

THE CIRCULAR

Bradford Railway Circle

No.365 – 3rd Quarter, 2013

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Editorial

For news of Michael Wade, please see page 3. We all send Michael our best wishes.

The big railway event this summer was the Great Gathering of six A4's at the NRM, celebrating the 75th anniversary of *Mallard's* speed record of 1938, and providing an excuse to bring in the other five preserved A4's – *Dwight D Eisenhower* (specially shipped from the USA), *Dominion of Canada* (from that country), *Sir Nigel Gresley*, *Union of South Africa* and *Bittern*. Most of our members will probably have attended at some stage; Gary Hayhurst's article on p.8 covers it in some detail, and his impressions match those of your Editor, who visited a week earlier.

For those who remember "London-to-Brighton in 2 minutes", the web link below – a comparison of the run in 1953, 1983 and 2013- is worth a look, if you can focus quickly enough on everything that is happening (thanks to Frank Robertshaw for bringing it to our attention) - : <http://www.bbc.co.uk/news/uk-england-23853863>

Whither HS2? Support for the project seems to be dwindling, with great uncertainty about the benefits it might bring, and equal certainty about the huge costs involved (about £1,000 for every man, woman & child in the country). Can the new Chief Executive of the project get it back on the rails? We shall see. There is one new success story, anyway - the new Kings Cross Square site is now fully open.

A Birthday Trip (SVR)

Gary Hayhurst

As usual, my wife said “What would you like to do for your birthday? Shall we go to York for the day, visit the NRM and have lunch or tea out?” All well and good but “No” I said – “I would like to spend a full day exploring the Severn Valley railway starting at Kidderminster”.

Rather than an early start from home I said I would check the internet for a hotel in the Kidderminster area. I managed to find a cracking deal at the Abbey Hotel in Redditch, 2 nights B&B, including dinner on the first night, cream tea and 4 star accommodation.

The weather was kind to us warm with spells of sunshine.

Our hotel was 16 miles from Kidderminster. So on the Monday we drove to Kidderminster railway station. The Severn Valley Railway station land is vast, with a huge car park. £3 to park for the day, why don't they publish this fact in their guide, would save scrabbling for the right change for the meter.

Managed to park the car and bought 2 concessionary rover tickets for £15.50 each which also allows free entry to The Engine House at Highley. We managed to get on the 10.25am all stations to Bridgnorth, the train had 8 carriages well loaded with families, grandparents with grandkids and couples like my wife and I. The train was pulled by an 0-6-2 tank number 5643, I felt that the engine only just had enough power to pull the train. It takes just over the hour to travel to Bridgnorth.

We had 45 minutes in Bridgnorth. There was very little in the shed/works yard other than a diesel shunter and a boiler undergoing some repairs. However there was Pannier tank number 1501 which looked in ex-works condition, a photo would have been taken but the diesel shunter masked over half the steam engine. No, Peter, I did not take a picture of the diesel shunter.

An interesting feature of our train was the set of North Eastern teak carriages some 1st class and some 3rd class. At 12.15 our train left to return to Kidderminster. We travelled in the 3rd class teak coach to Highley, here we left the train and went over the footbridge and walked the short distance to the railway's latest building which is known as The Engine House. I thought The Engine House would be a metal frame structure with brick inserts to resemble a GWR engine shed, but no, it is a very modern building in green and white, not quite in keeping with Highley station nearby. One of the volunteers inside told me they obtained more EEC money with this design as it includes many rooms for education purposes.

Inside the building are 2 tracks which can hold up to 8 locos and some coaches.

We went upstairs to the cafe and enjoyed a reasonable priced meal of sandwiches and coffee. The cafe is called The Flag and Whistle and from its balcony one gets a good view of the locomotives and coaches kept in the 2 roads. Also in The Engine House are many exhibits, films and many number and name plates. Engines seen in The Engine House were *Gordon*, the blue engine from the Longmoor Military railway, 0-6-0 3F Jinty number 47383, Collet 2-6-0 tender loco 9303, *Hagley Hall* number 4930, BR Standard 2-6-4 tank 80079, Stanier 2-8-0 ex-WD used in the Middle East 48773, a Hunslet 0-6-0 tank from the Manchester Ship Canal 686, Ivatt 2-6-0 number 46433

