

THE CIRCULAR

Bradford Railway Circle

No.364 – 2nd Quarter, 2013

Contents

Page

| | | |
|----|--|-----------------|
| 1 | Editorial | |
| 2 | Obituary – Ian McDougall | Philip Lockwood |
| 2 | And Now For Somewhere Completely Different | Michael Wade |
| 7 | Letter to the Editor | Ewan Preston |
| 8 | Ben's Bits | |
| 9 | Meeting Reports | Philip Lockwood |
| 14 | Special Traffic Notices | |
| 15 | Small Ads | |
| 15 | Secretary's Page | Peter Holden |
| 16 | Circle Diary 2013 | |

Editorial

We are sorry to hear that life-member Michael Wade is currently in hospital (Ward 9 at Bradford Royal Infirmary), following a stroke that occurred following the Circle meeting on 26th June. Michael is expected to remain in hospital for 2-3 weeks, and we wish him a speedy recovery.

Just a day before the five A4's go on display at the National Railway Museum, it is confirmed that the NRM and the National Media Museum in Bradford will not have to close following the government's Comprehensive Spending Review. A big sigh of relief all round – though admission-charges are still possible, I suppose.

The Editor would like to draw attention (yet again!) to the need for more contributions to *The Circular*. We sometimes have to rely heavily on our stalwart contributors, but without more input from you, the members, the magazine is a pale reflection of what it could be – this time it is only 16 pages. Come on, you lot!!

Lastly, if anyone with observations of WCML steam in the 50's and 60's can help Ewan Preston (see letter on page 7), he would be very grateful. The Editor's apologies to Ewan for omitting his request from the last *Circular*.

Obituary - Ian R. McDougall

Members will be sad to learn that Ian passed away on the 28th March at the ripe old age of 92. Ian was a relatively recent member, having joined the Circle in 1994. It has only today come to my notice, appearing in the Yorkshire Post Obituaries. As President I could always rely on Ian to give the vote of thanks, particularly if the talk had been on the railroads of North America. It was only at last Wednesday's meeting that I remarked to Gary that I had not seen him at meetings for some time. Being born in West Bridgford in Nottinghamshire, overlooking the Midland main line, resulted in a lifelong interest with railways. Ian was for a time vice President and trustee of the Middleton Light Railway. His other interest was in fine wine, and his death followed his collapse whilst retrieving a bottle of wine from his cellar. Ian's wife had passed away only a matter of weeks before. He is survived by his two sons, two grandchildren and two great-grandchildren.

Philip Lockwood

And Now for Somewhere Completely Different Michael Wade

Originally on being asked if I fancied a trip to Costa Rica and Panamá my response was a resounding “No” as it was too soon after returning from the Philippines and Thailand, but when I saw that it included a cruise through the Panamá Canal I changed my mind as that was something I had fancied doing for quite a few years but wasn't prepared to book on a sea-going cruise that would pass through the canal as that could entail dressing for evening meals.

We flew from Birmingham to Newark New Jersey where we changed on to a flight to San José in Costa Rica, all on Continental Airlines, which has joined forces with and in March will become United Airlines.

In 1991 an earthquake destroyed a lot of the railway infrastructure in Costa Rica and since then some of that remaining has since been washed out, which leaves little for the Track Basher.

The day after our arrival we set off across country to the Los Héroes Hotel near Arenal which operates a short 600mm gauge railway that ascends almost 200 metres to a revolving restaurant (Costa Rica's only one) owned by the hotel. The railway is

based, loosely, on the Bernina line in Switzerland, having a tunnel, a 10 arch viaduct and a spiral which together with a reversing station makes for a very interesting ride. To keep the Swiss connection the lower station is called La Pequeña Helvecia (Little Switzerland), whilst the upper station is Rondorama, after the restaurant. Even though the line is only 3.5 kilometres long the amount of civil engineering is quite amazing and must have cost a small, or even large, fortune. The train consisted of a somewhat tired twin-articulated carriage hauled by a four wheel diesel built by Robert Abei of Zurich all painted in the red of the Rhätische Bahn. Other stock consists of two other four wheel diesels and a few four wheel box like carriages.

