

# **The Circular**

## **BRADFORD RAILWAY CIRCLE 2020**



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

# THE CIRCULAR - 2020

The official publication of Bradford Railway Circle,  
published quarterly.

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Website: [www.bradfordrailwaycircle.co.uk](http://www.bradfordrailwaycircle.co.uk)

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

Photo courtesy of Philip Lockwood

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# THE CIRCULAR

Bradford Railway Circle

No.394 – 4<sup>th</sup> Quarter, 2020

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## Content

### Page

1	Editorial	
2	Taiwan 2020 (map)	Dave Peel
3	The Ultimate Model	Ian Button
4	The Idle Line	from <i>TheTrumpit</i>
7	Accident Notes	Michael Leahy
10	Query . . . and Answer	Dave Peel
12	Michael's Meanderings	Michael Leahy
14	BRC Accounts 2019-2020	Bill Jagger
15	Secretary's Page	Peter Holden
16	Circle Diary 2021	

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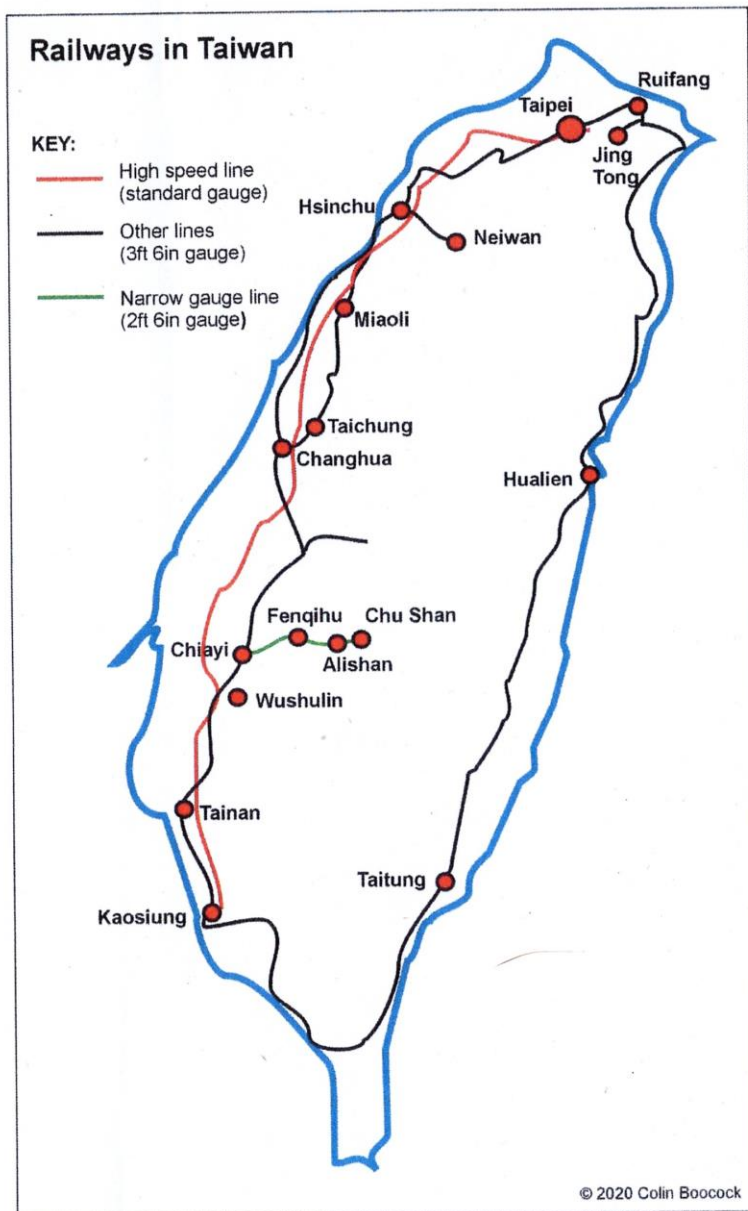
## Editorial

Apologies for the late running of this service – your Editor was working up to Christmas Eve! Not such a bumper edition this time, either (just 16 pages) – only a few members have submitted material. Anyway, thanks to those that did, and here are a few pages to cheer us up this (un-)festive period. If you have a bit of enforced leisure these days, why not put fingers to keyboard, and send in an article or a few photos? – We would all be very grateful.

Your Editor sends his best wishes for a Merry Christmas and Happy New Year to all members. Stay safe & well, everybody, and let's hope for better times in 2021.

Keep an eye on the website, as the idea of holding meetings via Zoom has been mooted, and we are assessing the level of interest.