and a royal coach and TPO sorting carriage. Well over an hour and half was spent viewing the collections, but no photographs were taken due to indifferent light. Back to Highley and catch the train to Bewdley hauled by 2-8-0 number 2857. A short journey to Bewdley where we alighted - Bewdley is a delight in its own right with a lot of infrastructure and a pictureque town as well. The surprise at Bewdley is the large goods yard which is well stocked with period vehicles most of them marked up GW. Also in the station were two engines - Battle of Britain class *Sir Keith Park* number 34053, a Prairie tank engine number 4566 - and a set of diesel multiple units of 1960s origin. After a quick stroll around Bewdley we came back to the station and caught the next train to Kidderminster pulled by 2-6-2 Prairie tank number 5164. I must add that the platforms at Bewdley were a blaze of colour from hanging baskets and small plots of garden on the platforms. We spoke to one of the lady volunteers weeding one of the plots. I asked her if she had her own garden at home, she said she did not have her own garden and that the station gardens were her substitute garden which provided colour and enjoyment for herself and the travelling public. Kidderminster is another station full of old BR/GW infrastructure with large collection of shelters including Pagoda huts and two signal boxes. One of the signal boxes is the Kidderminster box with many levers, alongside the signal box is GWR water tower. The other signal box is near the goods shed and is in a fenced off area and looks like a box brought from elsewhere and reconstructed - the nameplate on the box says Wrangton. The whole station entrance under the canopy seems to have been refreshed and the roof glazing renewed. Also of note was the lovely GW goods shed which is now a museum of railway artefacts and a shop. Alongside the Severn Valley railway is still the Network Rail track, which had a regular service of modern DMUs. I believe that the Severn Valley railway is one of the best heritage railways in the Great Western style which adds to its appeals. Many of the steam engines have great appeal especially their copper capped chimneys (What say you, Frank R?). This is a well supported heritage line with many volunteers set in a large area of population. Listening to the comments of other members of the public they were complimentary of the railway and also had a good day out. Even my wife Christine enjoyed the day and for me it was superb way to spend my birthday enjoying watching and being pulled by steam engines. Thank you Severn Valley Railway for a Great (Western) day out.

Michael Wade – update

Michael moved from Halifax Hospital and is now in Manor House Care Home at Lightcliffe. It's about half a mile down the Dewsbury Road from Hipperholme traffic lights on the left. Phone number is 01422-202603. Michael's speech is much clearer, but I got the impression that he is getting very little treatment now which is very sad.

Philip Lockwood

Trip to Copenhagen June 2013

Peter Holden

At the end of June this year Kay and I visited Copenhagen, primarily to watch the Danish Speedway Grand Prix. We decided to travel out by train and stop off in Antwerp for three nights on the way. Following three nights in Copenhagen we then continued on to Berlin for three nights from where we flew back to Leeds/ Bradford. I always thought the Berlin flights were from Scampton, but apparently not.

Monday 24th June.

We leave home and catch the bus into town in good time to catch the 06:30 Bradford Forster Square to Kings Cross. The empty stock which forms this train usually runs into the station around 06:05, at 06:15 Northern were still shunting 333 sets and getting their early services away late, as is often the case! The train pulled in around 06:23 and still managed to leave on time behind 91 111. We found seats in the buffet car and we were away. The 06:30 only calls to pick up at Shipley then departs Leeds at 07:00, calling at Wakefield Westgate and then non-stop to London where it is booked to arrive at 08:59. It very rarely arrives on time, a ten to fifteen minute delay is the norm! We had plenty of time to connect at St.Pancras so were not too bothered by a short delay. On arrival we made our way around the front of Kings Cross Station, where the old front entrance once stood, to The Betjeman Arms at the front of St.Pancras for breakfast and a pint (for me!)