In the afternoon we drove to the Monteverde area where there is another little railway which operates the 650 mm gauge Monteverde Cloudforest Train. This train takes one down into the cloudforest where there is a viewing platform giving good views over Lake Arenal towards the Arenal Volcano. Sadly the volcano was in a dormant mood. The train of four carriages was hauled by a steam outline 4-4-0 (of wild west appearance) propelled by a bogie tender containing the diesel engine, all built by Severn Lamb in 2009. Again this railway has been built in an out of the way place and even though it is only four and a half kilometres long must have cost a very pretty penny to build.

In San José they have started to rebuild the railway and now operate two short suburban lines. These operate from Pacifico station to Belen and from the University to Heredia via Atlantico station. Pacifico and Atlantico stations are connected by a four kilometre line even though the stations are only just over one kilometre apart. This railway is routed down the centre or side of busy roads, so allows for some interesting photography.

On our return journey from Arenal to San José we stopped at Belen so that we could sample these services. Our first train was on the seventeen kilometre line to Pacifico station and was formed of a twin-articulated dmu. Unfortunately I was unable to locate any builders plate so cannot give details of its manufacture, though it did appear to be of a quite modern manufacture. At Pacifico station we changed onto one of the few trains which run between the two central stations. This was an interesting working, consisting of seven coaches of varying age, hauled by a GE U11B Bo-Bo built in 1979. On leaving Pacifico we stopped at Parque Vasquez and then backed all the way back to Pacifico with horns blaring, on arrival we were followed in by a train from the University. I found this quite worrying as it is a single line with on street running; however we were told that it was normal practise on that train. We then started again for Atlantico again where the train formed the next service to Heredia. As the train was too long for the platform at Heredia and would have blocked a major road for the half hour before it was due to return to Atlantico it had to be split and part was moved back off the road. At the appointed time the train was reconnected, and we returned to Atlantico.

The remaining section of railway that survived the earthquake and is still open is the 62 kms that runs from Puerto Limon on the Caribbean to Siquirres. It is currently used to take bananas to the Port for export. Obviously we needed to see this section so we set off for two nights in Puerto Limon and spent one day riding the line on a two coach charter hauled by a GE U10B Bo-Bo. It was a really pleasant run along the coast to Swamp Mouth before turning inland to Matina and Siquirres. On the approach to Siquirres we crossed Rio Pacuare on a nice lattice girder bridge and had a couple of runs past there. In Siquirres the railway also runs down a main road so the opportunity was taken to do a bit of photography whilst the train was being prepared for its return to Puerto Limon. On the way back we stopped for a little while on the coast where we managed a further run past.

The day after our return to San José we flew to Panamá where the next day involved travelling from Panamá to Colón on the daily train operated by the Panamá Canal Railway Company. The real purpose of this passenger service is to take employees to Colón but it is, of course, also used as a tourist attraction. The first railway to connect Panamá on the Pacific with Colón on the Caribbean was built between 1852 and 1855. This enabled freight to be transhipped at Panamá and Colón and save the six weeks needed to sail round Cape Horn. This railway had to be rebuilt between 1906 and 1912 when part of it was submerged by the canal. In the 1980s the railway was declared unsafe, then in 1999 the canal was privatised and the railway was taken over by the Kansas City Southern Railroad. The decision was then taken to rebuild the railway from ground up, including re-gauging it from five foot to standard gauge.

The railway is operated by a number of EMD F40PH Bo-Bo's and SD60 Co-Co's, one of each at the head of all freight trains. One of them hauls the train whilst the other supplies power for the refrigerator cars. Our train was top and tailed by two of the F40PH's and consisted of six former 'Clocker' coaches used on Amtrak's New York to Philadelphia service until the mid 1990s. One of these six coaches was a dome car, which I found somewhat tired and much less comfortable than the other vehicles.

On arrival at Colón we were met by a coach that took us to lunch and then to Portobelo, a historical fort. Following this we went to the Gatún locks which are a set of three risers that raise ships 26 metres to the level of the canal. Each lock is 330 metres long by 33.5 metres wide, which limits the size of the ships that transit the canal to what are known as Panamax vessels. At each set of locks there is a broad gauge (possibly six foot) rack railway on each side on which locomotives known as mules operate. The mules are there to control the position of ships in the lock as well as assisting them through. It was really interesting to spend an hour or so in the visitor centre watching ships pass through the locks. All too soon it was time to return to Colón station and take the return train to Panamá.