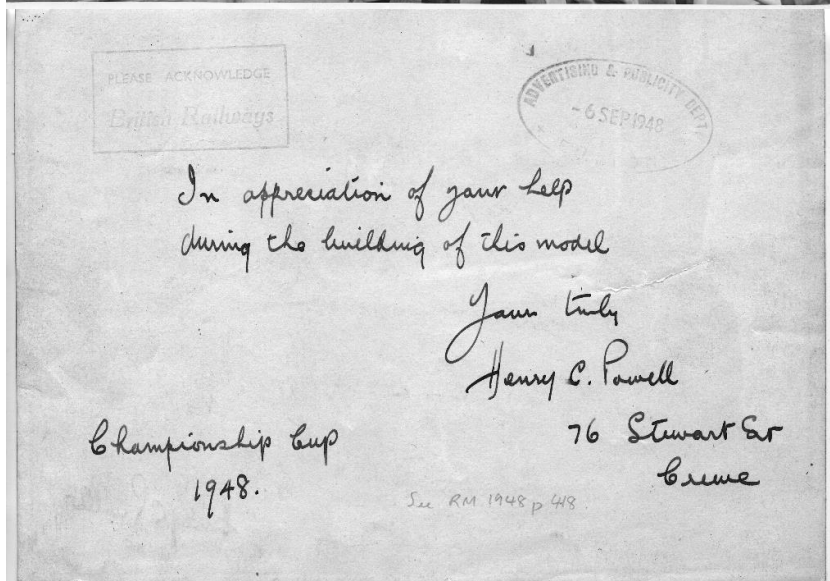
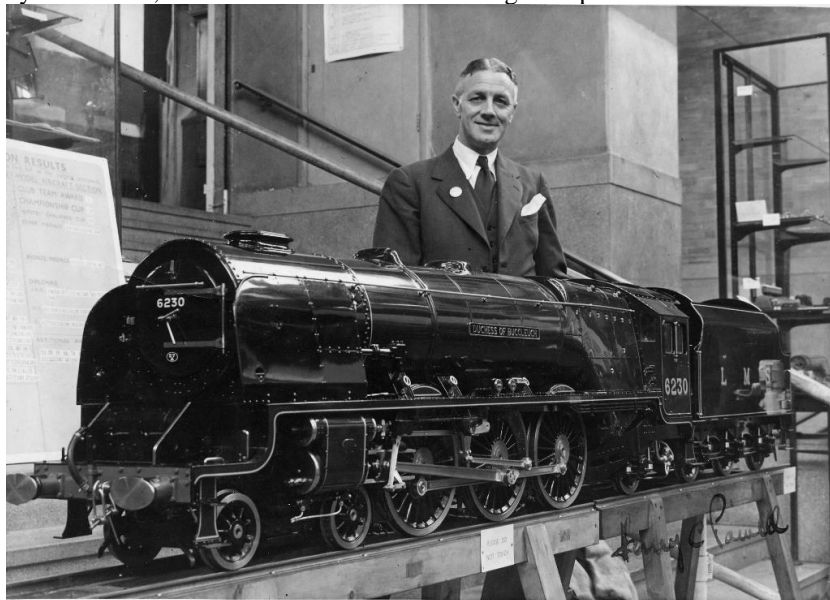
*The map below should have accompanied Dave's article in our last issue – apologies for its late arrival! [Disconnected like a GWR slip coach!]*



## The Ultimate Model

Ian Button

A sort-out of some family papers during lockdown revealed an interesting photograph, of Harry Powell of Crewe, the Championship winner of the 1948 Model Engineer competition, with his winning entry - a 7¼" gauge "Duchess". The photo was signed by the winner, and on the reverse it acknowledges help with construction.





Mr Powell was a foreman at Crewe Works, and I think my father told me that the help was provided by Crewe Borough Foundry (my grandfather's business) and the photo was given to my grandfather. I wondered what had happened to the model since 1948, and a little googling revealed that there had been two such models, both sold at auction in recent years by Dreweatts. On 25<sup>th</sup> April 2012 at the sale of the Salem Collection, one version (Lot 14) sold for £140,000 (!). The other model came up on 12<sup>th</sup> March 2019, though I don't know the price realised – but the item, with a fuller description of the intricate engineering detail that Mr Powell included in his model, appears on the web at <https://auctions.dreweatts.com/auctions/9999/drewea1-10085/lot-details/118a20a4-89c3-4900-a211-a9eb00d0eee2>

Mr Powell's success was mentioned in Railway Magazine 1948, p.418.

