

THE CIRCULAR

Bradford Railway Circle

No.358 – 4th Quarter, 2011

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Editorial

News of Circle committee member Paul Hatton's untimely death was received just as the last issue of *The Circular* appeared. Paul had been responsible for collating and distributing our magazine for several years prior to the onset of his illness, and we will greatly miss his contribution to our activities. Our sympathies are extended to his family; Keith Preston has written a brief obituary – see next page.

Next, an important notice. - would members please refrain from making personal criticisms in letters to the Editor. In future, any such remarks will be removed.

A disappointingly thin issue this quarter, with no main articles – the highlight being another puzzle from John Holroyd to entertain us through the Christmas holidays. We also have a further letter from Victor Lee, putting the record straight about mapslides. Apart from the regular features such as Meeting Reports and Secretary's Page, I received NOTHING else. If you want to keep *The Circular* going, **PLEASE** submit some articles & photos.

The government's National Infrastructure Plan was announce recently, including in our area schemes for new stations at Kirkstall Forge and Apperley Bridge, and electrification of the Transpennine Express line from Leeds to Manchester via Huddersfield. The reinstatement of the northwest arm of the Todmorden triangle is also proposed. We must hope that the country can afford at least some of these.

Will members please note that, unless you renew your subscription, this is your last issue. Renewals & changes of address to Michael Wade, please (address inside front cover).

Paul Hatton 1950-2011

Paul was born and brought up in Thorpe Edge, becoming head boy at Thorpe Secondary School (no longer there). He began work at a textile firm, but later joined Edmund Bell & Co., curtain manufacturers and wholesalers, who were in Chester Street adjacent to the West Yorkshire bus station in Bradford, before they moved to the Euroway Industrial Estate. Paul was one of the managers of the company. Initially he was an angler, but soon became interested in railways. He was a founder member of the Aire Valley Rail Users Group in 1990, being my first Secretary and Treasurer, a position which he held for several years.

Paul leaves a wife Joan, sons Stephen and Andrew, and one grandson.

Keith Preston

Ben's Bits

Buscot Park Farm

An agricultural estate which would have been of interest to some Circle members because of its railway interest was at Buscot Park on the River Thames between Faringdon and Lechlade. It was established in 1869 to produce an alcoholic spirit [Ah, that's why it would be of interest – Ed.] from sugar beet (exported to France at 2s 6d per gallon). It had a railway 6 miles long of 2 ft 8 in gauge, which included a bridge over the river, and was operated by three 0-4-0 tank locos made by Appleby Brothers of Southwark, which were named after the owner's daughters Edith, Emily and Alice Campbell. *Edith* was illustrated and described in "Engineering" 20th January 1871. The estate also had three pairs of Fowler ploughing engines – two 30hp and one 20hp, and sometimes worked at night by limelight. The watermill and the estate pumps could also be driven by the Fowlers. There was also a very short canal from the river, and a wharf. The railway has left evidence in the form of several brick bridges, gates at the site of a level-crossing over the Lechlade-Faringdon road, and also a cutting. Rails appear as garden edging and in buildings but not elsewhere.

For the 1939-45 war the Germans were building large calibre rail-mounted guns – built from 1936-45. Between 25 & 28 were made – they were known as K-5's. The calibre was 210mm and they fired a shell of 520lb a distance of 31 miles, so they were used to shell England from France and later to shell the Normandy beachheads from further inland – with observers posted near the targets to report results so that aim could be corrected. Their German names were Leopold and Slim Bertha.



Paul Hatton 1950-2011



70013 on 1268 Crewe-Scarborough, Flaxton 12-08-11

Robin Patrick



46115 on 1222 1013 Scarborough Spa Express, Milford Jnc 17-08-11

Robin Patrick

Anzio Annie and Anzio Express were sited at Albano on the Rome-Nelimo railway, near tunnels into which they retreated when Allied aeroplanes were anticipated. Their firing was so regular that the allies thought that there was only one gun. After a period of four months in action, their supply lines were eventually cut by the inland advance from Monte Cassino to Rome. One of the Anzio guns was captured intact and is now exhibited in the USA.

