

THE CIRCULAR

Bradford Railway Circle

No.375 – 1st Quarter, 2016

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Editorial

Happy Easter to all our members, and a new year for the Circular. The photo on the cover of this year's issues comes from the camera of our Secretary, Peter Holden, and an excellent shot it is – some while since we had working modern traction on our cover.

Rather a thin Circular this time, gents – PLEASE put fingers to keyboard and send in some articles. It's YOUR magazine, and can't function without YOUR input. Fortunately, we have a good selection of photos to pad it out; also, in order to boost the word content of this issue, I have included a short piece of my own – this might also appeal to members who have joined us from the Model Railway Club. I am working on an idea for future articles – watch out for Reminiscences . . .

Keith Preston's interesting account of a trip to East Anglia reminds me that my father had a lawnmower called a Suffolk Punch; and I seem to remember there's a lawnmower museum somewhere over in Lancashire . . .

May I remind you all that the photo competition is approaching – so get photting! No slide categories this time, but transparencies can be scanned & entered as digital.

The Suffolk Punch

Keith Preston

The above is the name of a three-day visit that I made from 4th-6th September 2015, with Harrogate Transport Touring Society. One of the Bradford-based Dewhirst Coaches YJ08DLD was our transport. It was 06:00 start for me, by car to Pannal, where I had arranged to leave my vehicle in the drive of one of the members. We picked up in Harrogate centre and Leeds, then travelled via the M62 and A1, calling for a brief coffee break at Peterborough Services.

The first visit was to Yeldham Bus Museum, based in a former aircraft hangar on an old airfield. We learned that this hangar had been moved there from Biggin Hill in Kent, famous in WWII for Spitfires during the Battle of Britain. Inside were over 20 buses, plus a railway brake van and the body of a Great Eastern Railway coach destined for one of the preserved lines, being worked on by a volunteer joiner. Preserved buses included five from London Transport. I took a fancy to a 1953 Bristol KSW, reg.no.WNO579, which reminded me of my early 1950's bus travel by West Yorkshire Road Car Co. around the Bingley & Keighley areas. We were given a ride on a recent acquisition, 1998 Dennis Dart single-deck R721DJW, donated to the museum by First Eastern Bus. The driver took us round the local area, pausing at Halstead, not far from a former railway, but nothing remained except a pub called "The Locomotive". It had a well-painted sign, which looked like *Locomotion* from the Stockton & Darlington Railway, over 250 miles to the north!! There was no brewer's name, and we hadn't time to sample the wares.

Our first railway visit was to the Colne Valley Railway for a private viewing. This railway was in the news earlier in 2015, as their landlord had given them notice to quit. Fortunately, a suitable agreement has been reached, enabling the railway to remain, but their site will be smaller. The workshops for restoring LMS Class 5 4-6-0 45293 and 45163, and sections of the sidings, will have to move, but there is a reasonable area to allow the railway to function. Stock seen was as follows :- W55033, 56287 dmu, 141008 still in WYPTE red/cream livery, 47771, D2184, D2711, railbus W79978, D2041, two ex-MoD army diesels, HE(?) 0-6-0ST WD190 (steamable), sleeping-car E10511, several coaches, and two ex-Royal Mail Postal Sorting Coaches, fully restored. There were a couple of boilers, cabs and frames scattered around, including that of SR Merchant Navy 35010. We had a ride round in W55033 "bubble-car", and on the adjacent 5¼" gauge miniature railway, diesel-hauled. The Colne Valley Railway was established on a site without any station. Buildings have been brought from other areas, and a very good job has been done. Their current line goes about one mile in one direction, and half a mile the other. There is another railway museum at Chappel and Wakes Colne station, on the Marks Tey-Sudbury branch line, but no visit was possible, as there was no-one from there available to show us round and open the locked & gated level crossing. At 16:00 we left, and checked in at 17:15 at the Best Western hotel at Marks Tey. As it was just B&B for two nights, we had to make our own arrangements for evening meals. Several HTTS members caught buses into nearby Colchester, but I decided to walk to Marks Tey station to observe the passing trains. The majority of the passenger



