

The Circular

BRADFORD RAILWAY CIRCLE 2020



75th Anniversary Year 1945-2020

THE CIRCULAR - 2020

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President: **P.R. Lockwood**

86 Elland Road, Churwell, Morley, Leeds LS27 7QR

Telephone: 01132 532176 email: philipwengen@aol.com

Vice-President: **E. Lumb**

"Sanspareil", 1 Upper Exley Farm, Exley, Halifax HX3 9LQ

Telephone: 01422 713475; 07834 058832

Honorary Secretary: **P.D. HOLDEN**

16 Pickles Lane, Great Horton, Bradford, BD7 4DW

Telephone: 07776 475064; email: pholden1960@hotmail.co.uk

Honorary Treasurer: **C.W. JAGGER**

"Linfit", Henley Mount, Rawdon, Leeds LS19 6PX

Telephone: 01132 503581; email: cwjagger@yahoo.co.uk

Webmaster: **R. KITSON** robin.kitson@sky.com

Publicity Officer: **Vacancy**

General Committee

R. Walker

Honorary Members

F. ROBERTSHAW, J.W. HOLROYD, D.B. TILLOTSON

Editor: **I. BUTTON**

(to whom all letters and articles for the Circular should be addressed)

"Stonehurst", Linden Road, Halifax HX3 0BS

Telephone: 07740 853045; email: ianbutton1@btinternet.com

Change of address or non-receipt of *The Circular* should be advised to Mr. Button.
All other correspondence relating to the Circle should be addressed to the Hon.Sec.
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Photo courtesy of Philip Lockwood

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THE CIRCULAR

Bradford Railway Circle

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Editorial

A plethora (= “lot”) of great articles and photos for your autumn reading. I’m sure we haven’t had a report previously on Taiwan railways, so Dave Peel’s trip early this year helps to fill a gap there. Ex-Hon.Sec. Frank Robertshaw has sent us notes & photos of the last few days at Severn Tunnel Junction yards in 1987, and Michael Leahy contributes his recollections (and some stunning photos!) of a visit to Edinburgh in 1960. In case we do start again before the planned Photography Competition in December, I have repeated Tom Ickringill’s instructions for this. Chris Taylor and Bill Jagger have also sent in some interesting pieces, and together with a few book reviews we have been able to bump this issue up to 24 pages of content. Even without Philip Lockwood’s Meeting Reports, naturally, this is a very respectable size. So the Hon.Editor’s thanks to all contributors, please do keep the material flowing in! There is only a small amount held over.

I won’t go on about more lockdown, I suspect we’re all rather fed up with it by now – the novelty has definitely worn off! But we shall look forward to all meeting up again eventually – and this magazine is one way to keep us all together.

Lastly – “King’s Cross – Second Man”, anybody? Well, somebody must have our free review copy . . . please send in a review, however tardy. Thank you.

Taiwan 2020

Dave Peel

On Friday 14 February, in company with 18 others forming Ffestiniog Travel's tour to Taiwan, we set off from Heathrow on flight BR68 to Taipei via Bangkok. Having survived the 16-hour overnight flight we landed in a rather wet capital at 10.25pm local time, Saturday, 8 hours ahead of London and 8,000 miles further east, to spend two nights in a centrally located hotel.

On our first day in Taipei, Sunday, we were joined by five more participants, one from the USA and four from Australia, and were given the standard obligatory sightseeing tour in light rain, though deluged with information on Chiang Kai Shek and his various legacies and memorials, albeit in a pleasant 23 degrees Centigrade. During this tour my camera's memory card declared itself full, so slides took over until the late evening when our guide took interested members to the local 'Electronics Supermarket' where my 'tiny' 4GB card was superseded by the smallest available replacement, 64GB, at 300 Taiwanese dollars (roughly £9-£10). Return to the hotel was by Metro, with guide. Next day, more sightseeing, though lunch was taken upstairs at Starbucks within Taipei Main Station, where platforms are underground but the East Entrance is graced at street level by a very tidy plinthed 0-6-0T + restored coach. In the afternoon shopping was allowed, though the Chinese Food Hall's offering of 'Grilled Octopus Foot' was by-passed in favour of a McDonald's, conveniently located right opposite the Hotel!

On Tuesday 18th we left the capital via the Songshan railway station on the 08.49 south to Hsinchu. Here a couple of photos were taken before changing onto the 10.29 for Neiwan, a 2-car d.m.u. fully illustrated with local scenes painted on the walls both inside and out! At this small terminus a makeshift meal was followed by our coach driving us to the Miaoli Railway Museum, some distance away and only found by asking locals for directions within the city! The Museum's exhibits are small in number but well presented inside a large roofed, but open-sided hall, with both steam and diesel locos - main line plus industrial types - each on its own track, at angles to each other. Our first Shay was also sighted here. Another long drive then took us further south and inland to Sun Moon Lake for the night.