The next day was to be the highlight of the holiday as we were to cruise through the canal. We joined our small boat, capacity approx 300, in Panamá and set sail at 07:30.



9th February 2012 - Monteverde Cloud Forest Train

Michael Wade

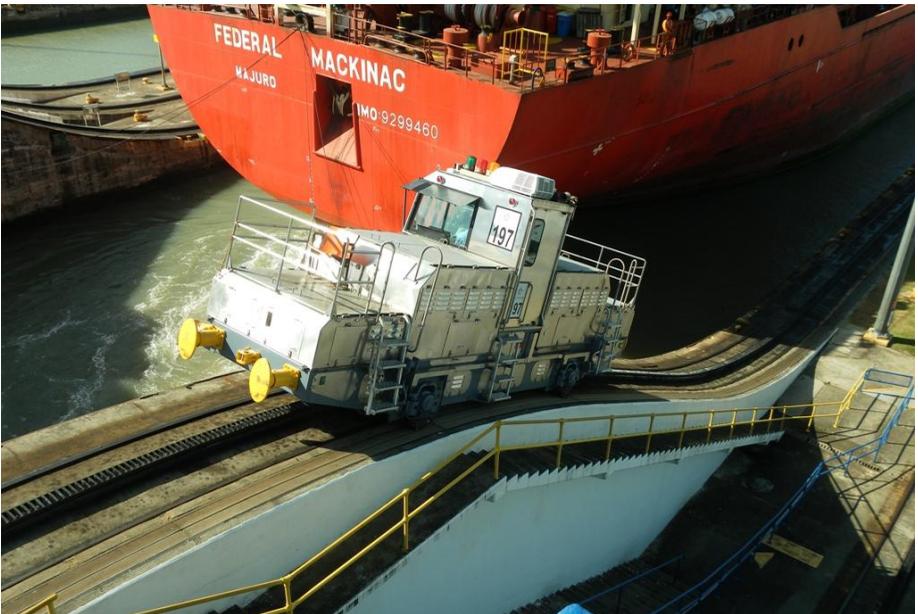


10th February 2012 - dmu at San Jose Pacifico

Michael Wade



17th February 2012 - EMD F40PH Bo-Bo 1857 Ciudad de Gamboa at Panama Michael Wade



We proceeded to the Miraflores locks, a twin set of risers that lift ships to Miraflores Lake part way up to the height of the main section of the canal. Miraflores Lake is approx three kilometres long and leads to the Pedro Miguel Locks, a single riser, which takes ships up to the main canal and Lake Gatún. Leaving the Locks one enters the Gaillard Cut which is a true canal cut through the continental divide. This section is insufficiently wide for Panamax vessels to pass one another they therefore have to travel through the Gaillard Cut one way in the morning and then the other in the afternoon. On leaving the Gaillard Cut one enters the Gamboa Reach and Lake Gatún which were formed by the damming of the rivers by the Gatún and Pedro Miguel Locks. From Lake Gatún one descends through Gatún Locks to Colón on the Caribbean where we found a fleet of buses waiting to take us back to Panamá. The journey from Panamá to Colón had taken about nine hours; similar journeys in the past have taken anything from six to ten hours depending upon other traffic through the locks.

Our final day in Central America was spent doing touristy things like a city tour and a visit to the Miraflores locks where we were able to watch a couple of Panamax vessels descending to the Pacific.

Letter to the Editor – Request from Ewan Preston

25th November 2012

4 Quarryfield, Stockdalewath
Dalston, Carlisle, CA5 7DP

I am currently trying to compile a record of locomotives and rolling stock workings on the West Coast Main Line between Preston and Carlisle. If any member has details of sightings on the WCML between 1959 and 1968 (in particular) that he would be prepared to share, I would be most grateful. I will be contactable at the address below, or on email at ewan.preston1@btinternet.com. The sightings can be of any detail, and will include depot visits, even outside the specific area. Any info can be useful.

Any information, either about sightings on the WCML or even sightings of locos which may have worked off a location on the WCML eg Carnforth to Leeds services would be of interest. I am also interested in sightings of locos which may have been allocated to WCML on depots or operational elsewhere. A good example of this might be a Kingmoor Jubilee or Black 5 on Holbeck. The reason for this is so that they may be eliminated as a possibility of having been working on the WCML.

As I gradually build up information I will welcome requests from interested parties.