A specially-built gun Schwer Gustav 80KE was sited on what appeared to be double railtrack for the siege of Sevastopol. It was the largest, and fired 800mm shells around 10 feet long; it was situated 16 km from the city. The specially laid double track took two weeks to build, and the gun required 6000 men to erect it. 500 men operated it, but the total crew was 1300 men, commanded by a Major gun captain.

Another rail-mounted gun is mounted & stuffed with a locomotive on the roadside, and bears the legend "Death To Fascists". Dorothy only managed a grabbed shot as we drove past on our tour bus in Sevastopol.

RCTS Meetings – West Riding Branch programme

Indoor meetings at Saltaire Methodist Church, 19:30 – all welcome. Admission £2.

2012

19 Jan Ken Horan : "Now and Then" - Memories from an ex-BR Fireman (digital)

16 Feb John Meredith & Bob Schofield : Peter Barnes Memorial Slide Show

15 March AGM + Slides + Artefacts

*3 April (Tues) Dave Beeken : "When Ripon Had Rails"

19 April David Walker : "All Colours of the Rainbow"

17 May David Tillotson : "Around Great Britain"

21 June Outdoor Event – TBA

* Denotes Tuesday afternoon meetings, Saltaire, 2.00pm start

Shipley Slide Show

Friday 16th March 2012 – Wensleydale and its Railway, by Ruth Annison. A talk with slides, by a founder member of the Wensleydale Railway Association

Meetings in Shipley Library, 19:30. Admission £1 incl. tea & biscuits; accompanied children free.

Letter to the Editor

What I actually said about mapslides in 2009: A clarification for those who got it all wrong!

What on earth is all this “Victor hates mapslides” nonsense, that I keep hearing at BRC? I have never said that I *generally* object to mapslides. The only reservations I have *ever* expressed about the use of railway geography in slideshows concerned the unimaginative, minimally-useful “too much too soon” approach of some presenters. Those who seem to have some mental block that “all the geography has to come first, however much of it there is”.

Far from being a campaigner against mapslides, I often employ these useful and informative (and sometimes pleasingly artistic) items *myself*! Favourite Lines Part 8 has FOUR mapslides spread through it (and I intend to add a fifth). Favourite Lines Parts 4, 5, 9 and 10 have TWO each; Parts 2 and 11 have ONE each.

Thus, I found it amazing (and quite depressing) how so many people could, apparently, so crassly misinterpret my perfectly clearly-written 2009 letter “Ditch those preambles, rethink those mapslides” (*Circular* 347, pp.9-10). If those people will now read that letter again, *carefully*, perhaps its true message about mapslides will at last get through to them! This message to presenters was that if you have a substantial amount of railway geography to show and discuss, that’s fine. *As long as you don’t drown us in a massive deluge of the whole lot right at the beginning*. Ten solid minutes of maps, maps and more maps is just too much for the audience to absorb and remember! Instead, please give us the geography in manageably small doses. That is, please make several (or many) mapslides of relatively smallish areas and spread them through the show. That way, each map will be in much closer register with the pictorial slides it relates to. And so the audience doesn’t have the impossible task of remembering the details of a vast “Slide 1” map when viewing slides 77 to 91 or 153 to 165. Not only that, it makes a pleasant change to see a mapslide every so often to break up long sequences of locos/trains.

. . . . Does everyone understand my point now, or should I try spelling it out a THIRD time? Please note, especially, that I was encouraging people to use MORE mapslides than many presenters have traditionally used. How incredibly careless and silly, then, for some members to misinterpret my letter as “Victor wants presenters to remove all mapslides from their shows” (!) It appears that some people may have carelessly misread the first two or three lines of paragraph 2, completely missing the operative words “*indigestibly vast*”. Apparently seeing only the words “groan”, “mapslide” and “useless” (quite close to one another), they thus jumped to the absurd conclusion that “Victor hates all mapslides”. And this, would you believe, is in spite of my very next two sentences (lines 4-5) :-

“Don’t get me wrong, mapslides are fine if used thoughtfully.

Indeed they are sometimes essential”

Furthermore, in the rest of paragraph 2 I described the way I used mapslides to enhance some of my own shows. Clearly, some people have not bothered to read lines 4-12 at all, or have rapidly forgotten what they did read!