Day six began with a cruise across this scenic lake, and a visit to the large Buddhist temple that overlooks part of the Lake. Having had lunch here we proceeded by road to the city of Changhua which is home to a publicly open working roundhouse - the world's last, it is believed! This has eleven stalls, a turntable and an elevated viewing platform for visitors! Needless to say we were here some time, even though only one of their two working steam engines was present; however, the adjacent main line was busy and the turntable was put into use for public benefit. The day was rounded off with a visit to the former Xihu Sugar Mill for a private steam charter, hauled by a narrow-gauge Franco-Belge 0-6-0T. Then onwards further south to Chaiyi for the night, again by coach

Thursday February 20th was to be the first of two full days exploring the Alishan Forest Railway, to access which we were taken to Chaiyi station where the line begins. Our 5-coach narrow gauge (2'6") charter train arrived empty stock behind 2-



Monday 15/2/20 0-6-0T + coach outside Taipei Main station

Dave Peel



Monday 15/2/20 E338 on freight at Hsinchu

Dave Peel

truck Shay 25, with diesel traction at the other end, whilst electric main line trains (on 3'6") provided a complete contrast in adjacent platforms. Geared Shay-type steam locos are designed to be slow but powerful, so when we reached the steeply graded section the Shay was removed at Zhuchi with the diesel pushing for a quicker ascent into the hills. Lots of twists and tunnels later brought us to a terminus at Fenqihu. Here two further Shays were parked in the 'garage' (local name for 'shed'); these had been the staple motive power on the erstwhile logging railway. Our coach had tailed us, complete with packed lunch, and we were soon under way to Alishan itself - a long uphill ride - to reach Alishan House Hotel for two nights, within the National Park area. Tomorrow we were to ride the 'Sunrise Train' to Chu Shan, at 8,041 feet the highest station in Taiwan and the highest narrow gauge summit in Asia. As sunrise was at to be at 06.35, Friday started early; away at 05.10 by minibus to Alishan station where two diesel hauled 5-car train sets of special, high capacity 'London Underground' style cars to carry approx. 400 people per set, awaited our (daily) scheduled departure in the dark. The viewpoint close to Chu Shan station is on a piece of flat ridge overlooking a deep valley with mountains opposite, behind which the sun rose promptly at 06.35 to illuminate the assembled throng of about 1000, as there is also a car park as well as a station! The well-organised routine provided return trains back for breakfast departing at 07.00 and 07.10. After that, Alishan shed/maintenance depot was toured, with another Shay in steam for our private charter train as far as Zaoping in the afternoon, preceding a leisurely evening.

Day 9, Saturday February 22nd started with the long downhill run by road back to Chaiyi to visit Beiman Loco Park, where the Forest Railway's spare current stock is maintained, and several 'out of use' locos and coaches are stored, all publicly, in the centre of town - an impressive facility. This visit was followed by a charter train ride on the former Wushulin Sugar Mill narrow gauge system, this time in a diesel hauled railcar, a scenic ride amongst the ex-sugar cane fields. The day finished with a journey by road to the southern city of Tainan for a two night stay.

Guided sightseeing was the order of the day in Tainan; no trains, but having a harbour provided a variation on temples and there is an historic Dutch connection here, with associated old forts from that period. We did seek out the railway station, but unfortunately the frontage was completely masked in scaffolding.

After a single night in Tainan we headed still further south, down the Freeway to Kaohsiung, where much industry is located. However the first stop was an extended tour of Fo Guang Shan, the largest Buddhist monastery in Taiwan, a site of some wealth with golden Buddhas everywhere and excellent facilities. In Kaohsiung itself there is a Railway Museum at Pier 2 - a wide expanse of ex-sidings formerly connected to the waterfront, this city being a major port. Only half a dozen steam engines, a diesel and some rolling stock are on open display, whilst an outstanding model railway is housed indoors close by. This large site is surrounded on three sides by tram tracks where new CAF 5-unit battery powered trams run frequent services along the waterfront, and very nice they are too! This is a highly developed area and an obviously prosperous part of the city, providing a 'modern' end to day 11.

Tomorrow, Tuesday 25 February, we were to embark by train around the southern tip of Taiwan and begin heading north up the East Coast and back to Taipei. The east side



Monday 15/2/20 Xihu Sugar Mill charter with 0-6-OT 346

Dave Peel



Thursday 20/2/20 2-truck Shay 25 on Alishan Forest Railway, near Chaiyi

Dave Peel

of the island is narrow, with relatively little population and a landscape hemmed in by the high mountains that run the full north/south length of the interior, that reach a maximum of 17,000 ft. Only three difficult roads run east-west across this mountain range in the entire country.

We left Kaohsiung on the 08.45 train to Hualien, roughly half-way up the east coast, a 5 hr journey with only two or three stops. On our arrival the station was impressive, the train was on time, the day was sunny, and we were taken straight to the Old Railway Culture Park. There was only one engine on display outside (2-8-0 freight type LDT 103), though the interior featured a comprehensive history of the East Coast Railway, complete with numerous artifacts.