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## The Idle Line

## Mick Craven

*[Reproduced from The Trumpet (Thackley local magazine) issue 466 June 2020, by permission of the Editor.]*

The Idle line was an extension of The Great Northern Railway from Laisterdyke to Shipley. With the population of Shipley expanding at a rapid rate in the 1860's, the Great Northern decided to build a railway to have access to Shipley, which was already served by the rival Midland Railway. The line started at the junction at Quarry Gap, Laisterdyke and headed south towards Eccleshill. Here the line crossed Harrogate Road and the location of Eccleshill Station which had modest goods facilities. The line continued south, bisecting the Thorpe Edge estate and entering Idle Station yard at Ley Fleaks Road. The line then followed the route of Idlecroft Road on an embankment to the overbridge at the bottom of High Street. Beyond Idle, the track wound its way to Thackley Station situated on Cragg Hill Road. The last section down to Shipley had a very severe gradient of 1 in 50 (see photo below). The double track line was built by T J Walker for £58,730 and the stations by T Whiteley for a further £26,805. It was opened in 1874 for goods traffic and fully opened for passengers the following year; Thackley Station opened in 1878. At the peak the line boasted 15 passenger trains a day between Shipley and Bradford Exchange. But due to competition from trams and road buses the line closed to regular passenger traffic on the 2nd of February 1931. It was then single tracked and used for freight traffic and diversions. This mainly consisted of coal from the Wakefield area and limestone from Skipton to the Bierley Ironworks at Low Moor.

There are significant structures still left on the line. Windhill Station is better known as Le Scooters, and Thackley Station is now a private residence behind the Great Northern pub. Also remaining are the two major road bridges. Massive earthworks can be seen at the top of Idle rec to the bottom of the High Street.

*[A photo in the article is too small to reproduce here, but I can recommend the photographer Peter Thorpe's website, which has many railway photos of local interest – see <https://railwayphotography1960s.com/>]*

***And from The Trumpit 467 (July 2020) by permission of the Editor.***

*Another guest piece here from Martin Molyneux and required reading for local policymakers.*

Whilst reading The Trumpit (June) regarding the closure of rail passenger traffic on the old Idle line from Shipley through to Cutler's Junction near Laisterdyke, it had me musing whilst I dug over the top of my new allotment. I might add that I was just about to dip into Joe's Jottings for inspiration but something was stirring. I have had more than a passing interest in the former railway lines of Bradford, having lived on Station Road in Denholme, close to the Great Northern Keighley to Bradford & Halifax line, otherwise known as "The Alpine Route".

Bradford had a plethora of railway lines connecting our city to the national network plus three ornately grand stations worthy of the name, not two glorified bus stops as is the case today. Imagine if passengers could hop on at Ecclehill, Idle or Thackley and then connect at Shipley or Laisterdyke, for onward travel to Bradford and Leeds? Or, if Cutler's Junction was still operative, onwards to Halifax and the Heavy Woollen areas and beyond; the impact on road traffic would be considerable.

There were many lines closed under Doctor Beeching's axe - The Reshaping of British Railways - which was published on 27th March 1963 commissioned by The Minister of Transport, the controversial Ernest Marples. Its publication led to the ultimate closure of 2363 stations and 5000 miles of track whilst motorways and trunk Roads were built at great pace. Marples had previously been a Director of road construction business Marples Ridgway which added further irony. Although hindsight is wonderful and costs nothing, allow me to dream for a while...how about? . . .

**The Spen Valley Line** - Now the route of the Spen Valley Greenway. This was formerly a junction at Low Moor Station down through to Cleckheaton and onwards to Dewsbury; with links to West & South Yorkshire and the North West it removed the requirement to go via Leeds. The West Yorkshire Combined Authority (WYCA) has recently made representations to provide a mass transit network within West Yorkshire; if reopened this could fit nicely. In 2018 a Yorkshire Post article (27/11) stated: *City leaders say the scheme would also provide new additional capacity between Bradford and Leeds with a new stop at Laisterdyke and a line running through the south of Bradford, with a stop in Low Moor before continuing on to Dewsbury in Kirklees.*

**Wortley Curve** - This was closed by British Rail in the mid 1980's despite anger from Bradford Council. There have been recent noises made to re-open this half mile connecting line, oddly, still in place despite the points at either end being taken up. Re-opening would allow direct services to a host of areas from Bradford Interchange thus avoiding Leeds. This stretch has again been highlighted as viable for re-opening in a recent report published by WYCA to facilitate Bradford joining the HS2 system. Woodhead Route - Formerly a route from long gone Sheffield Victoria over the Pennines to Manchester Piccadilly and beyond. It closed for passengers in 1970 and

freight in 1981. It would be an ideal freight line reducing traffic on the M62 & M1. Although, as National Power now route high voltage cables through the newer bore, it may well be problematic and expensive?

**Skipton to Colne** - Again another closure after Beeching. this closed in 1970. An 11.5-mile section of track would open up travel through to the North West and connect to the West Coast Main Line again without the need - again - to go via Leeds, it would also benefit bio-mass freight traffic to Yorkshire's Power Stations. This has been highlighted by Transport Minister Grant Shapps as a viable proposition for re-opening after many years lobbying by MPs, assisted by Skipton East Lancashire Rail Action Partnership as well as backing by Skipton Building Society. Quarry Line Spur to Swinden - On the outskirts of Grassington. From its junction at Embsay on the old Skipton to Ilkley line, a park & ride light rail service, especially in the summer months, would be a boon for walkers and tourists connecting at Swinden Quarry for Burnsall, Grassington etc. It may well be a logistical non-starter due to single track and the huge freight trains that traverse the line on a daily basis but a man can dream All these would need massive injections of funding; although the Government has ring- fenced £500m, this will not go far. Plans also require goodwill from both Government and Local Authorities, never an easy task but the case is beyond mere economics.