Having effortlessly made our way through the Eurostar checking process we made our way up the platform to join the 10:58 to Bruxelles Midi, our train being formed of 3205 & 3206. The train was quite busy, it called to pick up at Ebbsfleet International and then Lille Europe, arriving Bruxelles at 14:05. Having made our way through Midi Station to platform 14 to catch the next Intercity train to Antwerpen Centraal The 14:28 to Antwerpen comprised of double deck stock, and was in the capable hands of electric loco 2749. On arrival we made our way the very short distance across the street to the Leonardo Hotel, our base for three nights. Having freshened up it was off to the tram stop to buy a 3 day tram pass. Very good value as the pass covers all trams and busses run by Delijn in the Flanders area. This tram journey to the cathedral area is all underground, not my idea of tram travel but still quick and efficient. Having been to Belgium once or twice before I had the advantage of knowing where I could take Kay and not get moaned at too much! So, off to the pub. Not just any bar mind you! Around the back of the cathedral is a most impressive place, not only do they have a marvellous beer list and great food, but the Het Elfde Gebod is stacked out wall to wall with plaster statues which must have once graced churches in the area. There are hundreds of the things. Kay was well impressed. Good start, only slight moan regarding beer consumption forthcoming.

Tuesday 25th June

Having enjoyed breakfast, over the road to the station where we board the 08:47 to Charloire Sud. A very pleasant journey behind 1872, (this being one of the newer



GWR 0-6-2T 5164 at Kidderminster, SVR

Gary Hayhurst



34053 Sir Keith Park at Bewdley, SVR



2838 at Antwerpen Centraal

Peter Holden



Antwerpen Centraal station – June 2013

Peter Holden

electric locos), for our journey down towards the border with France. We changed at Charloire onto a regional three car EMU to Mons. Mons station is presently being modernised. The Belgians do a remarkable good job of such undertakings, but they do tend to go on for years! Anyway it was a hot sunny day as we made our way out of the station / building site and up the steep hill to the town centre. Mons is one of those places we have all probably seen on many a war memorial across our country, so there must have been some great battle the during the first world war. The town centre is most pleasant with a large open area surrounded by plenty of interesting architecture. Indeed, a very pleasant spot to spend an hour or two. Our intention was to travel a rather convoluted route from Mons in the south up to Gent in the north, thus enabling me to traverse a small section of line between Aalst and Burst this being the only normal passenger line I had not travelled over. All went well as we travelled on various EMUs and DMUs from Mons to Ath, to Gerardsbergen to Zottegem to Burst and then to Aalst where the wheels feel off the itinerary as the line forward to Gent was closed for engineering work. What should have been a half hour journey turned out to be a forty minute wait for a train to take us to Schellebelle where we waited 30 minutes for a bus to take us to the next station Wetteren from where we eventually caught a train up to Gent Sint Pieters. Arrival time of 17:00 was now 19:30. This delay did not go down too well with the rest of the tour party. We managed a few trams around the town before evening meal and back to the station for the 21:16 train back to Antwerpen.

Wednesday 26th June.

Kay decided to explore the old town centre of Antwerpen for a few hours, so I thought a morning negotiating a few more of the many tram routes on offer would be good. The weather was most favourable so I managed to find a few spots out in the sticks from where I could capture a few images of trams on my new digital camera. Many of the trams are fairly old design being built by La Brugeoise around 1960 with narrow body and 2+1 seating. The old trams are often seen in multiple on some routes. The newer trams on the system were built by Bombardier and Siemens. As with the older ones they only drive from one end and have doors at one side.

Having spent a pleasant few hours I made my way by tram to Antwerpen Berchem Station. At the north end of the station you can find good vantage points to take photographs of the many freight trains which use this route around the city. Various electrics and double headed diesels were passing through along with a couple of ex Freightliner 66s. The start of the decline down to the lower levels of Centraal Station is just off the end of the platform, so again good shots can be found of the express trains cresting the hill heading south. All too soon I was summoned to the Cathedral by text, so as to go for an early evening meal. Later that evening as darkness fell I ventured out for a few night shots of the station and trams in the adjacent streets. One thing about this digital lark is you don't have to bother with a tripod, just point and shoot. Is this cheating?

[to be continued]

Mallard 75th Anniversary/A4 Great Gathering

Gary Hayhurst

Due to being on holiday when the photo shoots were available for a fee, for the line up of the six Gresley A4 Pacifics, better known to me as 'Streaks', I decided I still wanted to see all six at the National Railway Museum whilst they were still on display to the general public.