The highlight of day 13 (Wednesday 26th) was to be the Taroko Gorge, but we first diverted to an observation point further north, right on the coast. In front of us was the huge precipitous cliff that had denied passage to all coastal traffic, road or rail, until the 1970s. In that decade, a two-lane tunnel was bored for road traffic, and between 1973 and 1980 two railway tunnels (at a lower level) were also completed, these being electrified in 2003. In 79 km of line, 31km are in tunnel, the longest being 10.3km, such is the degree of difficulty of the terrain on this coast. The observation point, looking north, takes in the three tunnel mouths in one photo.

Doubling back towards Hualien we headed inland into Taroko Gorge. This is an awe-inspiring gorge lined by sheer cliffs of marble and is the eastern end of the Central Cross-Island Highway (one of only three, remember?). In many places our coach could hardly get through, so tight is the height and width, and stretches are also in tunnel. Of these, particularly winding sections are uni-directional, time controlled; 1 hr eastbound, 1 hr west as you cannot see on-coming traffic. Staggeringly, it is also an east/west bus route! - although we turned back after 1-2 hours; a quite exceptional visit.

After our second night in Hualien, our penultimate day started by catching the 09.15 train north to Yilan for a guided tour of the town and locality. The Food Market came first, then McDonald's followed by a visit to a Tea Farm to try picking some leaves, literally, and finally to the Kavalan Whisky Distillery for a sample (or two).

Fortunately this was an indoor tour as it was raining heavily outside. We ended the day with an evening meal at the local guide's private house to sample only plain, local Taiwanese food cooked by his wife, and eaten in their rather cramped Kitchen. (This being in total contrast to the farewell dinner anticipated at the Taipei hotel tomorrow!) The final day, Friday 28th February, was dull and wet as we headed for the north coast at Ruifang, but the weather changed completely as we emerged from a very long (12.9km) Freeway tunnel. At Ruifang we caught the branch train down to Jing Tong, an ex-coal line but now passengers only, then by coach to Shifen, where local trains' tracks run right through the street market, which hurriedly parts onto the sidewalks to allow passage - quite a sight! Lastly the scenic waterfall at Shifen was photographed, prior to returning to our original hotel in central Taipei and the farewell dinner.

The 29th was of course a long 'day'. Leave the hotel at 05.30; board the 08.50 to Heathrow via Bangkok; catch the 20.30 National Express bus from the Central bus Station; by car (wife driving) from Poole to home to begin two weeks 'Quarantine' and to reflect on an excellent tour!



Monday 24/2/20 Kaohsiung, 5-car CAF unit at terminus

Dave Peel



Wednesday 26/2/20 Ruifang station, express coming through

Dave Peel

Time Wasting

Chris Taylor

For those of you old enough to remember bagging the front seat on a DMU to see out of the front of the train i.e. driver's view, and those few of us who managed a cab ride, then all is not lost - a number of cab ride views are available on the internet. Recently LNER have recorded all their routes from the driver's viewpoint although some are speeded up (*FAST*). I have detailed all currently available with the links, although if you use your favourite search engine and put in "youtube LNER" it will bring a list.

HAPPY VIEWING!

Skipton-Leeds 41 min 26 sec

https://www.youtube.com/watch?v=pItOmimx1WM&list=PLbIRUu11fWjWm4B1NsZAHEumx2P1rWGR0&index=3&utm_source=Twitter&utm_medium=social&utm_campaign=SocialSignIn

Doncaster-Hull via Goole (55 min 39 sec)

<https://www.youtube.com/watch?v=g7HdClhOGfw&list=PLbIRUu11fWjWm4B1NsZAHEumx2P1rWGR0&index=1>

Hull-Doncaster via Selby (63 min 16 sec)

<https://www.youtube.com/watch?v=1ufUKoNdUXc&list=PLbIRUu11fWjWm4B1NsZAHEumx2P1rWGR0&index=2>

Leeds-Harrogate (29 min 16 sec)

<https://www.youtube.com/watch?v=2V0ZHCmHcA8&list=PLbIRUu11fWjWm4B1NsZAHEumx2P1rWGR0&index=4>

Harrogate-Leeds (33 min 38 sec)

<https://www.youtube.com/watch?v=q10Pa9DpHU4&list=PLbIRUu11fWjWm4B1NsZAHEumx2P1rWGR0&index=5>

Doncaster-Newcastle (90min 24 sec)

https://www.youtube.com/watch?v=-Fc6HIj_e94&list=PLbIRUu11fWjWm4B1NsZAHEumx2P1rWGR0&index=6

Newcastle-Doncaster 90min 55 sec

<https://www.youtube.com/watch?v=apf0tiGFEr0&list=PLbIRUu11fWjWm4B1NsZAHEumx2P1rWGR0&index=7>

King's Cross-Leeds (*Fast*) 11min 48 sec

<https://www.youtube.com/watch?v=apf0tiGFEr0&list=PLbIRUu11fWjWm4B1NsZAHEumx2P1rWGR0&index=7>