*[Editor's thanks to Tom Ickringill for passing these articles on.]*

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UP 7080 at Monolith, 28/12/2019

Chris Taylor



I feel that I must point out that my intention is to summarise the details contained in the reports. These can run to several pages of intense detail regarding the events leading up to the accident. There is no intention to switch, deflect or alter the blame for these sometimes tragic events.

### **Newlay & Horsforth - 22<sup>nd</sup> November 1956 (report 9<sup>th</sup> April 1957, 6 pages)**

The 3.20pm special freight train from Carlisle to Leeds was stopped at Newlay & Horsforth station by the Up Slow Home signal for about 13 mins. The signal cleared & the train moved off. When it had gone about 100yds it was hit in the rear by the 4.50pm freight train from Carlisle to Leeds which was travelling at about 35mph. The guard of the hit train was killed. The 3.20 train comprised of 10 unfitted bogie bolsters loaded with pipes, plus a brake van. The 4.50 train was partially fitted, comprising 34 loaded vehicles & a brake van, hauled by a 5 MT steam locomotive.

The Class 5 derailed & sustained considerable damage to its front end. Fourteen wagons were damaged or destroyed, blocking both Slow Lines. Steam cranes from Holbeck & Hellifield attended & the Slow Lines were cleared & repaired by 5.45am on the 24<sup>th</sup> Nov. Stopping passenger trains were unable to use the station until the platforms were repaired. The cause of the accident was the result of the most irregular working carried out by the signalmen at Calverley & at Newlay & Horsforth signal boxes. Plus poor supervision by their supervisors. \* Rule 55 ~ see below.

### **Ardsley - 26<sup>th</sup> October 1959 (report 9<sup>th</sup> Feb 1960, 7 pages)**

A light steam engine (V2) was allowed onto the Down Main Line where it stood awaiting the clearance of the shunt signal to the Up Main Line. It was hit by the 6.12pm express from Kings Cross to Leeds at 10.8pm. The express was hauled by an A3 Pacific locomotive pulling 7 coaches. The V2 was propelled forwards about 85 yards & partially derailed, being badly damaged at its front end where the main frames were bent almost double. On the A3 the front bogie, the buffer beam & the main frames were severely damaged. The front two coaches were derailed & damaged, plus the seat & tables were wrenched from the floor causing injuries to the passengers. As a result of the latter, the enquiry declared the securing method unsatisfactory. The driver of the express was unaware that he had hit anything thinking that his engine had become derailed. The collision was witnessed by the Yard Inspector who immediately phoned Wakefield Control & the civil police. The first ambulances arrived at 10.20pm, closely followed by the police & fire service. All the casualties were removed by 11.5pm. The remaining 80 passengers being conveyed to their destination by road transport. The cause of the accident, failure to carry out Rule 55 : *"if brought to a stand the driver must sound the engines whistle & if still detained the driver must instruct the fireman to go to the signal box & remind the signalman of the position of the engine or train"*. It goes on to say *"if stood waiting to cross, the fireman must go immediately to the signal box"*. Also, the signalman at Ardsley Station SB forgot that the light engine was stood waiting to cross. It was said that

there was no clear block regulation not any local instructions in Ardsley Station SB to cover the frequent movement of light engines crossing to the coal yard.

**Between Garforth & Micklefield - 25<sup>th</sup> April 1960 (report 15<sup>th</sup> Sept 1960, 6 pages)**

At approximately 9.18pm the 9.0pm Leeds to Hull 6 coach DMU collided at speed with the rear of the 8.30pm Neville Hill to York unfitted freight train. The freight was hauled by a class 8F 2-8-0 steam loco & its load included a 350HP diesel loco & 39 mixed wagons, plus a brake van. The freight was travelling at about 25 mph. The brake van derailed, the guard receiving head injuries. The next two wagons derailed & the coupling ahead was thrown off the hook, dividing the train. The front part, with its last two wagons damaged, continued to Church Fenton where it stopped. The driver had felt a bump, thought the train had divided & the rear part had caught back up bumping the train. He thought it best to keep moving & did so as far as Church Fenton before stopping. The leading coach of the DMU was very badly damaged & the driver lucky not to be killed. Five of the 30 passengers needed hospital treatment, two of whom were kept in hospital. The uninjured passengers were taken back to Garforth in the rear 5 coaches (surely the rear 3 coaches if a 3x2 DMU set?). Normal working was resumed at 6.45am on the 26<sup>th</sup> April. The cause of the accident was said to be that the driver of the DMU had passed a signal at danger, a SPAD. He had a clean record, had been on the footplate for over 37 years & been a driver for 14 years. The report concluded that the driver would have been able to see the lights of the brake van for at least 20 seconds & therefore would have been able to apply the brakes & avoid the collision. The reports never state what disciplinary action would have been taken against the person or people who were responsible for any of the accidents. The enquiry always goes into the background of the people concerned, domestic & work wise. Relationships, days off, hours worked, medication etc. Nowadays “drugs & alcohol” testing is carried out immediately, to start things off.