W55033, HTTS visit to Colne Valley Railway, Essex – 4 Sept 2015

Keith Preston



TPO, Colne Valley Railway, Essex – 4 Sept 2015

Keith Preston



Vintage agricultural machinery ex-MoD Bentwaters, Rendlesham, Suffolk 5/9/2015 Keith Preston



Jets awaiting restoration, ex-MoD Bentwaters, Rendlesham, Suffolk – 5 Sept 2015 Keith Preston

trains were emus of class 321/3 or 321/4, or 360/1 series. However, through Liverpool Street-Norwich trains were class 90-hauled with DVT. In my 1-hour stay I saw 90006, 90012, 90001, 90014 on the fast expresses, and three freightliners with 90049, 66739 and an unidentified 660xx. I returned to the hotel for pork & leek sausages, mash & steamed vegetables, washed down with a pint of Boddington's.

Saturday 5th September – A lovely sunny morning. After a hearty buffet breakfast, Peter Seeward, one of our volunteer coach drivers, had organised a private visit including hot lunch, to the former RAF/USAF Bentwaters. The airfield, built in 1942, was not operational until 1944, when 129 Squadron RAF arrived with P51 Mustangs. The USAF took over from 1951, remaining until the base closed in 1993. Around Christmas 1980 there was the Rendlesham UFO Incident, when an unidentified craft was reported to have landed in the forest adjacent to the base. Recently I watched a rerun of an episode of “New Tricks” which may have been based on that incident, one difference being that in the TV version the “UFO” crashed causing a fire killing an inquisitive journalist. Today, the 1980 Rendlesham Incident remains a mystery. In the 1990's, a local farmer, Bill Kemball, bought the whole site from the MoD. His farm backs onto the area, and he created a new entrance by cutting a large hole in the perimeter fence. Like many redundant airfields around the UK, the site has warehousing, workshops, offices, archive storage and secure bunkers (useful for vintage wine and other expensive commodities). Several premises are rented out to provide valuable income. Bill told us that there was now a holding company, comprising seven farms. He acted as the guide, as we used our own Dewhurst coach to traverse this vast area. In the 1950's, during the Cold War, the runway was extended to enable the largest USAF/RAF transport planes to take off and land. There were many blastproof hangars with electronic doors, 20-30 aircraft dispersal areas in surrounding woodland, and a high-security compound where nuclear warheads had been stored in bunkers. The control tower was still in place, but if any aircraft now want to land there is no radar to help, so it is restricted to light aircraft. When the USAF ran the base, the runway was amongst the largest in Western Europe. A film production area is run by Bill's daughter, and we saw several working military vehicles and some jet aircraft needing lots of attention before they can fly again. Over many years, Bill had amassed a superb array of agricultural machinery from all over the world, the majority being his 200+ tractors, housed securely in three separate buildings. There were examples of steam traction and ploughing engines, including John Fowler & Co. (Leeds), Robey & Co. (Lincoln), Chas. Burrell & Sons (Thetford), Ransomes Sims & Jeffries (Ipswich). Bill proudly showed us their own biomass mini-power station, which uses surplus vegetable plant from the thousands of tons of onions, carrots and potatoes grown & sold on the farm consortium. Our visit, including a hot lunch served in “The Diner” adjacent to the control tower, lasted over four hours. We came away with lasting memories from a person whose knowledge and experience was amazing. The majority of the properties in the village of Rendlesham were built for RAF/USAF personnel, with all local facilities – churches,

schools, playing-fields etc – provided. It was obvious that millions of pounds and dollars had been spent while the base was under USAF control.

Nowadays visitors on Sundays only can visit the Cold War Museum with a children's play area; and refreshments available at "The Diner". A recent development was the opening of the control tower. Future long-term aspirations are for a more extensive museum to include all the historic agricultural and military machinery, provided all the Health and Safety and Public Liability issues can be resolved.