Inverness-Edinburgh (*Fast*) 7 min 16 sec

<https://www.youtube.com/watch?v=M-nhvkylQ8>

Edinburgh-Aberdeen (*Fast*) 7min 5 sec

<https://www.youtube.com/watch?v=hyOOe2IgI>

Edinburgh-King's Cross (*Fast*) 6 min 4 sec

<https://www.youtube.com/watch?v=pEvKOj74uJI>

Editor's notes:

1. *Members who received this issue by email should consider themselves very lucky – can you imagine having to transcribe all the above links from a printed copy, and type them onto the computer? But non-digital readers can do the “Youtube LNER” search that Chris recommends.*
 2. *A friend recently passed to me his railway slides – among them were a dmu trip up the S&C, a trip from Brighouse to Halifax, and a journey on the last day of the Richmond branch – all taken in the late 1960's/early '70's from “over the driver's shoulder” – fascinating stuff! And a recent BBC (Channel 5?) TV programme showed the full Jacobite run from Fort William to Mallaig from a number of cameras on the loco & in the cab. Shame that such cameras weren't available 60 & more years ago, for virtual steamy cab-rides now!*
-

Circle Photography Competition

Tom Ickringill

Our bi-annual photographic competition will be held [*we still hope: Ed.*] on 2nd December 2020, the fourth competition to be held at our meeting venue of the Sedbergh Community Centre.

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

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.

Notes

Michael Leahy

My diary has a weekly quote, this week it is :-

“Railways & the Church have their critics, but both are the best ways of getting a man to his ultimate destination.” (Revd. W. Awdry 1911-1997)

I think we all loved his Thomas the Tank Engine stories.

I wonder if Bishop Eric Treacy ever said anything so profound?

[I don't know if he did, but Treacy took some great photos – and a while ago I picked up his biography, published by David & Charles - Ed.]

Severn Tunnel Junction 1987 Frank Robertshaw

Last Trains at Severn Tunnel Junction Upper Yard. August& October 1987.

[All images courtesy of Bryn Thomas, Monmouthshire Railway Society, via FR.]



27/8/1987. Late afternoon sunset over Upper Yard. Three pilots await the night shift 08785 in the middle and 08760 on the right. The one on the end could be 08848.



Saturday 10th October 1987. The last U/Yd is about to re shuffle three wagons, having just picked them up from the cripple sidings. One of the shunters places detonators on the rails in preparation for the departure of 37198, out of view to the right.



Saturday, 10th October 1987. 08768 re-shuffles the three ex-cripples in U/Yd whilst 47140 stands at the ground signal. 47140 was the last to leave the yard.



Saturday 10th October 1987. 37196 leaves the last train from U/Yd, the 6727 to Westbury. Clouds of smoke pour from the exploding detonators. The discarded shunting pole in the puddle now resides in a lounge wall after some refurbishment.



Left: Sunday 11th October 1987. 37142 (front) and 37207 (coupled) arrive on the depot for only a short time to receive the fitter's attention. The man in orange coat, Driver Evans, talks with him after he has filled his tea-can. Driver Evans retired the following day, having been based at Severn Tunnel Junction for many years. The 37's left shortly afterwards. Behind 47085 were three vans being loaded with lockers and personal effects to transfer staff to Newport. Outside the stabling point five 08's wait to be driven away, after having been the last locomotives to be fuelled at the depot. 08760 nearest D/Yd cabins.

Right: Saturday 17 October 1987. A week after closure the U/Yd cabins were a sorry sight. Some drawers and cabinets had been overturned, their contents spilled over the floor. In the main rest room here in the U/Yd cabin there were still nearly empty bottles of milk, tea cups, decks of cards and wet weather gear lying about. The Dark Jacket (BR Issue) hanging on a nail like the preserved Shunters pole mentioned above, found a new lease of life elsewhere. The leggings were too big!.

A couple of weeks later the cabin was razed to the ground.

Over the Border – the 1st Time (1960) Michael Leahy

Mother: “Would you like to go to Edinburgh to see your sister?”

Me: “Yes, I would love to!” (Just thinking of all those Gresley Pacifics & other locos to be seen.)

It is said that as you get older you can't remember what you did yesterday but that you can recall events from your distant past. If only that were true! Researching for this article has proved slightly frustrating as the contents of my early spotting books are very basic. For a 15-year-old spotter, it was all about the numbers. Luckily the one redeeming feature was the record of my journeys made, listed at the back of my books - details include dates & mileage. The railway timetables all listed mileages & as fares were charged at a set rate I could work out how much my journeys would cost & if I could afford them. Mine were ¼ fare, being the dependant of a railway-man. My mother & I went to Edinburgh on a free pass, a great saving for a widow. So on Tuesday 2nd August 1960 we travelled from Forster Square to Skipton to catch the down Waverley express from there to Edinburgh. This train had left St. Pancras at 9.15am, due Leeds City 1.40pm, then via Carlisle due to arrive Edinburgh 6.53pm. It was hauled by 45658 *Keyes* as far as Carlisle, being replaced there by 60079 *Bayardo* onwards to Edinburgh. Sad to say, I remember nothing of the long climb of 1 in 70 through Steele Road to Riccarton, but I can now listen to the CD's of Peter Handford's wonderful recordings of trains on that route. (Transacord “Trains in the Night”, “Portrait of Steam” & “The Age of Steam”.)