In conclusion, I find it quite worrying that so many people could get the wrong end of the stick so completely, and spread the absurd myth that “Victor is calling for mapslides to be banned”. Misrepresentation (putting untrue or silly words in someone’s mouth) is a not-uncommon way of destroying a person’s credibility. It is no laughing matter to be made a fool of, so undeservedly. All I was trying to do, in my 2009 letter, was to offer some constructive suggestions for the improvement of shows. Something of potential benefit to everyone. I spend many hours carefully composing my letters on complex and controversial topics: surely it is not too much to ask for members to take a bit more time and trouble to read and understand my letters properly?

Victor Lee

Ben’s Bits

On a recent visit to Filey I went down Ravine Road and saw a “new” item – a cast-iron beam with the legend “1847 Butler Stanningley”. I wonder if this is a beam from the bridge over a road in Ripon which carried the Leeds-Thirsk Railway?

Grand Central Railways, who run three services daily from Bradford Interchange to London, have been taken over by Arriva UK Railways [item from Bradford T & A, November 7th 2011] – I wonder if this takeover includes the miniature railway at Newby Hall which carries the Grand Central logo?

At last a new station is proposed for Low Moor, at a cost of £7.2 million.

Before the construction of the Tay Bridge, there was a long-established ferry from Fife to Dundee. Tayport (originally Port-on-Craig) was on the Fife (south) side. In the 19th century the Edinburgh and Northern Railway introduced paddle steamers which carried both passengers and railway wagons – one of the first railway ferries. The Tayport branch of the railway is now a cycleway. Bouch was the engineer for the first Tay Bridge, but his reputation was ruined after its fatal collapse. Thereafter locally the term for a failure was “you’ve made a right Bouch of that”! [From a local Scot]

At Charfield in Gloucestershire (near Wootton-under-Edge) there is a redundant church. In the churchyard there is a wheel and memorial to a railway accident in 1928 in which two unidentified children were killed.

In the early days of our Circle we would sit around at Idle Station clubroom whilst Charlie Scholey passed round little record cards with track diagrams of light railway stations.

Many of these stations, and others still existing today, were named after the two nearest villages. The heading to this quiz gives the clues to start you on your way: unscrambled they spell Cholsey and Moulsoford.

Answers and another batch in a future Circular.

IN ARMY	&	WILF CAFER	
A CLAN MIRTH	&	NOW DOB	
ROAR ARCH	&	BATTER	
PALSAL	&	NOD NORTH	
BORN AT	&	TAN LOW	
A BAD STEER	&	HARM THUN	
HAIL BRILL	&	RAISE THE GRR	
A BLONDE	&	HIPULL	
BRINE TEAR	&	KING COB	
TONS BARN	&	HE GOING THIN	
GRUNT HOB0	&	TROT BEN	
CLAN BULK	&	NO WHO TROD	
GAY CLEAT	&	CLONE TRAM	
STRING SCONE	&	A SLENDER GAS	
LIGHT DRONING	&	OWN DATAL	
ON MELT	&	SELL SCREW	
STING ORGANS	&	FLIT HER SHED	
NEW HALL	&	THEN ROLE	
DIRE BORING	&	ELY BORES	
RONGFOLD	&	LH AXLE	
NICE WK	&	IC LEAHY	
ON PLATTER	&	TO NUTS	
PN TOXIN	&	NOT LESS	
CARROTCIN	&	AI GRICE	
NETTO WISH	&	RIDE BUGLER	

Notice

Gary Hayhurst, our Librarian, asks – **Would members please return borrowed videos/DVDs when finished with?** A number appear to be missing. **Please remember to sign out your borrowings in the book provided** (in the library cabinet).