Sunday 6th Sept – A later start at 09:00, and the short drive for our visit to Ipswich Transport Museum, housed in a former trolleybus depot. Here is one of the earliest fire-pumps, dated 1732, but I didn't note from which country house this came. There was an early Ipswich single-deck trolleybus reg.no.DX3988, which I had photographed in 1965 at the Clapham Museum. Trams, buses, trolleybuses, cars, lorries, bicycles and railwayana were all exhibited, and the museum is well worth a visit. We were guided around by a couple of volunteers, who had arrived for our 9:45 entry. Normal hours for Sundays are 10:30-16:30. One of the volunteers drove us around the Ipswich area in an Eastern Counties 1964 Bristol Lodekka reg.GNG125C, fleet no. LFS125. After light refreshments in the cafe we left for our final visit of the tour to Bressingham, near Diss, arriving at 13:00. Inside one of the indoor railway areas was a model railway exhibition. Unfortunately, the 15" gauge railway was not in operation, due to a track fault, but both 2' gauge and 7¼" gauge railways were in operation and very popular on this sunny Sunday afternoon. Locos seen were 2' HE 994 of 1909 0-4-0ST *George Sholto*; loco No.2 *Bevan* 0-4-0ST built at Bressingham in 2010. On the 7¼" gauge was 0-4-0ST *St Christopher*, built by the Exmoor Railway in 2001. Standard gauge locos seen were ex-BR shunter 11104, a former RH industrial 0-4-0DM No.1, Beyer-Garratt 0-4-0+0-4-0 *William Francis* ex-Baddesley Colliery, Warwickshire (Beyer-Peacock 6841/1937); also two Norwegian locos 2-6-0 *King Haakon*, plinthed at the car park, and 2-10-0 No.5865 *Peer Gynt*. The 15" gauge Krupp 4-6-0 *Rosenkavalier* was on display amongst the model railways. Sadly, the large horticultural outdoor displays, which used to be seen from the narrow gauge lines, have disappeared, although the formal gardens survive, accessed from a separate pedestrian entry-point. The steam gallopers carousel was working, and was popular with the public.

We left at about 17:00 for the long drive back in the coach. A short stop at Blyth Services on the A1M from 19:50-20:20 was followed by a good run back, to arrive in Harrogate for around 22:00. I collected my car, and arrived back at Tosside at 23:00 after an excellent trip.

Circle Photography Competition Tom Ickringill

Again, our bi-annual photographic competition is upon us on Wednesday 9th November. This is the second to be held at our new meeting venue of the Sedbergh Community Centre. The Olympics will be well finished (I hope) by the competition date, so there's no excuse and hopefully time to prepare !!

For this year, the categories have changed, which will now be in roughly the same format as other railway groups' photographic competitions. Being well into the digital age, it has been decided that the 35mm Slide sections will no longer be categories, but replaced by digital images only.

The new categories are as follows :-

Digital Image - Steam
Digital Image – Modern – Diesel or Electric
Black & White Print – Steam or Modern
Colour Print – Steam
Colour Print – Modern – Diesel or Electric
Humorous – Digital Image or Print

....and, there will be an overall winner, albeit print or digital image.

The basic rules for entry are :-

No print should have been entered in a BRC photographic competition before,

Maximum size for print should be no greater than A4

Maximum number of entries for prints – 4

Maximum number of entries for digital images, per category – 5

All digital images should be sent, by 1 November 2016, preferably by email (marked '2016 BRC Competition'), to Peter Holden – pholden1960@hotmail.co.uk . Peter has also volunteered to scan slides which are only to be submitted for entry into the digital images sections.

We already have a judge (who wishes to remain anonymous at this juncture) and I hope there will be a prolific number of entries that will break all records – so, come on, get out of your armchairs, stop watching that boring television and get prepared to make this a mega occasion. (If, unfortunately you will be away, or have a previous engagement, then you can email/pass your entries to either myself, Peter Holden or another committee member prior to the event). I'm aware, that amongst the avid readers of the Circular, there are those amongst you who find it difficult to muster up the effort, but I know you have taken photos of the railway scene in one form, shape or another at some time (many of you have been seen !!!) – dig out those precious moments and share them with the rest of us – **ENTER !!!**

N.B. Prints and/or digital images that are entered which show obvious digital enhancement will be disqualified.