**Leeds City Station - 10<sup>th</sup> August 1961 (report dated 26<sup>th</sup> Sept 1961)**

At 2.46pm the 2.40pm Leeds to Scarborough DMU (2x4 cars) had departed under clear signals five minutes late, when it collided sidelong with a Sulzer diesel locomotive, the driver of the loco having misread the signals & failed to stop at his red signal. The leading two coaches overturned & one passenger was killed. Leaking oil from the front coach caught fire but was promptly extinguished. The majority of the passengers were in the rear four coaches. Breakdown equipment from Holbeck & York attended & the two lines East of the station reopened at 6.30am on the 11<sup>th</sup> August. The driver of the Sulzer loco mistook signal E34 at green as his signal, his signal being E35 alongside it which was at red. The enquiry established that this had happened twice previously in the last two years. A major re-signalling project was planned in the area, but not in the immediate future.

**Neville Hill - 8<sup>th</sup> June 1970 (report 23<sup>rd</sup> Sept 1971- 6 pages)**

The 16.45 Newcastle to Liverpool express travelling at 40 mph (class 46 diesel loco & 8 Mk1 coaches) was hit by the leading ballast hopper wagon of a train of wagons being propelled by a class 47 loco into the Up Goods Loop. The 7<sup>th</sup> & 8<sup>th</sup> coaches of

the express were damaged, the time was 18.35. As a result of a misunderstanding, the spring operated trap points at the entry to the loop were clipped in the wrong position & then when the ballast train failed to stop propelling the leading wagon became foul of the Up Main Line & struck the rear of the passing express. The corner of the wagon caught the rear of the 7<sup>th</sup> coach damaging the door frame & corner pillar. It then ploughed along the 8<sup>th</sup> coach at window height breaking all the windows & panels. Most of the injuries were caused by flying glass. Three compartments had safety glass fitted, which shattered into small blunt segments rather than jagged pieces. The driver of the express had made a full brake application when he saw a man jump off a wagon of the ballast train & attempt to cross in front of his train. The man laid down between the two trains instead. The express driver attempted to recreate the vacuum to release the brakes but was unable to do so, coming to a stand after about 250 yards, unaware of the collision. The cause of the collision was due to several misunderstandings, the main one being the clipping of the trap points at the East end of the loop in the wrong direction, on instructions of the P.Way Supervisor in charge; also, the trackman not clarifying the required direction of the clipping; the railman jumping off the third wagon causing the express driver to brake which then caused the rear coaches to be at the point of contact with the approaching ballast wagon; the P.Way Supervisor being unable to stop the propelling movement; and the ballast train Guard not being clear as to what was required & failing to play his part.

### **Rothwell Haigh-Hunslet S. Junction - 27<sup>th</sup> Sept. 1964 (report 8<sup>th</sup> March 1966)**

On Sunday 27<sup>th</sup> Sept. at approx. 02.10 the 21.20 St. Pancras to Edinburgh train comprising loco D131, three empty 6-wheeled milk tanks & eight passenger coaches derailed at about 60mph. There were approximately 70 passengers on the train of which only six needed hospital treatment, none were detained. The Holbeck & Wakefield steam cranes attended, arriving at 04.07 & 05.40 respectively. The rerailing was completed by 21.20. The Up & Down main lines re opened at caution at 04.30 on the 28<sup>th</sup>. The report concluded that the first milk tank possibly became derailed because a reconditioned bearing spring was not properly matched with its opposite number on the same axle. Extensive research & investigations went into the milk tank maintenance regime, the tanks couplings & also the track levels, crossings & their maintenance. The tank began to roll, this increased with the track profiles even though there was no fault found with the track. The derailed tank was pulled along hitting various points & crossings, finally being thrown upwards hitting the underside of a bridge & being detached from the engine. The coaches then derailed, the buckeye couplings keeping them together although the fourth coach turned on its side. Paragraph 45 of the report states: "This derailment was caused by an unusual combination of frequency patterns at speed. No one was to blame". However, paragraph 46 points out that the signal man at Stourton Junction box missed seeing that there was something wrong with the train. The derailed milk tank must have been causing "a copious & continual emission of sparks" as it hit metal to metal as it was being dragged along. If he had observed this, he could have acted in time to mitigate much of the derailment's drastic effects.