Meeting Reports

Philip Lockwood

21st September 2011 - 35 Years of Photographing Trains: Fun or Frustration, by Dave Stacey

Tonight's presentation by Dave Stacey will surely have struck a familiar note with a large slice of the members present tonight. It certainly has with your reviewer. Does it really feel like 36 years since "Rail 150 "at Shildon? Dave's love affair with Kodachrome also has a familiar ring. The opening shot of B1 *Mayflower*, a locomotive seen only recently at Barrow Hill. the Brighton terrier with "white coal" and the prototype HST train. Another period photographing the remaining "Western" class with amongst others *Western Glory*, the only one of the class that your reviewer ever saw in BR days. Nice to see the Derwent Valley Light Railway about to celebrate 30 years since closure with a special train on the 25th September this year. Spotters on the end of the platform at York. Another chapter was the last years of the Deltics on main line trains. And a picture of *Ballymoss* reminding me of our late member Brian Moss the owner of this most appropriate plate.

Dave presented a most excellent selection of slides accompanied by a witty narrative, let's hope we can see more of his work at a future date. VOT by Eddie Lumb.

5th October 2011 - Vintage USA Mainline Steam, by Dave Peel

Once again long distance member Dave Peel has made the journey north to entertain us with USA mainline steam. The collection of slides he showed were almost all taken in the 1950's; they were not taken by him ("Much too young for that!") but were a collection of what was probably USA steam in its zenith. It all brought back memories of my "Wonder Book of Railways" and the "Eagle Annual" of this period. We started on the East Coast in New York with the New York Central Railroad with its exit from this city before joining the Pennsylvania Railroad; then we saw the Boston and Maine which were still using Atlantic locomotives. Next my own particular favourite railroad, the Norfolk and Western, the line made famous with the night photography of O Winston Link. Apart from the large Mallet simple loco's we saw the experimental Gas Turbine loco of this road. Moving to the narrow gauge, briefly in the East with the East Broad Top 3ft railroad before moving west to see pre tourist 3foot lines in Colorado, one posed nicely besides a British MG sports car; was it a TC model? Our final railroad was the Southern Pacific which apart from the streamlined "Daylight" locomotives used a curious "cab-forward" Mallet loco - I should imagine this would be popular with the engineer and fireman, but less popular with the brake man who occupied a look out cabin on the back of the tender. Thank you Dave for showing this remarkable selection of slides, and for your knowledgeable commentary. The vote of thanks was given by Ian McDougal, himself a knowledgeable USA fan. Your meeting reporter is less knowledgeable about the USA, so apologies for any errors!

19th October - Broad & Narrow Tracks, by Jim Livesey

The title of tonight's talk, "Broad & Narrow Tracks", meant that our travels would be outside the United Kingdom for most of the show. Broad being more than four foot

eight and a half inches. Very quickly we arrived in India before moving on to what I will refer to as Ceylon. Changing continents we next moved to Spain before covering the broad gauge in Portugal. It was back to India for the narrow gauge with some very atmospheric shots on the Darjeeling line. All interests were catered for, old cars in India, 72-pot Telegraph poles for Ben, steam cranes on coaling duties for John and some very attractive 0-4-0 shunters in Portugal. As always with Jim, excellent photography covering a wide range of subjects. The vote of thanks was given by Ian Button.

2nd November 2011 - BR Steam in the 60's , and Modern Traction in the 1970's & 1980's, by John Whiteley.

One of our largest audiences for some time for this popular speaker. We started with black & white pictures which had been copied onto slides using colour film. John explained that his first camera was a Halina with a 1/200th sec top shutter speed before acquiring a Yashica with the slight improvement of an 1/300th second top speed! The slides were of an excellent quality which in monochrome seemed to give many of the pictures a very pleasing graphic quality. An interesting fact was that the young John had to hitch-hike around the country before acquiring a Vespa scooter. Interesting shots of trains on the ex-GN line at Dewsbury, Manchester Victoria and passing Farnley Jct shed - all familiar to your reviewer. The second part of the show covered modern traction in the 1970's & 1980's - modern then, but hard to believe that we were looking at slides 30&40 years old! John's travels were now much further afield although more local spots were photographed including a nice display of lupins outside Ardsley tunnel, John remarked that he wished that he could grow them as well at home! Although not a Deltic show one or two did manage to be included including *Ballymoss* one of the nameplates owned by our late member Brian Moss. One of the notable features was the wide variety of freight traffic, from the pick-up goods trains in the first part to the long freight trains in the second half. We even had our member Robin Lush appearing out of the wreck of a class 40! Thank you John for a most enjoyable show. The vote of thanks was given by Eddie Lumb.

