest constructed in the country, followed the contours very closely) and because it was proceeding at a fair speed the coach began to “wag” alarmingly. The two old dears looked at each other and one remarked what an uncomfortable ride they were having. The other replied “It’s the driver – happen he’s vexed at having to go on to York”!

## Photos from Peter Holden



47 775 at Colton, 8<sup>th</sup> May 1999

Peter Holden



48773 at Mirfield, 10<sup>th</sup> April 1999

Peter Holden



43 121 at Manchester Piccadilly, 20<sup>th</sup> March 1999

Peter Holden



308 138 at Steeton, 18<sup>th</sup> June 1999

Peter Holden



## 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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## Secretary's Page

Peter Holden

All Change! All Change!

Firstly, I hope you are all keeping well and safe.

I for one am now getting severe withdrawal symptoms from our beloved hobby, neight lifestyle of Railways. Normally by this time of year I would have travelled around 16,000 miles by train. My last train journey on 17<sup>th</sup> March took me to 6,000 miles. Unprecedented, Unique times they keep telling us, adjectives like these are often used wrongly, but it is safe to say that the last three months do qualify, indeed this is true for me certainly, possibly for most of us.

No Train Rides!

No Circle Meetings!

No Church!

No Ale!

No Pub!

No Rugby!

Just work to contend with.

I am now getting stuck into my retirement jobs, one of which is to scan my slide collection. I usually start around 05:30 and continue until 13:00, in this time I can usually scan and process around 100 slides.

This is both very frustrating and at the same time most interesting. As I write this article, I am presently up to 1999.

Frustrating as the scanned slides rarely come out anywhere near as clear or sharp as the slide image. (I use an Epson flatbed scanner which scans 4 slides at a time).

Interesting as to put it bluntly, I would probably never have looked at these slides again. It certainly brings back some fascinating and wonderful memories of both holidays to places like Westbury and further afield, days out on rail tours to obscure destinations with varying locomotives, or just going to a local spot to take a few pictures, and of course all the fantastic Circle Visits Dave Tillotson kindly organised for us.

It was great to have a chat with Dave recently when I sneaked out to Colton Jct. How times have changed! In the day I would spend a day at such places. Often the thrill for me was an unexpected train turning up, such as a passenger train hauled by a class 56 or a HST being pulled by a locomotive, perhaps the unusual charter train. Nowadays all the other spotters around not only know what train is coming and when, they also know the loco number and possibly the driver's shoe size as well! In these days of technology I suppose it helps a great deal. Some just turn up 5 minutes before a certain train, get out of the car, take one picture and then disappear again, beyond me??

Now, I know we are a non-political organisation, but I must say anyone in charge who can class me as a "Key Worker" and close Greggs and the pub, clearly does not share my view on what is "Key" in life!

On the Railway front, who knows how long it will be before normality or what we would class as normal may return, indeed it may never return. All the trains which are now running have severe restrictions on both travel and passenger numbers. Some operators are making reservations mandatory to try keep to "Social Distancing", most are now running 80% of services. The rumour is that a full passenger service will return on Sunday 5<sup>th</sup> July, but even so we may not be able to use them for a while. Railway staff are being told the same message, "essential journeys only".

The Train Operating Companies are now being run by the Government on deals which provide the franchisee with 2% profits. This of course was needed as passenger numbers / ticket sales dropped to 2% following Lockdown. One East Midlands Driver told me he had taken a train from Nottingham to Norwich and back. There were 3 passengers on the way out and 2 on the way back! Obviously, you cannot maintain a business on these levels. The Open Access operators sadly have not been helped and have simply had to stop running.

On the freight side there are issues as well with most of industry sat at home, they are not needing train loads of stone from the Mendips for instance.

Hopefully, I will be out on the rails on Wednesday 8<sup>th</sup> July if not before. I have a meeting to attend in Derby that day.

As for our Circle meetings, my last update from Sedbergh around six weeks ago said that their trustees were reviewing the ongoing situation and would communicate to us as and when they were to re-open. I have notified all our booked speakers that we are not holding any meetings until further notice.

Please keep an eye on our website for further updates.