Also, it would be an aid to the judge that all prints are entered before the start, so, therefore the final time for entry is 7.15 p.m.

Circular Bits

Chris Taylor

NEW STATIONS

Apperley Bridge between Leeds & Shipley opened on 13th December, 2015 and is served by the half-hourly Leeds to Bradford Forster Square trains during day time and the Leeds to Skipton trains in an evening; on Sundays the hourly Leeds to Bradford service calls. Kirkstall Forge station is expected to open at Easter 2016; the delay is due to problems with the access road.

LEEDS

The new southern entrance to City station opened on 3rd January, 2016. The steps which lead from the near the southern concourse (north entrance) down to the dark arches are to be closed.

S & C

A major landslip has been detected around 3 miles north of Armthwaite at Eden Brow, where the field below the railway is gradually slipping into the River Eden, and this in turn could allow the railway line to slip. Reopening is many months away.

VTEC

Virgin Trains East Coast have announced an additional 42,000 seats & 42 extra trains between London & Edinburgh from 16th May, 2016. The extra trains are an extension of the current London to Newcastle trains northward to Edinburgh (& vice versa). From King's Cross the additional departures are at 0615, 1030, 1330 & 1935 with Edinburgh departures at 0900, 1300, 1600 & 1935. This will result in a near half hourly VTEC Anglo-Scottish service.

www.flickr.com/fenaybridge

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 Sedbergh Community Centre.
- **Members' Discounts.** In return for free advertising in *The Circular* members receive 10% discount on cash purchases at Frizinghall Model



2-ft gauge loco No.2 *Bevan*, built at Bressingham 2010, Bressingham – 6/9/2015 Keith Preston



Crossing of 15" and 2-ft gauges, Bressingham – 6 Sept 2015

Keith Preston



Eastern Counties Bristol Lodekka, Ipswich Transport Museum – 6 Sept 2015 Keith Preston



Early single-deck trolleybus, Ipswich Transport Museum – 6 Sept 2015 Keith Preston

North York Moors Railway with *Flying Scotsman*, 16th March 2016 – photos by David Tillotson



North York Moors Railway with *Flying Scotsman*, 16th March 2016 – photos by David Tillotson



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.
 - ***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 Eddy Lumb, 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.** The opinions expressed in *The Circular* are not necessarily those of the Editor or the Committee.
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Adventures with a Russian model Ian Button

Before you get over-excited (steady on, gents!), I should explain that this isn't about cavorting with a billionaire oligarch's girlfriend – it's about some Russian O-gauge items that I acquired over 20 years ago. I never got everything working properly, but I recently decided that the time had come . . .

In the 1950's and 1960's there was produced in Moscow (at Moskabel factory) and sold in the USSR a comprehensive and robust 0-gauge electric train set, housed in a big wooden case (see here at www.parovoziki.ru/star_p2.htm). It comprised a diesel-outline loco (TE2 type), green coaches, a brown van and a flat wagon, a circuit of 3-rail track (2'-radius circle/oval layout), various colourful tinplate & diecast accessories (station, bridge, level-crossing, a flag-man, a platelayer in a hut, lamps and colour-light signals), and of course a transformer (13.5v AC) and instructions – and a wiring-harness! The set has several interesting features – every piece of track is numbered, and each piece has to be assembled in its specific position so that it can be connected to the harness (which has card tags noting which numbered connection it should go to - no opportunity for creative layout design, then!) When everything is in place and connected, you run the train, and the signals light up and change according to block-signalling rules (green ahead, red behind, and yellow in between. The loco has a working headlight and the coaches have interior lights; as the train passes the crossing, the barriers go down, and when approaching the station the platform-lamps brighten and a buzzer sounds. Passing the flagman, he waves his arm