On Monday 15th July 2013 I drove to York and parked at Grimston Bar park-and-ride and went on the bus which drops you right outside the front door of the NRM. When I arrived at the NRM at 9.30 am I saw there was already a queue waiting to enter the NRM. I joined the queue and estimated there were at least 100 people in front of me. The NRM did not open its doors until 10 am by which time I estimated there was a further 200 behind me in the queue. It was quite a scramble once the doors opened and once I reached the turntable it was the proverbial bun fight. Trying to get any sort of photograph was severely limited due to people standing about or walking through your shot at the crucial time. I did take several shots (hopefully Hon Editor has shown the best of the bunch).

I can say I have never seen the NRM so full of people, so the publicity had worked.

There were several trade stands doing a roaring trade and The Friends of the NRM had a stand and were signing many people up. I thought I would bump into fellow enthusiasts from The Circle in the crowd but the big surprise was to see Robin Patrick in the cab of 60009, a brief conversation took place and I discovered that Robin was acting as a guide for his particular engine, the cab was full of people and there was a long queue waiting to go in the cab. The positioning of the engines made photography tricky even if there were not hordes of people in the way. I therefore bought one of the official NRM photographs as a souvenir and the official NRM book. There were many volunteers in the museum who were trying to get people to donate a minimum of £3 towards their visit and were signing donors to use gift aid so gaining a further 25% from the taxman. The cafe was also doing a roaring trade for a mid morning as was the museum shop with queues everywhere.

I have since read in the railway press that The Great Gathering has been a great success and proved a good money spinner for the NRM. Whilst there were people in all parts of the museum it was obvious the main attractions were Sir Nigel Gresley's A4 Pacifics, with *Mallard* the official holder of the world speed record for a steam engine taking centre stage.

There is a good article and photographs in August 2013 of The Railway Magazine. By the time I came to leave the NRM there were long queue both at Leeman Road entrance and at the goods station entrance. People queueing had to wait for people exiting the museum before they were allowed in. It was good to see all six A4s on display and there are still further chances to see them again at Shildon before we lose two of them back to the USA and Canada. Thank you to the staff and volunteers at the National Railway Museum for a great display, it was good to see a part of railway history, which brought many good memories of my trainspotting days at Doncaster and hearing that chime whistle announcing their approach.

Meeting Reports

Philip Lockwood

July 24th - Another Brighton Byway, by Tony Newnham

Tonight we had another part of Tony's series of talks on lines to Brighton - this time the Steyning line from Horsham to Brighton. It's always a pleasure to here one of Tony's talks, by necessity illustrated by historic photographs, although included tonight were many pictures of the remains to be found today. Lots of historical facts and figures laced with many details from Tony's personal experience having lived in this part of the country. Horsham Station, much larger than one would normally expect but with an eye on the presumed extensive traffic to Horsham School only to be dashed when the school became a Boarding School with the only extensive traffic being at the start and end of term! Some interesting station names such as Partridge Green, Henfield plus the street named Beechings, possibly named as I understand that Dr Beeching lived fairly close by. Despite having a cement works at Beeding and being a fairly direct route to Brighton the line suffered the usual fate of so many lines with Horsham station closing in 1966. Thank you Tony for a most enjoyable and informative talk, I for one will be looking forward to further Byways to Brighton. Vote of thanks by Eddy Lumb.

August 7th - A Swiss Odyssey - How It All Began, by Philip Lockwood

A rare treat, with roles reversed, our meeting-reporter taking the stage himself this evening. We started with Philip's explanation of how his interest was kindled in boyhood by photos from a relative's holiday in Switzerland, and we saw his early drawing of a "crocodile". Philip moved on to adulthood and his various trips to Switzerland, and we visited many of Philip's favourite locations. Highlights for your reviewer included Kleine Scheidegg & the Jungfrau Railway, and of course the Landwasser Viaduct (and Philip's near demise there at the hands of an errant cherry-stone). Wonderful scenery, excellent photography, with preserved and modern traction, standard and narrow gauge railways galore, not to mention a few vintage lake steamers - thank you, Philip, let's have more - we're all looking forward to Part 2 (and 3, and 4 . . .). VOT and meeting report by Ian Button.