Yours sincerely,
Ewan Preston

Ben's Bits

The Telegraph & Argus ran an article concerning overcrowding on local trains (May 10th). This inspired Nick Buck of Shipley to write, quoting a letter to the Bradford Observer dated August 29th 1867, by a “comfort-loving traveller” who, unable to find a first class seat, was forced to share a carriage crowded almost to suffocation with drunk & disorderly characters [*Not the Circle on an outdoor trip, then! – Ed*]. Many things may have changed, but somehow have managed to stay the same (in certain respects – I have no wish to offend the passengers). The current overcrowding appears likely to remain until April 2014, as the DoT has extended Northern Rail’s franchise until then.

Drax Power Station burns 1 million tonnes of coal a year, but aims to convert to woodchip fuel, possibly importing it from Canada – will it be transported from Liverpool by rail?

Argentinian railways were built by British companies. By 1915 there were 20,000 miles of track. [*And they employed British engineers, and bought locomotives from British companies. I have my grandfather’s first-class leather-bound pass from the Buenos Aires-Pacific Railway – he was an electrical engineer out there in the early years of the 20th century – Ed.*]

In 1914 the railway companies of Britain were taken under state control for the war effort. They were released only to be merged into the Big Four in 1923.

Yeovil once had four railway stations. Now it has two – Yeovil Pen Mill and Yeovil Junction. [*And how about Cheltenham? – Ed*]

In 1854 the present Paddington station replaced a temporary one built further up the line in 1835. It has three arches 700ft long and would have cost £62 million in today’s money.

Newton Abbot main platform is ¼ mile long.

Bagshawe Engineering of Batley built the Portrush Tramway in Ireland.

In 1887, in the USA, the Swinerton Locomotive Driving Wheel Company took delivery of a unique locomotive built by the Hinkley Locomotive Works. Its unique feature was that its wheels were not round. Each wheel was actually a polygon with 118 sides, each segment being about 2 inches long. The theory behind this quite daft arrangement was that the line contact at the intersection of each segment would have better rail adhesion than a circular wheel, which was supposed to have only a point contact. [*Contributed by the Editor – but why 118, exactly, one wonders? ...*]

6th March 2013 - 1980's British Diesels, by John Whiteley

Tonight a return to the blue era of BR, with John's opening shot of Healey Mills marshalling yard well filled with locomotives and coal wagons presenting a very different picture the same spot in 2013. As John remarked "Things have changed" - not only the number of trains, but the difficulties of coping with safety barriers and trees! Every photographer has his or her particular style, in John's case it would appear to be the high vantage point. Signal posts, high rise flats and rickety fire escapes do not seem to deter him. Of particular interest to your reviewer were shots taken on my home ground with trains approaching Morley Tunnel near Lady Anne Crossing, and the final days of the Deltics on the Trans Pennine Route. Semaphore signals featured strongly with the approaches to Scarborough and examples still extant in Wales and Cornwall. A fascinating nostalgic evening showing just how much the system has changed in a comparatively short time. Vote of thanks by Ian Button.

20 March 2013 - 35years of 35mm, by Paul Corrie

Paul took his first colour slide in 1987 of a class 1 0-4-0 at Booth's Rotherham. The evening's show basically covered most of the early diesel classes with almost no steam in sight. In the south we visited the Isle of Wight with both diesel shunters and electric traction. Whilst in the south a visit to Weymouth secured pictures of the boat train complete with Crompton diesel. Paul suggested he had quite an interest in the London Underground system, so apart from ex-underground stock on the IOW, we paid a visit to Queens Park on the Bakerloo Line. Whilst in London Paul took a very nice and atmospheric night shot at Broad Street. Moving back north, Wakefield Kirkgate in a slightly better condition than recently. Stored ex Manchester-Sheffield electric class 76's at Guide Bridge. Even nearer home, scenes at Batley and right on the door step for Paul and myself - Morley. A most interesting evening mainly devoted to diesel and electric traction but showing just how much variety has come, and in most cases gone in the last 35 years. Vote of thanks given by Eddy Lumb