mechanically; and passing the hut, the platelayer emerges, brandishing a green lighted lantern. (Some of these ideas also occur with American Lionel trains.) Altogether, it's quite a magnificent toy - probably intended for children in higher echelons of Soviet society - though apparently also used by railway training institutes. Some 20 years ago, when I was researching Russian/Soviet railways, I found out about the existence of this set, and in the course of my trips to Russia I managed to obtain some of the pieces. For example, on my 1990 Trans-Siberian trip with Frank Robertshaw, I had arranged to meet a Russian enthusiast in Moscow, so thereafter I had to keep the boxful of items hidden in my capacious rucksack for the rest of the trip! Over several visits, I obtained a loco (and another, unpowered), some coaches & wagons, a transformer, lamps and colour-light signals, a few straight track pieces and two platelayers with huts - all in pretty good condition and stamped with late-1960's dates. A few years later, I was also given a copy of the instructions (all in Russian!). But without more track and the wiring harness, I couldn't do much - I ran the loco on an exhibitor's track at one model railway show, but that was all. Anyway, I always kept the project in mind, and last year I noticed on eBay a set of Hornby O-gauge electric track pieces amounting to what I needed (including the LH and RH points), and I duly won these - somewhat rusty, but cleanable. However, the wiring harness was still a problem - according to photos on eBay, it was a very complicated affair, with all sorts of tails emerging at various points along a thick rubber sheathing. The pictures showed it all coiled up & untidy, so how could I work it out and manufacture my own version? Well, eBay was a source for cheap wire and sheathing (wide heat-shrink sleeving), so I put on my thinking cap and started work.

I won't bore you with the gory details of all the stages, but all the following jobs were necessary - drawing a scale plan of the Russian layout but based on Hornby track pieces; measuring up and calculating the lengths of the different wires; threading five wires through the sheathing (BT would be proud of me with my metal slug, magnet, cotton thread & string!); soldering on the tails and connectors to fit the accessories; cleaning the rails and connectors thoroughly; and adding insulating pins to isolate the block sections on the outer rail of the oval. The outer rail also had to be insulated from the Hornby sleepers (a passing train puts 13 volts on this rail to activate the accessories), so many rail tabs had to be prised up, and each sleeper insulated with a piece of electrical tape. After much work, and a few false starts (model railway electronics were never my strong point, sadly), everything is now complete, and the loco does proceed around the oval, with all the lights working and signals changing as they should! I'm still without the proper station, crossing and bridge, though - so now I'm on the lookout for a semi-derelict Hornby 2E station that I can convert as "Pionerskaya Stantsia" and a Lionel barrier crossing . . .

For more info (in English, thankfully, use Google to search for "Moskabel train", and see <http://www.davestrains.com/soviet.html>). The www.parovoziki.com website is by a great Russian model shop in St Petersburg. It's all in Russian, but has many interesting photos - do browse around there.

Meeting Reports

Philip Lockwood

6th January, 2016 – Aire Valley Rail Users Group, by Keith Preston

Keith is one of the founders of this organization, which was started by a small group with the intention of pushing for the electrification of the Aire Valley route with the benefits this would bring. It was ironic that on the date chosen for the first meeting, it was announced in the press that the go-ahead had been given for electrification of the lines, this slightly stalling the plans of the group. Keith gave an outline of the progress made both with electrification and the re opening of some of the previously abandoned stations, before moving on to show a selection of slides taken along the route. These covered not only the railway, but incidentals such as preserved buses and the proposed transport museum based on Ludlam St bus depot. The work at Bingley, Keith's home town, involved extensive work when the Leeds & Liverpool canal had to be diverted to accommodate the Aire Valley Dual Carriageway road. VOT by Peter Holden.

20th January, 2016 - BR Blue, by Julian Halstead

Julian is a new speaker to the Circle, his subject being the period when blue was the chosen colour for BR motive power. This was a livery which I found drab, much preferring the earlier green. Julian explained how he started in railway photography, initially using a Contaflex SLR before moving on to Olympus equipment, his film of choice being firstly Kodachrome 25 and later Kodachrome 64. The digital show formed a progression of pictures of each class photographed by Julian. There were a few omissions of classes missed by his camera. It is fair to say that many pictures were of the three quarter locomotive portrait type, but a fair percentage showing the locomotive in the railway landscape. Comments were welcomed and became a mini quiz with members testing their knowledge, and memory of locations.