Others seen were the up Thames-Clyde Express with 60080 *Dick Turpin* & the up Waverley with 46113 *Cameronian*.

I imagine that I stood most if not all of the journey, spotting the cops en route, such as 46228 *Duchess of Rutland* at Carlisle, and finishing off with a rare catch on arrival at Edinburgh, *Salmon Trout* 60041. In total I noted 60 steam locos & copped 42 - not a bad start to the holiday. Whilst I also saw various green boxes on wheels, these will not be included in this article for the sake of one's sanity.

Wednesday 3rd August.

I have listed a journey from Edinburgh Waverley to Piershill – 2 miles - maybe that was to go round St. Margaret's Shed. At Waverley I observed :-

Up Elizabethan (dep 9.45am), non stop to Kings Cross, arrive 4.20pm : 60032 *Gannet*.

Up Waverley (dep 10.5am), arrive St.Pancras 8pm : 60079 *Bayardo*.

Down Waverley, due 6.53pm, actually arriving 7.35pm : 60095 *Flamingo*.

Down Queen of Scots, arr 7.50pm : 60009 *Union of South Africa*.

Total steam seen 65, cops 52 - better.

Thursday 4th August

Up Elizabethan : 60027 *Merlin* which I photographed. Strange, my brother was on the train but not with us in Edinburgh.

Down Elizabethan, due 4.5pm : 60032 *Gannet*.

Total steam seen 34, cops 24.



60027 waiting to leave on the Elizabethan – 4th August 1960

Friday 5th August - A journey from Princes St. Station to Glasgow Central & return - I am not sure why, but I saw 66 steam & copped 65!





Sat/Sun/Monday

Being a good son & tourist maybe but the view of the railway from Princes St Gardens would be good.

Saw 47 steam & copped 34.



View from the top of the Scott Monument, Princes St Gardens

Tuesday 9th August

A journey to Perth & a visit to the shed, no real details but saw 83 steam & copped 78.

Wednesday 10th August

Return home: at Waverley station was the up Elizabethan with 60012 *Commonwealth of Australia*!! “What’s so special about this?” I hear you ask – well, on checking my details against the booklet “What’s On The ‘Lizzie” it states that this is the only time in the 1960 loco roster that this loco worked the train. It had not worked The Elizabethan in 1959 nor would it in 1961, but in 1957 it had done 78 turns & in 1958 41 turns. I did manage a photo but not a very good one.

I missed recording what was hauling the up Waverley to Carlisle, our train home!

From Carlisle to Skipton, due 2.48pm it was 70044 *Earl Haig*.

With biros running out, the last day had produced 72 steam with 42 cops.



60012 leaving Edinburgh Waverley on the "Elizabethan" – 10/8/60. The only day that year

Ravenscar – the Town that Never Was Bill Jagger

In 1885 the railway between Whitby and Scarborough opened with a single platform station at the summit of the 1 in 39 gradient from Fyling Hall and the 1 in 41 from Stainton Dale; it was called Peak after the name of the surrounding area, and the name was no misnomer. Like a number of stations opened on rural branch lines the traffic-generating potential of the surrounding area was not obvious though a single goods siding was provided. Nearby there was only the "big house" Peak House (later Raven Hall) the owners of which had sufficient influence to demand, and get, a tunnel to avoid the steam and smoke spoiling their view. In 1895 the house and its estate were sold to a development company which planned to create a "New seaside watering place" to be called Ravenscar and in 1897 the station's name was changed from Peak to Ravenscar. The developer's publicity verged on the fraudulent side of optimistic for

a very exposed location some 600 feet above sea level with sheer cliffs leading down to a rocky shore. In winter the gales often cause structural damage, in spring there can be several weeks of constant fog and in summer sea frets are common – could this be why the auction was in September? However, the development company did put in the some of the infrastructure, new roads, sewers, water supply etc.



NOTE.—Special arrangements have been made, under which intending Buyers can obtain from the Auctioneer return railway passes for Ravenscar from Bradford at 5/-, and Leeds (N.E.R.) at 3/6. The train will leave Bradford (Midland) at 7-50 a.m., Huddersfield via Bradford at 6-24 a.m., Halifax at 7-10 a.m., Leeds (North-Eastern) at 8-40 a.m., and York at 9-35 a.m., arriving at Scarborough in time for the train to Ravenscar at 11-5 a.m.

SCARBOROUGH BUYERS will join the above mentioned 11-5 a.m. train for Ravenscar.

(The Return Train leaves Ravenscar at 5-16 p.m., and Scarborough at 7-30 p.m.)