The photo below has appeared before in the Circular (many years ago), but no information was brought forward. Dave undertook further research, with the results on the following page.



Whilst researching at the NRM a few years back I came across, by accident, this photo in the Horwich collection. No information was on the back, but the front was intriguing so I bought it, especially since it seemed to be positioned inside one of Bradford Exchange's pedestrian accesses. I've often wondered precisely what services could possibly be referred to, and when. Consequently I recently submitted both the photo and questions to the 'Query Corner' section of the Gresley Society's magazine, 'The Gresley Observer'. This has solicited a quick and fulsome response to the Editor, which is to be published in the next issue of their magazine. As I sent in the enquiry, the editor has sent me a copy.

The Editor, Chris Nettleton, is happy for me to offer this copy of the answer received, to the Bradford Railway Circle for publication in their own magazine – hence the enclosed. It certainly makes interesting reading!

Dear Chris,

I have been in touch with Dr Antony Ford who is the Archivist and Curator of the Pullman Society, and he has provided the following information.

He is aware of 6 versions of the sign over the years. Others are known to exist with similar inscriptions and were located at Halifax, Wakefield (Westgate), Edinburgh and Glasgow promoting through Continental services to Paris and Brussels on the 'Queen of Scots' and 'West Riding Pullman'. Backed by an impressive joint publicity drive by the LNER and SR, a 'New through East Coast Pullman daylight service' was introduced on 9<sup>th</sup> July 1928 and promoted through LNER Brochure BS 512, which also coincided with the introduction of new all-steel Pullman cars for the 'Queen of Scots'.

From 1<sup>st</sup> November 1929, brochures, handbills and the Pullman house publication 'Golden Way' promoted: 'Through Pullman Services – Scotland, West Riding and North of England and the Continent'. First – and third – class Pullman services were offered in the UK but only first – class on the continent. Destinations advertised included popular resorts of San Remo, Monte Carlo and Biarritz, among 30 others, and services enabled Pullman passengers and their baggage travelling by the 'Queen of Scots' and 'West Riding Pullman' to connect with the Southern's Pullman and Continental express services.

Through bookings could be made with baggage registrations at booking stations and travel companies. To secure seats, there would have been active liaison with Pullman's Central Reservations at Berkeley Square, London for all through Continental bookings. Railway company travel tickets were required in addition to the Pullman bookings. The benefits of through services were promoted up until the outbreak of World War 2. An example of the Bradford – Paris travel experience and supplementary fares noted in 'Golden Way' publications of 1928 are:

Bradford – London 7/6 first-class and 4/- third-class: London – Dover 3/- first class; Calais – Paris 64 French Francs. An all-inclusive first – class fare from London – Paris (Pullman seat reservations, steamer and travel) was widely promoted at £5 single in 1929 under the trappings of the 'New Golden Arrow' (reduced to £4/12/6 from May 1931). Timings for the 'West Riding Pullman' from Bradford to Paris allowed for a connecting link for Pullman passengers only of special 'Road Motor Saloons' across London between LNER (King's Cross) and SR (Victoria/Waterloo).

Departure from Bradford	11.20 am
Arrival at King's Cross	1500
Departure of Road Motor	1510
Arrival at Victoria	1530
Departure 'tea service'	1600
Departure Calais	1950 (First – class only)
Arrival Paris Gare du Nord	2315

All good wishes

David

### Talking Pictures TV

Just in case you haven't yet caught up with this channel in your lockdown might I suggest you try & find it. It shows vintage films, Imperial War Museum official films plus documentaries of various kinds covering all forms of transport. From a railway point of view I have seen the following :-

John Betjeman Goes By Train, Blue Pullman, Elizabethan Express, Railways Forever, Night Mail, Train of Events (a film), Symphony for Steam.

Other glimpses include 9 Elms Shed, Waterloo and Waverley Steps.

Also - Fully Fitted Freight: the 4.48pm Bristol to Leeds, hauled by 45238.

The channel can be found on Freeview 81 / Freesat 306 / Sky 328 / Virgin 445.

One point to note when perusing the days viewing on the internet

(<https://talkingpicturestv.co.uk/schedule/>), if you see a little gap or box

between programs, click on that & more than likely this is you may find a short item like the ones listed above.

The email for our Treasurer Mr. Jagger regarding TOPS & the railways got me thinking. One of my jobs whilst working in the Divisional Manager's Office, Leeds was dealing with "missing wagon" enquiries. "How do you lose a wagon?" I hear you ask. Easily! The label might have come off the wagon but more than likely the train it was attached to ran late & it missed its onward connection. There it would stand, waiting for the next diagrammed service in that direction. It was very, very rare to able get a special to run conveying that missing/late wagon. One great help on that job was the introduction of TOPS, being able to see the details of the actual wagons (number, sender, where from, going to) conveyed on a train. The wagons I dealt with were "full loads", but I'm sorry to say it was too little too late. Things were changing, traffic was being lost, dare I say probably a deliberate policy. TOPS was great for the block trains as computerisation was brought, oil, coal, steel etc. I worked on that job from March 1970 until June 1975.