16th November 2011 - A Taste of the Old School, by Arnold Ridley

No not Arnold Ridley but Eddy Lumb. His digital presentation was in two parts - Part 1 was an exploration of the remains of the old Great Central last main line into London. Anyone who knows Eddy will know that he has a soft spot for the GC, not only the preserved bit which he seems to visit regularly but the abandoned parts through the centre of England. Earlier this year our intrepid hero together with a friend set forth into the wilds of the Midlands, stopping off only at WH Smith's to buy OS maps of the areas to explore. Many of the earthworks of the line were discovered including the Catesby tunnel, both north and south ends and what was thought to be the remains of Charwelton station. With so many reciprocal shots it was a shame that Victor was missing tonight!

For the second part Eddy had copied photographs of Great Central railway subjects from the BRC archive collection of our late President Mr James. This generated much

comment from the members present as to where and when the pictures had been taken. A most interesting evening where thanks must also be made to Tony Newnham for providing his laptop. The vote of thanks was given by Frank Robertshaw.

30th Nov - Oh No! Not More Snapshots, by Dave Scriven

Once again Dave entertained us with a light hearted digital presentation. This was basically a year of his travels, and what a wide area these covered. We started at Birkenhead on the Wirral with a selection of trams on this interesting museum line. The trams included Blackpool & Sheffield examples, as well as ex-Hong Kong four wheelers. We also saw an early example of a submarine plinthed by the ferry pier. We crossed the channel to Holland for pictures at Amsterdam Central before returning to Haworth and an ex-London Transport Routemaster bus. We next looked at the two examples of restored Pullman coaches restored by the Worth Valley. It was a surprise to learn that not only is Dave an ex-signalman, and guard on the Worth Valley but also an expert table setter! Next, a visit to Harrow and Wealdstone station - the site of the dreadful accident in 1952. Then photographs of aeroplanes at Leeds Bradford Airport, before once again setting off for the continent, this time to God's own country – Switzerland! Dave made much use of his pass and ranged from his base at Erstfeld to Zurich before moving on to Grindelwald and continuing his journeys on the MOB to Montreux. Two elderly Post buses were spotted – one was a Saurer the other of the horse drawn variety having no less than five horses pulling it. Finally it was back to the UK at Carlisle and 45212 carrying the Belfast Boat Express headboard. Thanks Dave for another excellent evening's entertainment. Vote of thanks by Ian Button.

Small Ads

BRC member John Tickner is now offering a 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.

Wanted – As always, good home still offered to broken/surplus cameras & photo equipment. Please don't throw dead cameras away, they can sometimes be mended (or used for spares) - donations invited for "camera sanctuary" – please contact Ian Button. Very many thanks to donors thus far, for their great kindness and generosity.

Ben's Bits

The Larkhall and Stonehouse branch railway had both the longest and highest viaducts in Scotland. The longest was at Stonehouse, the highest was at Millheugh. The line is now closed.

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.
- **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.
- **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.

Ben's Bits

The Mumbles Passenger Railway (Swansea) held many world records. The first, and the longest-running, and the most changes in motive power, in the world from 1807 until closure in 1960. The 5-mile line used horse, sail, steam, petrol, diesel and electricity. It was the world's first passenger railway. In the mid-1800's it was known to carry 40,000 passengers on a Bank Holiday. [From a Swansea Bay tourist brochure].



44055 at Hirst Woods, 9/7/61

Michael Leahy



44400 at Manningham shed, no date

Michael Leahy



45646 on 08:00 ex-Bournemouth, arriving at Bradford Exchange, July 1963

M Leahy



42055 on 08:04 to Yarmouth, plus Derby lightweight unit – Bradford Exchange 6/8/66

M Leahy

Happy Christmas and a Happy New Year to one and all. It has been an eventful and very sad year. Hopefully we look to brighter times in 2012?

Our society has seen a drop in the attendance levels recently, and I feel we need to try and attract younger members. The vast majority of our membership are now retired. Obviously we are more than happy that people still find the time to visit once a fortnight. But what does the future hold for our society if we do not see an influx of younger people? How will we be coping in ten years? Young people do have an interest in railways, they are out there - we just need to attract them to Bradford Railway Circle. Easier said than done!