August 21st - Project Miller: Restoring The Prototype HST Back To Life – An Illustrated Talk, by John Zabernik & Alex Wood Of The 125 Group.

Tonight's talk about the restoration to running order of the prototype HST power car brought back several memories for me. My first and only sighting being at the end of the Shildon parade after the cavalcade of steam locomotives along came this futuristic looking train which was such a contrast to what had gone before. I well remember travelling with a friend to ride the first examples of the Host's from Paddington to South Wales. Planned originally as a stop gap before electrification with an expected lifespan of 15 years, it is a tribute to the quality of workmanship and indeed maintenance that these trains are still running in front line service today. So it's all down to John Zabernik and the loyal band of enthusiasts who have been quietly restoring this prototype to running order. Perhaps we will have a chance to see it

running on one of the Heritage lines in the not too distant future. Tonight's collection was donated to the group. VOT by Eddy Lumb

September 4th - Around The World With Modern Traction, by David Tillotson

David's show did indeed go pretty well around the world, but in his own words not necessary all by modern traction. I counted 22 countries visited although I could have missed a couple. We started at Blackpool on one of Tilly's Tours with a picture of the newly restored Wild West train. Followed by seven Deltics at Shildon and on David's home ground five Deltics at Bolton Percy. Next, peat bog railways and heady views from on top of the Forth Bridge. Moving overseas - TGV's in France, the delights of the German Harz system remembered from a Tilly Tour of a few years back. Grindelwald in Switzerland with a well oiled David considering a premature unveiling of a plaque on a railcar! Italy an interesting system but oh! the graffiti on not only the coaches but the locomotives themselves. A large part of the show was based on the USA where many short lines were visited together with the very impressive long freight trains. In Australia riding the Ghan to Alice Springs where my daughter backpacked to get pictures for her Dad and got quite a lot of attention from the workshop staff there! New Zealand, Hong Kong, Fiji and China with a memorable shot of an iced up wagon and views of the Great Wall of China. Thank you David for an excellent and varied show. VOT by Ian Button.

September 18th - An Evening with Dorothy, by Dorothy Burrows.

Many years ago I attended a slide show by Dorothy titled 'Locomotion' which I found very inspiring, so tonight I knew we were in for a different look at the railway and transport scene. Dorothy started at Easingwold where she painted a picture of herding sheep across a level crossing with the aid of the engine driver. The slide of Easingwold I am sure was from an earlier period as I don't think even Dorothy was using a plate camera with glass slides! Dorothy has travelled widely and many slides were of Scandinavia with some nice reminders of my own visits to Norway. Moving on to more exotic locations India and Pakistan where Dorothy travelling alone was much impressed with the Darjeeling-Himalayan Railway as stayed at the famed 'Windermere Hotel.' Venturing further into hostile country, the Kyber Pass not by train but on foot, only to be escorted back by a soldier armed with a rifle who Unwisely I would have thought allowed Dorothy to hold it! Our next visit was to South Africa where travelling in a Luxury train steam hauled visits were made to a gold mine without free samples we are led to believe!

Slightly nearer home - visits to Austria and Switzerland where many locations were familiar to your reviewer. Much nearer home - a visit to Shuttle Eye colliery at Lepton where I have vivid memories of a semi unofficial visit to the coal face at this very old pit in the 1960's. And finally many members and friends caught unawares by Dorothy's camera, including JWH on his wet weather cycle, Jonathan Stockwell



A4 60008 *Dwight D Eisenhower*, The Great Gathering, York NRM

Gary Hayhurst



A4 4468 *Mallard*, The Great Gathering, York NRM

Gary Hayhurst



ChS2K-940 Moscow Yaroslavl Station Train 070 1305 to Chita 29-07-13

Robin Patrick



Lenin's Funeral Train U127 Moscow Paveletsky Station Museum 28-07-13

Robin Patrick

on a park swing, our late and much missed friend Brian Moss and finally myself caught whilst photographing Dorothy.

A different and refreshing approach which Dorothy said was only Part 1 so I for one will be looking forward to parts 2,3 and 4.

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.

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.

Ben's Bits

Rio de Janeiro has the largest urban cable car system in the world, to enable slum inhabitants to travel within the city. Stations have communal facilities (e.g. surgeries, etc).