### Communications on Trains.

Reading through a copy of Railways, November 1943 (before I was born) mention is made of a successful experiment of radio telephone between the driver & guard on freight trains. It would have been hard to imagine then a world where 99% of the population are carrying & using a mobile phone. I fall into the 1%! Designed by Rediffusion, the system was tested between Hornsey & Hitchin on a 52-wagon freight train. Thoughts were that it might be used between train crews & signalmen - that would have been a great help down the years. Mention is made of safety & using it over the Settle & Carlisle or Carlisle to Edinburgh routes. It would appear that the idea got shunted into a siding for a long, long time?





*Ceawlin Cleethorpes Light Rly, 6/9/2020*

Peter Holden



*Rachael, Cleethorpes Light Rly, 6/9/2020*

Peter Holden

# BRC Accounts 2019-2020

In the absence of a formal AGM, our Hon. Treasurer Bill Jagger has issued the following report of the year's accounts.

## BRADFORD RAILWAY CIRCLE BALANCE SHEET

31 October 2020

31 October 2019

### CURRENT ASSETS

#### Cash at Bank and in hand

Deposit Account	34,644.41	16,129.59
Current Account	1,855.01	2,229.14
Cash in Hand	<u>97.00</u>	<u>.00</u>
	36,596.42	18,358.73

### Less CREDITORS

Other creditors	20.00	20.00
Subscriptions for the new year	<u>.00</u>	<u>410.00</u>
	20.00	430.00
	<u>36,576.42</u>	<u>17,928.73</u>

Represented by

### ACCUMULATED FUND

Balance at 1 November 2019	17,928.73	5,637.14
Surplus (deficit) for the year	<u>18,647.69</u>	<u>12,291.59</u>
Balance at 31 October 2020	<u>36,576.42</u>	<u>17,928.73</u>

## INCOME & EXPENDITURE ACCOUNT

31 October 2020

31 October 2019

### INCOME

Subscriptions	631.00	647.00
Meetings - Collections	5 Held 153.55	24 Held 1,247.10
Donations received	.00	37.00
Sale of Books and Magazines	20.00	.00
Bank interest	<u>34.82</u>	<u>8.63</u>
	839.37	1,939.73

### Less EXPENDITURE

Rent	390.00	780.00
Speakers' Expenses	193.50	210.00
Circular	.00	145.00
Printing and postage	33.50	60.88
Management Expenses	<u>20.00</u>	<u>6.96</u>
SURPLUS (DEFICIT) for year	202.37	491.59
Exceptional item - nameplate sale	<u>18,445.32</u>	<u>11,800.00</u>
	<u>18,647.69</u>	<u>12,291.59</u>

CW Jagger  
Treasurer

What a year! As we close 2020 and look forward to what may be over the horizon next year and beyond. Looking back, at what we have endured in the last 12 months, I for one cannot imagine any form of what we once called normality resuming anytime soon, things appear to be steadily getting worse. They talk of the new normal.

As you may guess, I tend not to always follow the rules, especially when those ever-changing ones come from someone who one feels is possibly somewhat bonkers! Thus, I have managed to sneak out under the radar for a few train journeys over the past year. I have been very careful to maintain social distancing and look after my own health. Often the only person in a carriage, wearing my mandatory face mask to prove I can follow the rules if they are sensible ones. I have managed to do almost 20,000 miles by train this year as opposed to my normal 35,000 plus. These actions on the basis that to stay at home would be harmful to my mental health and of course the health of the British brewing industry. Also, I feel that on the basis that I only have the one short life, 12 months totally written off, would be a waste of precious time. One action I recommend when it comes to essential exercises, is to catch a train to a station alongside a canal, go for a walk along the towpath, then hopefully re-join a train later. We all must make our own decisions in difficult times, and every one of us must do what we feel is right.

As for Bradford Railway Circle, once again, there is nothing to report, there is no light at the end of Boris's Tunnel of Doom! We are possibly to have some form of Zoom meeting at some point. What do you, the membership, want from this? Would you like some form of talk / slide show presentation, or would you appreciate an online chat with your Circle friends? Do let me know please.

I have spoken to other "Railway Societies" and, we are all in agreement that post Covid, we may never return to holding meetings with the numbers we had attending prior to the Pandemic. However, I just imagine that our founder, Geoff Butland would have had no time for any of this negativity in these times! He would, like me, be chomping at the bit to get back to our meetings. Let us hope that you the members share that view.

On the work front, I can certainly back up the claims that our country's trains are running around virtually empty presently. Who knows how long this can be maintained? They say every journey is subsidised by around £1,000! What would Beeching have said about all this?