BUYERS FROM BRADFORD, LEEDS, SHEFFIELD, YORK, MIDDLESBROUGH, STOCKTON, DARLINGTON, and surrounding towns, will have their train fare returned to them on becoming purchasers.

For further particulars and conditions, &c., apply to—

Messrs. W. G. Stansfield & Co.,

AUCTIONEERS AND ESTATE AGENTS,

BRADFORD SALE ROOMS, FORSTER SQUARE,

BRADFORD.



In order to tempt prospective buyers for the hundreds of plots they hoped to sell, in addition to a free lunch the company offered rail travel to the on-site auction as per the illustration above. This formed part of the particulars for the sale of 111 plots on 28th

September 1900. It is interesting that the auctioneers were based in Bradford and that the difference between the Leeds and Bradford fares is 1/6 compared with the Leeds to Ravenscar fare of 3/6 presumably (as often today) because the latter journey was all on one company's trains and revenue was not shared. Also worthy of comment is that the Midland's station is referred to as just Bradford without the suffix Market Street and Leeds is NER not New.

Needless to say, the Ravenscar Development Company went bust in 1913 with very few plots sold leaving traces, visible today, of roads with no houses and a few scattered properties where odd plots had been sold and built on. A passing loop and second platform were built in 1908 and the railway closed in 1965 - it is now the Cinder Track walk and cycle way.

Book Reviews

“The Great Eastern Railway in South Essex – a Definitive History”, by Charles Phillips (review by Jim Bennett)

This book comprises 256 pages, contains nine chapters and four pages of sources and acknowledgements. All the 96 photographs are in black and white and commence from the 1900's, primarily showing the electrification of the lines, the steam locomotives used, and finally the emu units in use.

There is a map which shows the routes of the Great Eastern Railway and the London, Tilbury & Southend Railway, both which meander west to east. Both railways ended up and/or pass through Southend. The book concentrates on the Great Eastern Railway from Liverpool Street to Southend Victoria, and also the route from Wickford to Woodham Ferrers where the original line split to Southminster and Maldon East and West.

The building of the lines and the Great Eastern years is described in much detail in chapters 2 and 3.

In chapter 4, the London and North Eastern Years, there are descriptions of raids by foreign aircraft on the railway as well as damage caused by V2 rockets.

Chapter 5, the British Railway Years, describes how the electrification of the line commenced in 1955. The last steam hauled passenger train to Southend was on 30th December 1956. There is a brief mention of the last B17 Sandringham class no. 61668 *Bradford City* being stored as withdrawn at Southend shed. The last steam hauled freight was a ballast train on 29th August 1961.

Chapters 6, 7, 8, and 9 describe the progression from privatisation to the present day, the lines described, the motive power and the dates of opening and closing and distances respectively.

In conclusion the book is very detailed and would be of special interest to readers who need to have the full and detailed history of the Great Eastern Railway in South Essex.

The Great Eastern Railway in South Essex – a Definitive History, by Charles Phillips, published by Pen & Sword, 2019, ISBN: 9781526720573, price £25.00

“Steam On The Eastern & Midland – A New Glimpse of The 1950s & 1960s”, by David Knapman (review by Tom Ickringill)

This book is split into two parts, Eastern Region and London Midland Region, then sub-divided into chapters. This means one can go directly to a particular chapter of personal interest before diverging into the remaining areas.

The second part, LMR, is of interest to myself as this covers an area which was relevant back in my train spotting days, although, the first four chapters of the Eastern Region were/are well known to me.

The book starts with an introduction, which details the cameras used in obtaining the book's images, long before the digital era. Then, each individual chapter commences with a pre-amble of a brief history followed by what type of locomotives one could expect to see. The photographs (all b/w) are accompanied by details of the individual locomotive(s) and then further information as and when applicable. This format is followed throughout the book, which is a good thing, in my opinion, as many new books these days fail to give what I think is important narrative. The other pleasing aspect of this book, again in my opinion, is that there is no reliance on highly technical information, not what everyone wants to wade through.

This approach to the book, the layout and the narrative, does not by any means reduce the number of images to view – it's a happy medium. The paper used is of a good gloss quality and weight although I do feel that, presuming the images were scanned, some could have been of a higher quality and sharper, but there's the history element to consider as well, as I suspect the majority may not have been published before.

In conclusion, I would recommend this book, as it covers a period of time of which new material will surely be getting thin on the ground, so grab it while you can.

**“Steam On The Eastern & Midland – A New Glimpse of The 1950s & 1960s”, by David Knapman,
Published in 2019 by Pen and Sword Transport, ISBN : 978 1 47389 178 4, RRP – UK £ 25.00**

Great Western Grange Class Locomotives – Their Design and Development (Locomotive Portfolio series), by David Maidment (review by Ian Button)

Another superb Locomotive Portfolio book – the author's ninth in the series. The book begins with an introduction and a brief biography of Charles Collett, the designer of the class. Collett succeeded Churchward in 1922 as CME of the GWR at Swindon, and continued in that post until 1942, being succeeded by Hawksworth. Collett built on Churchward's successes such as the Stars and Saints, to produce the Castles and the Halls and eventually the Granges (and Manors) just before WWII. The main chapters comprise :-

Ch.1 Predecessors. Granges derived from the Halls and the Moguls – they had smaller wheels (at 5ft 8in) than the Halls. Churchward had designed a very similar loco in 1901.