Forthcoming meetings.

We start the New Year with a return visit from Ben Collier who will be presenting "Mainline Steam In The Landscape (home & abroad)" on **Wednesday 11th January**. Ben came a few years back and along with his father presented an excellent evening's entertainment, which included video, digital photography and unfortunately we did not have time for very many transparencies that evening, so with this in mind hopefully we will be able to enjoy some very good slides this time.

Robin Patrick has kindly volunteered to show us "Enjoyable Overseas Pictures" on **Wednesday 25th January**. I for one thought that Robin's pictures of this country, which he showed earlier in the year, were indeed most enjoyable. I am sure we will be in for a good evening's entertainment.

February 8th sees the first of two presentations this year by John Holroyd. We are indeed going to be in for a treat as the ever popular John brings us "Narrow Gauge Niceties" I have seen this presentation at least once in the past and I can assure you, that you will not be disappointed when you attend.

Gordon Reed will be visiting us to present "Reedy's Rambles Part 1" on **Wednesday 22nd February**. Gordon comes with a very good recommendation from our good friends across at Huddersfield.

March 7th sees Victor Lee present "Favourite Lines Part 12, York to Hull the Long Way Round (plus Tractors Galore from 19:10)" Well firstly I am sure Victor's idea of "long way round" will fall way short of my interpretation by a few hundred miles. I am sure we will be treated to Victor's usual mixture of wonderful architecture and most interesting railway scenes, which the majority of us mere mortals don't even see when we are looking at it! His encyclopaedic knowledge will no doubt mean that the majority of his captivated audience will leave much the wiser.

Wednesday March 21st will prove to be a most enjoyable evening when Robin Lush will be presenting "Trains, Buses and Trolleys in Bradford" Well I tried to talk Robin out of using the word Buses, but he would have none of it! I am sure there will be something to everyone's taste as we look at transport in our own fair city.

Circle Diary 2011-2012

	Dec 14 th .	66 th AGM	
P	Dec 28 th .	Members Night	Members
	2012		
	Jan 11 th	Mainline Steam in the Landscape (home & abroad). Ben Collier	
	Jan.25 th	Enjoyable Overseas Pictures.	Robin Patrick
C	Feb.8 th	Narrow Gauge Niceties.	John Holroyd
	Feb. 22 nd	Reedy's Rambles Part One.	Gordon Reed
	Mar. 7 th	Favourite Lines Part 12, York to Hull the Long Way Round	
		Plus "Tractors Galore" (from 19:10).	Victor Lee
P	Mar. 21 st .	Trains, Busses and Trolleys in Bradford.	Robin Lush
	Apr. 4 th	L & Y Locomotives Part 2.	Noel Coates
	Apl. 18 th	The Rebirth of the Great Western Mainline.	Stuart Baker
	May.2 nd	BR Steam in the 1950s & 1960s.	Keith Preston
C	May.16 th	Trains in the Snow.	Dr. Les Nixon
	May 30 th	The Jobs I Get Landed With.	Stanley Hall MBE
	Jun 13 th	Outdoor Meeting (details TBA)	
P	Jun 27 th	ITMA	David Scriven
	Jul 11 th	In My View	Paul Bigland
	Jul. 25 th	Digital Snapshots.	David Wilkinson
C	Aug.8 th	Czech Returns.	Richard Winfield
	Aug.22 nd	Bulleid's Other Locomotives.	Colin Boocock
	Sep.5 th	Off The Main Line - A Tour Around Britain.	David Tillotson
P	Sep.19 th	The Derwent Valley Light Railway - A Pictorial History.	
			Jonathan Stockwell
	Oct.3 rd	Thirty And Forty Years Back.	John Holroyd
	Oct 17 th	Tribute To Steam.	Tom Heavyside
C	Oct.31 st	Photography Competition.	Tom Ickringill
	Nov.14 th	Somewhere in Europe. Steve Chapman and Colin Kennington	
	Nov.28 th	The Horsham & Guildford Direct Railway.	Tony Newnham
P	Dec 12 th	67 th AGM. followed by Members Night	Members

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

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