At Neville Hill, we are working over and above our normal output, busily fettling up some very sub-standard rusting vehicles, to replace our own well-maintained ones! Bidding farewell to them as they make their way to the modern-day Dai Woodham's. As ever, one wonders about the logic, or lack of logic behind the decision makers running our railways, especially in the present economic climate.

Having had to cancel three Railway holidays this year, I am hoping that our friends in Europe may welcome me back soon! Obviously going through a different passport check! As soon as possible I will be on the train to Belgium and the Netherlands. Something to look forward to.

Well, what about the “Midland Pullman” ex-HST power cars (until recently looked after at Britain’s premier shed!) and carriages done up to form a rather posh travel experience. Some say it is a great idea, some think the opposite. Well as ever, in the interests of making my own mind up on this, based on the evidence available, I and Circle member Andy Roberts have booked a trip on said train in April. But it’s heading to Scotland and the way things are looking at the moment, they may close the border and not let us bug-carrying English in!

Do please keep looking at our website for any updates regarding the Circle. It might happen one day!

I will finish by wishing you all a very pleasant Christmas and a happy New Year from all your Committee.

Best Wishes.

Peter

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## Circle Diary 2021

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

**All meetings are off until further notice.**

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

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



BNSF 7143, Monolith, 28/12/2019

Chris Taylor

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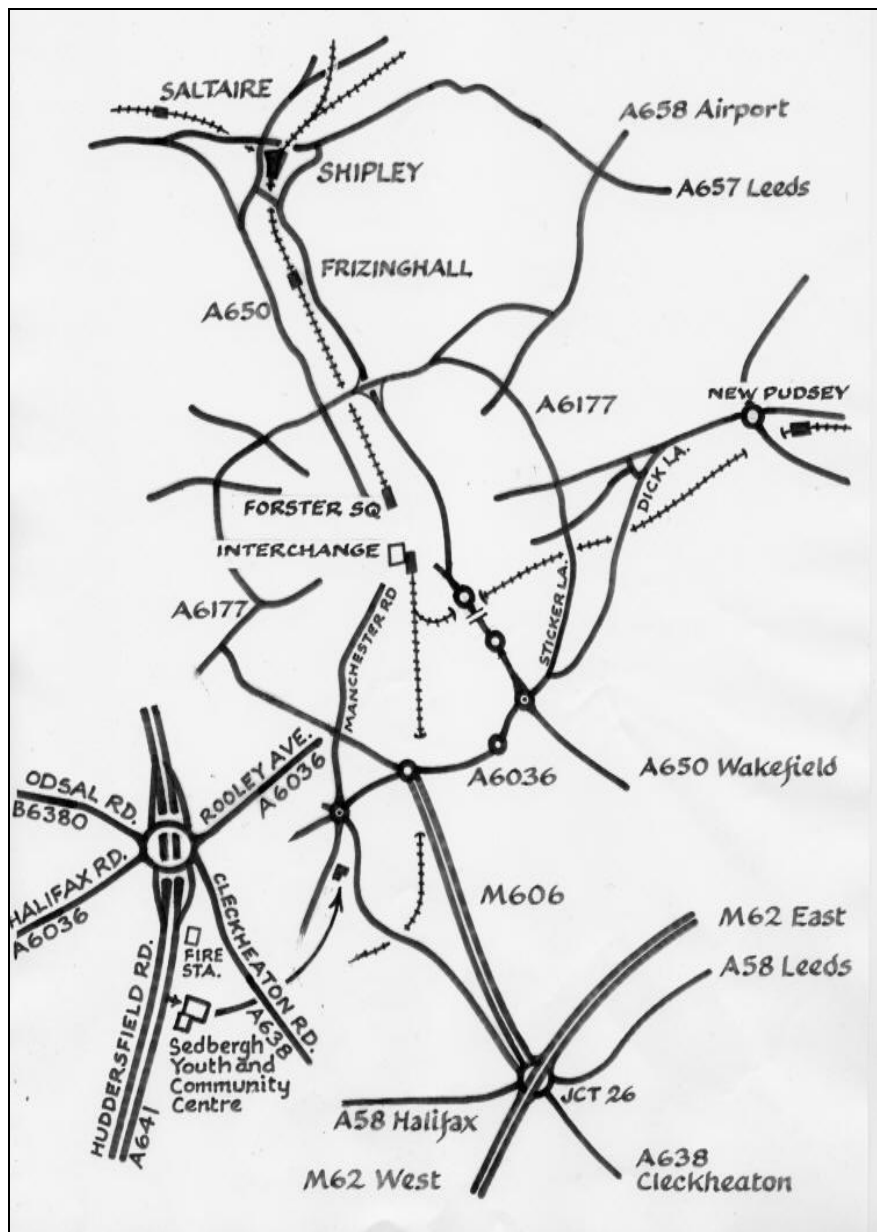
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Map by courtesy of John Holroyd

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