Ch.2 Design and Construction. The class appeared from 1937-1939 and many more were planned, in a construction strategy that included a lighter version - the Manors. The first hundred locos comprised 80 Granges and 20 Manors, but then the war intervened and no more of the former type appeared. In fact, the Granges comprised many parts from withdrawn Moguls.

Ch.3 Initial Operation This covers the years 1936-1939, when the class were allocated to fast freight duties such as for fresh agricultural produce from the West of England and Wales to London, as well as cross-country routes; and on secondary passenger services such as in Cornwall and on the South Devon banks, where they were well suited to local conditions.

Ch.4 War and its Aftermath. The class provided sterling service as excellent mixed-traffic engines, and they survived the war largely unscathed, though like all other locos they were severely run-down

Chapters 5 and 6 cover the 1950's and 1960's respectively, up to the end of steam on BR Western Region in 1965 (at which point your own reviewer hung up his notebook and abc in disgust, and concentrated on GCE's). By the end, several of the class had covered up to & above 2 million miles of service, thanks to the quality of GWR design & construction, Collett's strategy of standard components, and his progressive ideas on maintenance schedules. These chapters provide most of the performance logs, as well as most of the photographs. Despite their service almost to the end, none of the class were preserved – though Chapter 8 describes how that omission was rectified.

Ch.7 Personal Experiences. Here David deals with his trainspotting years from 1950 in London, on to his career with British Railways Western Region from 1960, first at Paddington and later at Reading as a Traffic Apprentice, requiring compulsory footplate experience (oh dear, how awful! ☺). As his career progressed and he worked on different parts of the WR, David was able to travel behind many of the class, and performance logs of quite a few of his journeys are included.

Ch.8 Preservation. This is the story of new-build 6880 *Betton Grange*. The name was originally assigned to the first of the second batch of locos, which were never built owing to war breaking out in 1939. 6880's boiler came from 7927, its bogie from 5952, driving-wheels from 5199 and a real Grange chimney from 6868. Full details of the project and its development at Llangollen and Tyseley are provided,

and *Betton Grange* is now complete and began working on the new GWR - the Gloucestershire-Warwickshire Railway, being based at Winchcombe. In fact, publication of the book was timed to coincide with the completion of the project. To conclude the volume, there is a Bibliography and several indexes. Every single locomotive is indexed, as are their photos and the locations; also there is a detailed list of the “Grange” buildings around Britain which lent their names to the engines.

The Granges proved to be a very successful class – free-steaming and comfortable for the footplate crews, and thus very popular with them; their small wheels gave them quite a powerful 5MT rating; and with 18½-ton axle-loading they were able to cover almost all routes (the lighter Manors covered the mid-Wales lines where they were forbidden).

So, all in all, a most interesting book, which brought back recollections for your reviewer of his own trainspotting days on the Western Region in the 1960’s, and many memories of the Granges seen around Worcester, Gloucester and South Wales, as well as on the long train journey for summer holidays in Cornwall (usually Penzance). Eventually all except three of the class were underlined in my Ian Allan abc. The book, in the usual square-format Portfolio style, is very well produced, printed on high-quality paper, with an attractive dust-jacket, and the photos are large and mostly sharp. Apart from this being an excellent book about this popular class of locomotives, another reason to buy this book is that the author is co-founder (alongside our occasional Circle speaker Colin Boocock) of the Railway Children charity – so income from sales goes to a good cause. Definitely worth purchasing, especially if you are a GWR enthusiast!

Great Western Grange Class Locomotives – Their Design and Development (Locomotive Portfolio series), by David Maidment – pub Pen & Sword 2019. 200 pages, 250 photos including 40 colour, covering over 70 of the class. ISBN 9781526752017 £30 www.pen-and-sword.co.uk

Secretary's Page

Peter Holden

I hope you are all keeping well and safe during the Global Pandemic!

I for one am extremely disappointed that we have not been able to hold our meetings this year. I really do enjoy our railway evenings.

Clearly, we have many members who will feel vulnerable and obviously meetings such as ours will pose a greater threat to us all, than sitting at home!

With no idea of when any change may happen and with our venue now saying we cannot meet there until they say otherwise, it does not look very promising at the moment for a resumption of meetings.

Indeed, if things continue as they are, I think we will be lucky if we can start up in the New Year.

I have contacted all our booked speakers to advise we are closed for meetings until further notice. I will not be making any bookings for next year until such a time that we have assurances that we may restart. Many speakers have said that they will be happy to come and give the postponed talks as and when we resume.