Around this time of year, I usually commence the task of booking speakers for the following year, I feel that this action can wait for now, just to see how things pan out.

Best wishes to all, and hopefully we will meet again soon.

Peter

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## Circle Diary 2020 (original schedule)

Please watch the website <http://www.bradfordrailwaycircle.co.uk> .

All meetings are off until further notice.

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

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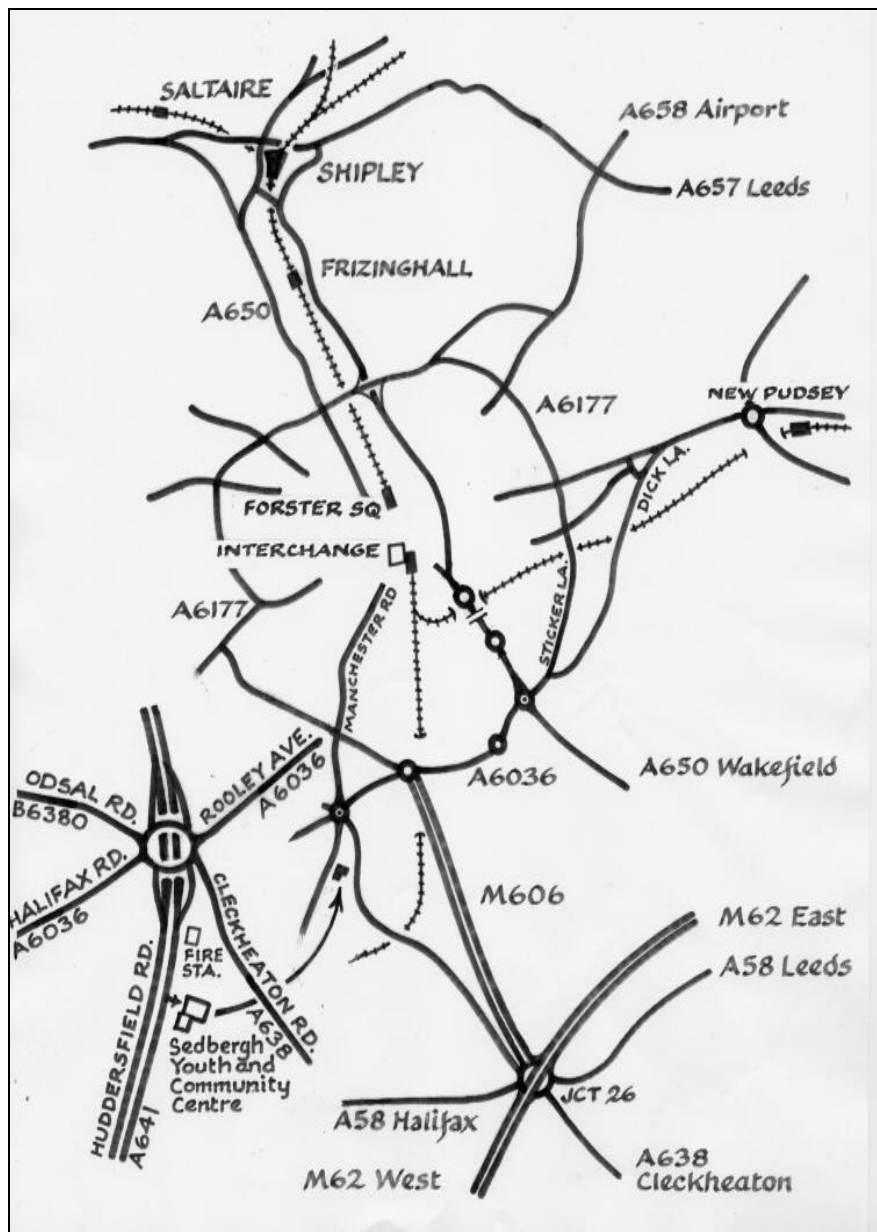
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Map by courtesy of John Holroyd

Bradford Railway Circle meets at 7.30pm on alternate Wednesdays.  
For more information, see website [www.bradfordrailwaycircle.co.uk](http://www.bradfordrailwaycircle.co.uk)