3 April - 25 Years Photographing the Leeds to Carlisle Line, by Terry Hanson (report by Gary Hayhurst)

A bit different to the usual S&C shows – this was the first of hopefully two parts. Tonight Terry took us from Leeds to Appleby, although it began in earnest at Shipley. We had a fine selection of very interesting colour slides, accompanied by an equally interesting commentary. The word "dedication" springs to mind, although to the non-railway fraternity it might be "obsession"! Terry gave us in-depth accounts of his trips to the bleakest and most secluded spots of the line, with his mate Paul who went the extra mile by sleeping in his tent in blizzards while Terry slept in his car to phot the early and rare trains. We had a good explanation of the threatened closure and relieve of the line. Locos shown included classes 24/25/31/37/40/45/47, and a 50 approaching Shipley from Forster Square. There were also numerous steam specials, the royal train, and a selection of units – both electric and diesel. We were also treated

to some fine shots of the extraordinary – a 37 on a double-ended snowplough at Dent, and some engineer's trains. One that stuck in my mind was the bridge inspection train, which consisted of a long jib that reached over the edge of Ribbleshead Viaduct, fitted with an access platform to view underneath. It was known as the "gozunda"! Weedkiller trains, route learners, test trains, freight and passenger, steam and diesel – all tastes were catered for – and for a change the architecture enthusiasts were treated to photos of station buildings and platelayers' huts. I look forward to Part 2. Vote of thanks by Ian Button.

17 April 2013 - A Miscellany, by Gavin Morrison

In a change to the advertised programme Gavin showed a variety of slides, the first being taken in 1955 showing the special train named the Pennine Pullman hauled by two ex GC Rly 4-4-0 Directors. This was followed by a picture of the Swiss gas turbine locomotive built for the GWR. A slide of a push pull train on the Worth Valley at Haworth showing just how little has changed over the years. Overseas with a family skiing holiday in Norway where the excitement was not in the skiing, but in a cab ride in a Norwegian State railway locomotive. Returning home with some very nice Scottish pictures at Fort William and the very basic ferry at Ballachulish. Gavin remarked that he was fortunate to experience steam working over the Mendips on the S&D railway. Nearer home A4 *Seagull* passing Beeston Junction. As a change from purely railway shots we had a very nice shot of the liner *Queen Mary* in the Solent as well as paddle steamers at Ryde pier. Your reviewer was pleased to see images of the turbine steamer *King George the Fifth* at Oban. Back overseas this time to Germany where the big 01 Pacifics were spoilt in Gavin's opinion by "Dust Bins" for chimneys! To Austria and the impressive rack ironstone line at Vordernberg. Finishing off in India where a Pacific locomotive was specially turned out, freshly repainted complete with armchair on the front. The lasting memory of the evening was of Gavin in regal splendour being driven along sat out front. Much I have not mentioned but a wonderfully nostalgic evening. Let's hope for more of the same next time. Vote of thanks by Eddy Lumb

1 May 2013 - The Leeds Locomotive Industry, by Don Townsley

Tonight's show by Don covered the complete history of locomotive building in Leeds. Starting back in the very earliest applications of steam on rails by Matthew Murray. Don has not been involved quite so far back but in fact joined Hunslet in 1949. I doubt if there is anyone with such an encyclopaedic knowledge. Starting on the shop floor before moving into the drawing office, later days were spent on the sales side of the business. It is surprising just how many locomotive builders had their works in Leeds and how they all eventually came under the control of Hunslet Engineering. Although Don didn't mention it, it is a surprise to me that a city with such an important railway building heritage pays such a scant regard to preserving the heritage of same in its museums. An opportunity lost! To mention a few interesting topics covered. The locomotive constructed for the Bradford Gas Works railway in 1930. The City and South London Tube locomotives and the still extant Thomas Green



21st March 2013 - TGV at Lille Europe

Peter Holden



21st March 2013 - X76617 at Amiens

Peter Holden



24th March 2013 - 378 225 at Highbury & Islington

Peter Holden



24th April 2013 - 377 204 at Wandsworth Road

locomotive built for Harrogate Gas Works. Don explained that many of the prototype locomotives had pre delivery trials on the local railway system before being shipped abroad and we were shown an interesting local shot of a diesel locomotive hauling a goods train approaching Guiseley. A big thanks to Don for a most informative and interesting evening. Vote of Thanks by Eddy Lumb