It is pleasing that trains are up and running again. I have had a run on the “Staycation Express” and the “Scarborough Spa Express” recently - both made a pleasant change. Whereas there is a mandatory requirement to wear a face covering on National trains, for some reason charter services are exempt, not sure of the logic behind that myself! I felt a bit sorry for the tourist train participants as on the day we travelled from Skipton to Appleby, low cloud obscured all the decent views of the Dales and Batty Moss Viaduct. The train out from Skipton was fairly quiet, but the return from Appleby to Skipton was busy, which I suppose is good.

As for the Scarborough Spa, in my opinion it is extremely poor indeed now. In the day it was steam from York, around the Harrogate Loop returning through Leeds, taking water for 20 minutes just outside York and on to Scarborough. A great trip! Now it is a diesel trundle through Woodlesford to Holgate sidings, and an hour to change engines!! Then a steady steam run to Scarborough. It really is a very tedious day out.

Having cancelled 2 railway holidays this year I am keen to get back out on the trains where and when possible. Hopefully our somewhat bizarre leaders will relax our 14-day quarantine period soon and a trip to Belgium or The Netherlands can be taken once more.

At least we can enjoy a day out on the train or visit the pub, or better still both!
Best wishes and Stay Safe!

Peter.

Circle Diary 2020 (original schedule)

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

All meetings are off until further notice.

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

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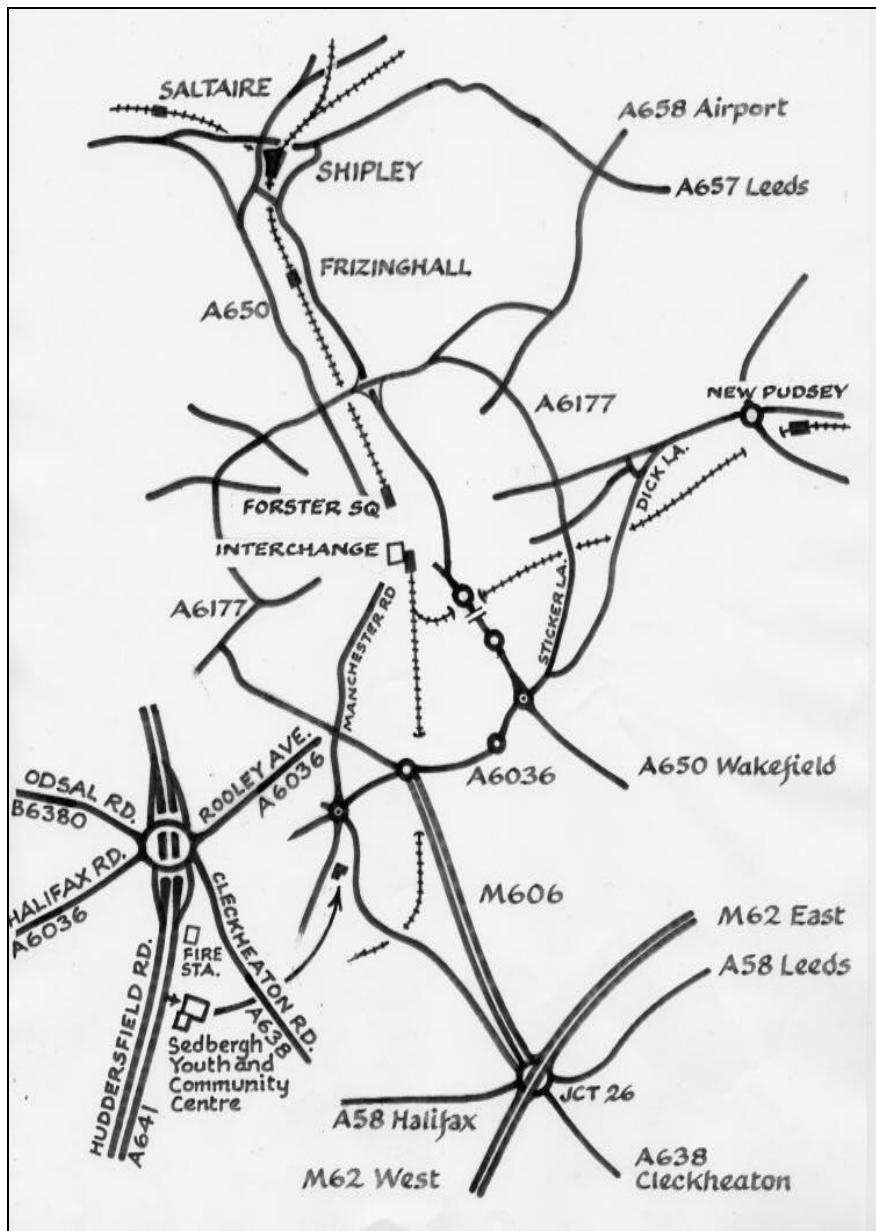
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Bradford Railway Circle meets at 7.30pm on alternate Wednesdays.
For more information, see website www.bradfordrailwaycircle.co.uk