Julian now uses digital equipment and his talents apart from being a Edinburgh Bus driver and Scotch malt whisky fan would appear to be well walking, having a friendship with the late Alfred Wainwright. Perhaps we can welcome him back at some future date to see more of his work. VOT by Eddy Lumb

3rd February, 2016 - A RAILWAY QUIZ, by Peter Holden

Tonight's quiz, organised and presented by Peter, covered many aspects of railway knowledge and was guaranteed to tax many of our members, including your reviewer. Subjects included track gauges, motive power depots, locomotive names & numbers, and station locations. Many of these eluded many of our members - the locomotive numbers and names seemed to cause the most problems. In order to lessen the embarrassment to many including myself, Peter worked down from the possible 100 and finally found the winner to be Robin Lush. We must thank Peter for all the effort put into the preparation and presentation of tonight's quiz, all but one picture having been taken by Peter himself. Vote of thanks by Eddy Lumb

17th February 2016 - Class 40 Preservation Society By Martin Butterworth

Martin gave a detailed account of the trials and tribulations of preserving in running order the English Electric Type 4 diesel electric locomotive. These distinctive locomotives with an even more distinctive sound were popular performers in this area and indeed further afield. It is to the society's credit that major work has been carried out, often with the assistance of the East Lancashire railway steam crane, but on one occasion with the help of one of the members Rover car. It appeared that the class suffered from cracks in the bogie frames that involved specialist welding to repair. Another interesting feature was the fact that the locomotives were fitted with not only steam heating boilers but in many cases water trough pick up scoops!. As with many classes of locomotives variations as to fittings were to be found including brackets on the nose for the Pullman head boards. The talk was well illustrated with colour slides showing early locomotives in BR service as well as "work in progress" on restoration. Vote of thanks by Eddy Lumb

2nd March 2016 - The Middleton Railway By Ian Dobson

Not many of you might know that Ian is a long standing member of the Bradford Railway Circle having joined in 1993. Ian is not a regular attendee at our meetings, and he last gave a talk in 1999 with his "Seen in Camcorder - Part 3". Anyway, Ian explained that one of the Middleton Railway's claim to fame, and they have several, was to be the first railway granted by act of Parliament in 1758, thus pre-dating most of the other "First railways" by a good margin! In 1812 it was the first use of steam power on a commercial basis with the unique (at the time) rack locomotives. Its other claim to fame is as the first railway rescued for preservation, just pre-dating the Bluebell line. Your reviewer can remember the first "train" being the original Hunslet diesel and the improbable Swansea and Mumbles double deck tram, or to give it its correct title, railcar. This was connected by a slender metal bar which developed a distinct bow before the tram started to move. The tram was propelled up the line as far as the old 'Great Northern' railway over bridge. I still have the ticket issued!. Ian explained that in the early days many of the members were tramcar enthusiasts, so a collection of trams accumulated, including examples from Leeds, Glasgow and of course Swansea & Mumbles. Alas these were quickly vandalised by the local youth. Ian pointed out that it had been said that "It is a lovely railway if it were somewhere else". Great strides have been made over the last few years, the new exhibition centre and display area are good examples, and would be a credit to any society. Vandalism has not been major problem in more recent times, until last month when the Woodhead line inspection vehicle, recently restored at great cost, was set alight by the local jobs. An excellent evening's show which might encourage some of our members to make a visit this summer - thanks Ian. VOT by Eddy Lumb

16th March 2016 - The First Five years of Digital Photography By Alan Ward

We usually associate Alan with medium format film photography, but tonight it was his first five years of digital photography. Alan recently moved from the relatively



Exhibition Hall, 5th July 2014



Furness Railway No.20 (temporary visitor) crossing the Moor Road “branch”, 23rd June 2012



Ian Dobson acting as Pilotman on the footplate of Furness Railway No. 20, 23/6/2012



The new platform at the top of the line, 6th July 2014

flat lands around York to the more hilly area around Giggleswick - has this anything to do with being nearer steam on the Settle and Carlisle? Subject-wise, we ranged from an immaculate Duchess in black, to the less than immaculate Wakefield Kirkgate station prior to restoration. Photographs on the North Yorkshire Moors Railway with a favourite locomotive of mine, the ex L&NWRly Super-D 0-8-0 freight engine. An unusual and quirky shot of a cat balancing on the railway line, and a train consisting of four Class 60's on a train comprising four wagons! Thanks Alan for sharing your first digital photography with us. Vote of thanks by Eddy Lumb.