[Editor's Note – apparently, when plans were being drawn up in the late 19th century for trams in Halifax, a cable-car system (like San Francisco) was one of the schemes proposed.]

In 1852 Krupp invented the seamless railway wheel tyre.

In 1896 Budapest opened an underground railway – the second in Europe.

The Travelling Post Office (TPO), subject of the film “Night Mail” commenced in 1838 and lasted until 2004. Some vehicles and mailbag-exchange apparatus are preserved.

Beaulieu – a “new” replacement station for commuters north of Inverness, is claimed to be the smallest in the country, with a platform 15 metres long. A 2-coach train stops with one “central” pair of doors open for discharge and loading. A rival for Damems!

The funicular railway at Aberystwyth is the longest in Britain.

In 1848 W H Smith opened his first railway bookstall in Britain.

The Bronte sisters had money invested in railways.

Brooklands Motor Racing Circuit was 2¾ miles long and 100 ft wide, with 25-ft high banking on the bends. It was built from the winter of 1906 to June 1907; 600 men and 17 steam shovels were used in its construction. The road surface (200,000 tons of concrete) was laid between March and June 1907, utilizing wagons drawn by 6 locomotives along 7 miles of specially laid track. The first racing meeting was in July 1907 and attracted 1200 vehicles and 20,000 spectators. Total cost of the project was £150,000.

Stourbridge Town branch is operated by “People Movers” – flywheel-driven single cars.

Bridgnorth has Britain’s oldest cliff railway (170 years old), which has just been refurbished.

Bombardier have 5000 employees (3000 at Derby), and between 2008-20018 expect to have built a total of 3200 new carriages.

The first London underground line was established in 1863, so it is now 150 years old, and this milestone was celebrated by running steam trains on the Metropolitan Line. The first line was from Baker Street to Paddington. A modernisation plan includes 191 trains on order from Bombardier in Derby. The network carries 4 million passengers a day – more than all the rest of British railways put together. When modernisation is complete there should be 30% increased capacity.

Some of us in our youth will have had to endure Southey’s “Ballad of the Inchcape Rock”, written in 1815 - long after it had been renamed “Bell Rock”. There is little mention anywhere of the fact that Robert Stevenson built a railway on the rock for the transport of 1-ton pre-cut dovetailed granite blocks from the landing-place to the site of the lighthouse, across the treacherous surface which was submerged at high tide. Construction took place between 1807 and 1811.

Secretary's Page

Peter Holden

I am presently trying to fill up next year’s Meetings Diary. If any member wishes to give a talk to our society, please get in touch. We rely on the generosity of our members to give up their time to entertain us. If you are interested either put your name down on the list on the notice board or contact me (see inside front cover).

Forthcoming meetings

Wednesday **2nd October** sees the return of Ian McIness to give a talk on “North American Locomotives”. I believe the talk will involve both Steam and Diesel. I am sure all will attend will enjoy the evening. I will give my apologies now as I will be on holiday in Germany.

On **16th October**, Paul Abell will be entertaining us with a talk on “The Design and Service of the LMS 5MTs” (Black 5s to all except Stan Hall!). Paul is Editor of Today’s Railways Magazine and I am sure he will be presenting a very in depth look at what some argue to be one of the better steam designs.

“What You See Is What You Get Part 3” is Alan Ward’s title for his show on Wednesday **30th October**. Alan, as I am sure you will be aware, is a most competent photographer. His medium-format images are certainly top notch.

John Holroyd will be pleasing the crowds on Wednesday **13th November**, with this year’s look back at what John and his trusty Minolta camera were getting up to “Thirty and Forty Years Back”. I am sure we will have a full house for this presentation.

“Railway Themes” is Jim Livesey’s title for his show on Wednesday **27th November**. Yet another brilliant photographer! And as we all know, Jim’s in depth knowledge of all things “railway” is staggering at times.

Wednesday 11th December is our 68th AGM, followed by Members’ Night.

Your chance to stand for the Secretary’s post! (I’ll have to stop booking good talks just prior to the AGM, if I’m to get the sack! Please bring along enough slides or whatever to entertain your fellow members for **JUST 5 MINUTES!!**)

Circle Diary 2013

	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**.