15 May, 2013 – Reedy’s Rambles, Part 2 - Life On the Line, by Gordon Reed

A return visit by Gordon to give more exploits of his railway career. This time accompanied by his charming wife who said it was her job to make sure all the slides were the right way up! Gordon had a change of track in his career, please pardon the pun! After his time at Darlington as a boiler inspector where he explained that of all the Darlington built locomotives the J39 was his favourite. A little known fact was Gordon’s habit of painting the smoke box dart surround white on any locomotives he had dealings with. Changing with a move in 1963 to the Permanent way department where he became involved with track welding. Gordon brought along a couple of weighty specimens of faulty track which was passed round the members for inspection. As an aside Gordon showed pictures of the abandoned trackwork at Thorpe Arch, the wartime munitions store and factory. A sad picture was on his LGB garden railway where most of his stock had recently been stolen. Some interesting pictures illustrated his talk, mostly not of his own taking, one of which was of the Easingwold Railway. A most entertaining evening about life in the railway industry, let’s hope he will be able to return again soon. Vote of thanks by Eddy Lumb.

29 May 2013 - Mainline UK Steam Action, by Ben Collier

A return visit by Ben this time to concentrate on his own work recording the mainline steam in the pre digital age. His first slide depicted a night shot of a Black 5 at Blackpool with the tower nicely illuminated in the background. Ben and I both worked for BSM a few years back and I would often return to the office at lunchtime to find a Post It note on the door "Back in five minutes" this ambiguous message more often meant about two hours if a steam special was running late! In one particular case resulting in a nice shot in Paddock cutting. Ben stands out as a photographer who is prepared to research a potential location in advance, this often involved climbing trees or knocking on someone's door to use the back garden of a private residence. Ben now works in the digital age so we look forward to seeing more of his work in the future. Vote of thanks by Eddy Lumb

12 June 2013 - Photographing Trains Around the World by Robin Patrick

In the meeting report for Robin's last show, I finished by asking the question, "Where will we go next?" Well, the answer was to at least forty five countries. Tonight Robin’s first slide was of Robin in 1968 in the formal attire of the railway enthusiast - sports jacket complete with the obligatory selection of pens in the top pocket, and tie complete with tie clip! Robin explained that tonight countries visited would be in alphabetical order, so we started in America with some nice pictures taken in Colorado and a very impressive freight train trying to tie itself in a knot. Moving on to another

A this time for Austria where we were shown some quite historical shots of steam on the main line and also on the "Iron Mountain" railway where Robin was to have a footplate ride. Also visited were the Zillertalbahn and the Achenseebahn Rack line. It would not be practical in this meeting review to list all countries visited tonight, so a few highlights that your reviewer enjoyed. The Royal Hudson 4-8-4 of the Canadian Pacific in the Rockies, the historical shots of the Harz system and the Beyer-Garratt 4-8-2-2-8-4 of East African Railways on a Mombasa to Nairobi train. Robin obviously believes in living dangerously in securing photographs, be it walking over shell cases in Bosnia, nearly being mown down by a railway horse, or being arrested by the Polish secret police. Finally one thing which stood out to me all the way through the show was that British built locomotives were in great evidence in a large number of countries visited - where did we go wrong with our Engineering industry. Thanks Robin for an excellent show, we look forward to seeing more in future talks. VOT by Eddy Lumb.

Special Traffic Notices

Will members please take note of the following points :-

- **Fire Precautions.** Please familiarise yourselves with the positions of fire exits and extinguishers at Heaton Baptist Church.
- **Members' Discounts.** In return for free advertising in *The Circular* members receive 10% discount on cash purchases at Frizinghall Model Railways and at Buffers – in both cases on production of a valid Circle membership card. See inside rear cover of *The Circular* for details.
- **Contributions to *The Circular*.** Original material, preferably in electronic format (almost any PC word-processor, preferably Microsoft Word or MS-DOS format, but not Microsoft Works, please), or by email to ianbutton1@btinternet.com or typescript – the Editor can scan & OCR (optical character recognition) typed pages.
- **Radiators.** Please do not adjust the radiator settings in the meeting room. The valves easily become jammed, necessitating drainage of the system, dismantling and repairs – very expensive.
- **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-present day) should contact the Hon. Librarian, Gary Hayhurst, 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 1.** The opinions expressed in *The Circular* are not necessarily those of the Editor or the Committee.
 - **Disclaimer 2.** The Bradford Railway Circle cannot accept any responsibility if DVDs or video tapes borrowed from the library cause damage to a member's possessions.
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Small Ads