Secretary's Page

Peter Holden

A few point from the recent AGM :-

We decided to keep the tea breaks at meetings. We are to monitor who actually volunteers to make it, as it appears the members who want tea at meetings are not the ones who usually end up making it.

Philip Lockwood has stood down from the Committee after many years' service to our society. Our thanks go to Philip for all he has done over the years. We welcome Ian Baxter on to the Committee.

Please keep an eye on our website for updates as the year goes along.

Forthcoming meetings

Wednesday 13th April will hopefully see a return to the Circle by Stuart Lindsey. Stuart is to present "Decapods, Giesls and Albatross" Sounds very mysterious to me, but I am sure those of you who know a bit about steam locomotives will no doubt understand the title! *[This item is reprinted from the previous Circular – Ed.]*

Wednesday 27th April sees a welcome return for Robin Patrick when he will be presenting "The Years 2008 & 2009 - What I Photographed" This should be a most interesting mix of great pictures, do come along to enjoy the evening.

On **Wednesday 11th May**, Colin Boocock will be visiting to entertain us with a talk on "A History of Eastleigh Locomotive Works" I am sure that this will be a most entertaining and informative talk.

On **Wednesday 25th May** we will be having a visit from The Deltic Preservation Society. Richard Walsh will hopefully be giving a talk about what some may say is the pinnacle of preservation!

Stuart Baker OBE will be giving a talk about his career on the railways on

Wednesday 8th June. This should be an enthralling evening. Please don't be put off by part of the title! As Stuart's talk is to be "From ICI to BRB Chairman – Forty two Years on the Railway. by Stuart Baker, but NOT Beeching!"

John Bromfield will be our guest speaker on **Wednesday 22nd June** when he visits to present "Scottish Railway Miscellany 1978 – 1981" I understand this will involve some industrial railways in Scotland as well as main line.

Dave Peel will be entertaining us with “Tourist Trains of Ecuador & Peru on **Wednesday 6th July**. This should be another excellent evening, as Dave always presents a very well-researched and informative talk.

Circle Diary 2016

P	Mar.30th.	A Continental Compilation.	John Holroyd
	Apr. 13th.	Decapods, Giesls and Albatross.	Stuart Lindsey
	Apr.27th.	The years of 2008 & 2009 - What I Photographed.	Robin Patrick
C	May.11th.	A History of Eastleigh Locomotive Works.	Colin Boocock
	May 25th.	The Deltic Preservation Society.	Richard Walsh
	Jun 8th.	From ICI to BRB Chairman- 42 years on the Railway.	
		By Stuart Baker, But NOT Beeching!	
P	Jun 22nd.	Scottish Railway Miscellany 1978-1981.	John Bromfield
	Jul 6th.	Tourist Trains of Ecuador & Peru.	David Peel
	Jul. 20th.	Looking Back I Enjoyed It.	Bill Jagger
	Aug.3rd.	40 Years of Running Railtours.	Bill Alborough
C	Aug.17th.	Pioneer Line, Midland 1907 Electrification to Morecambe.	
		Jamie Guest	
	Aug. 31st.	A Swiss Mixture.	Philip Lockwood
	Sep.14th.	Another Brighton Byway	Rev Tony Newnham
P	Sep. 28th	Steaming Around the UK.	David Tillotson
	Oct 12th.	Wandering With Wadey.	Eddie Lumb
	Oct.26th.	Forty & Fifty Years Back.	John Holroyd
C	Nov.9th.	Photography Competition.	Tom Ickringill
	Nov.23rd.	London Underground.	David Wilkinson
	Dec 7th.	71st AGM, followed by Member's Night.	
P	Dec. 21st.	Run VT (unedited).	Jim Bennett

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

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