FOR SALE Victor Lee has the following unwanted gifts for steam fans :-

1. Sculpture of 9F *Evening Star* in coal. 10 inches long (00-scale), on plinth. Amazing detail; black livery (naturally!). £6
2. Cigarette cards by Taddy & Co. – set of 25, mounted in 2ft x 1ft glass-fronted wooden frame. Cards of 1930's steam locos worldwide. Again, a snip at six quid!
3. Original oil painting of A3 60081 emerging from Arthington Tunnel. On "Daler Board", 10 x 16 inches, no frame. Artist is Frank Payne, 1979. A giveaway at . . . £15

Please contact Victor if you are interested – Tel. 01132 866202.

BRC member John Tickner is still offering his **Digital Imaging Service**. For scanning from print, negative or slide (including medium format), Photoshop retouching, photo restoration, and printing up to size A2, contact John on 01535 601050, mobile 07967 604074, or email john@johntickner.co.uk.

Secretary's Page

Peter Holden

Your Committee has voted unanimously to offer Honorary Membership to Michael Wade, in recognition for all his efforts on our behalf over many years as our Treasurer. I am most pleased to report that Michael has accepted.

It is pleasing to have had many members comment to me on how much they have enjoyed many of our talks so far this year. As you are aware I am not always present at meetings due to work, and to have people tell me they have enjoyed the meetings is excellent news.

As mentioned below we are to hold an outdoor meeting on Wednesday 10th July. I will unfortunately be unavailable that day as I have to attend a meeting in Derby. I understand that a possible walk along the old Spenn Valley Line from Low Moor to Dewsbury is being planned - it sounds an excellent idea. Make the effort to come along and join in.

Forthcoming meetings

Wednesday **10th July** will hopefully be an outdoor meeting (see above).

Tony Newnham will be presenting “Another Brighton Byway” on Wednesday **24th July**. Not too sure which of the local lines around the area Tony will be looking at, there are / were many interesting local railway lines in East Sussex.

Wednesday **7th August** will see Philip Lockwood present “A Swiss Odyssey – How it all began”. Fairly self-explanatory - as we all know Philip is an expert on all things Swiss Railway, so it should be a most entertaining and informative evening.

August 21st will hopefully see a visit from John Zabernik and Alex Wood who will be giving a talk about “Project Miller, Restoring the Prototype HST Back to Life”, or as it un-affectionately known at Neville Hill “Scrapheap Challenge”! I have met most of the team of volunteers who have been turning up on weekends to work on this massive project over the last 12 months; they have certainly taken on a most challenging restoration project. It should be most interesting hearing about this work.

David Tillotson will be presenting “Around the World with Modern Traction” on Wednesday **4th September**. David gave a splendid talk regarding his trips around the world by steam recently; we were treated to some marvellous pictures of most interesting trains. With this subject it surely can only be better! Come along and enjoy.

Wednesday **18th September** we will be having a talk by Dorothy Burrows. I am sure we will all enjoy “An Evening with Dorothy”. I am not at all sure what we will be entertained with, we will have to wait and see. We could of course ask Ben for a clue, but then again possibly not!

Circle Diary 2013

| | | | |
|---|-----------------------|---|-----------------|
| | Jul 10 th | Outdoor Visit | |
| | Jul. 24 th | Another Brighton Byway. | Tony Newnham |
| C | Aug.7 th | A Swiss Odyssey, How It All began | Philip Lockwood |
| | Aug.21 st | Project Miller, Restoring The Prototype HST Back To Life - An Illustrated Talk. John Zabernik & Alex Wood Of The 125 Group. | |
| | Sep.4 th | Around The World With Modern Traction | David Tillotson |
| P | Sep.18 th | An Evening With Dorothy | Dorothy Burrows |
| | Oct.2 nd | North American Locomotives | Ian McIness |
| | Oct 16 th | The Design & Service Of The LMS 5MTs | Paul Abell |
| C | Oct.30 th | WYSIWYG Part 3 | Alan Ward |
| | Nov.13 th | Thirty and Forty Years Back | John Holroyd |
| | Nov.27 th | Railway Themes | Jim Livesey |
| P | Dec 11 th | 68 th AGM. followed by Members Night | |

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

P – Publication date, ditto – last meetings of **March, June, September & December**.