

THE CIRCULAR

Bradford Railway Circle

No.385 – 3rd Quarter, 2018

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Editorial

We have managed 16 pages for this issue, thanks to Andy Roberts for his very interesting article on a recent trip to Brittany, and photos by John Robertshaw (from the Welshpool & Llanfair Railway), Philip Lockwood (from the President’s Barbecue a few weeks ago), and David Tillotson (via the Editor’s archives).

This issue also contains our Hon. Secretary Peter Holden’s “Reminiscences” – I hope all readers are finding it interesting to read about what makes our leading members “tick” railway-wise – I certainly am!

Tom Ickringill is also reminding us about the upcoming Photography Competition. We want as many entries as possible, so get busy with cameras & printers!

Now, I need to remind you that we are trying a different venue on 21st November, with a one-off meeting at the Harold Club, a few hundred yards further down Huddersfield Road. It sounds a comfortable spot, with a bar and a good car park – we’ll see how successfully it accommodates John Holroyd’s talk and his many fans.

Once again, I’m out of material for the next issue. More photos would be very useful, as well as an article or two, so please get stuck in. It’s amazing how much knowledge and experience our members have amongst us all – so don’t hide your light under a bushel, start writing, and dig out some photos.

Lastly, we are all very glad to see that Dorothy Burrows has recovered quickly from the illness that caught up with her during a recent meeting. Welcome back, Dorothy!

Brittany, and a Bit More

Andy Roberts

Day 1 – 18th July

This group holiday began at St. Pancras, catching the 10:24 Eurostar to Paris Nord. On arrival at 13:47 I noted one of the older sets, looking rather the worse for wear. A taxi transfer to Paris Montparnasse was made, leaving plenty of time before the 15:52 TGV to Rennes. I made use of the time by visiting one of the local bars. Arrival in Rennes was at 17:25. After checking in to the Mercure Hotel, a few of us went out for a meal, and then we visited a local Irish pub.

Day 2 – 19th July

A slightly early start today, leaving at 8:00am by coach to Paimpol on the north coast. This is the terminus of a branch-line off the main line to Brest. Here there is a steam service (La Vapeur du Trieux) running to Pontrieux, roughly half-way along the line. The train was hauled by a 1.4.1-type tank TB424. Leaving at 11:00, it is a pleasant ride along the river Trieux, with a break en route, arriving at Pontrieux at 12:20. We headed back north by road to Point de L'Arcouest, a very scenic coastal area. Here we cruised around the local islands, the largest being Ile de Brehat. Time now to return to Paimpol Station for the 16:15 to Guingamp (arr.17:02), the junction for the main line. The train was a single-car railbus. At Guingamp we caught the 17:14 TGV to Rennes (arr.18:29). The evening meal tonight was in an Italian restaurant, followed by a second visit to the Irish pub.

Day 3 – 20th July

A relaxing start today at 10:00, driving north to Dinan; here in the local station is a railway museum with much to look at – model layouts, signs, books, uniforms and so on. Time was also allowed to wander around this mediaeval town. Our next port of call was St Malo, but on the way we stopped at the Rance Barrage. St Malo is a fortified coastal town and was painstakingly rebuilt after the Second World War. A lengthy walk around the city walls was well worth doing. After a break it was time to return to Rennes, so we caught the 16:21, arriving back at 17:25. The train was a double-deck electric unit 050L. In the evening we rode the local metro line – this runs from J.F.Kennedy to La Poterie (15 stops on the line) – we alighted at Sainte-Anne, where we spent the evening in the old town.

Day 4 – 21st July

Today is the “bit more” day of the holiday – we are Jersey-bound. After an early start at 06:45 we drive north to St Malo, here catching the 08:30 Condor Ferries sailing to St Helier (arr.08:50 with time-change). On arrival, our coach met us for a tour around St Aubins and the bay, including a walk along part of the old Jersey Railway track-bed. A couple of stations remain along the sea-front. Next, it was off to the Jersey War Tunnels, with plenty of time to wander through and see the displays, including the German Hospital. There is local railway interest in Jersey, so we headed for the Pallat Museum, where there is a short circular standard-gauge line. An 0-4-0 Peckett

tank performed the duties, the two carriages were wooden-bodied ex-North London Railway. Inside this line was a 2-ft gauge line with a steam-outline diesel loco. The museum had the usual objects of railway interest, plus steam-rollers, road vehicles, engineering and farming equipment, and a rather large organ. In the late afternoon we went off to St John for an early supper and beer. A swift drive back to St Helier for the 19:35 sailing back to St Malo (arr.21:55) and quick return journey to Rennes. Notes of interest – Billy Butlin and Alan Whicker are buried in Jersey; plus, it's a billionaire's paradise.

Day 5 – 22nd July

Another early start today at 07:45, heading south to Mortagne-sur-Sevre, the headquarters of the Chemin de Fer de la Vendee, a preserved branch-line to Les Herbiers. En route we stopped at Chateau Briant – as the name implies there is a chateau here, a wonderful place to admire. At the railway we were to travel on the Wine & Dine train leaving at 12:00 and returning at 15:15. It consisted of two ex-Wagons-Lits carriages, one Belgian, the other from Italy. The train was hauled by a rather simple diesel shunter. On the way we stopped on the Viaduct de la Haute Mauerie - it was spectacular! A marvellous meal was had by all, with plenty of red wine. The service train was steam-hauled by 030 T5 tank loco. After this visit we headed west by road to the outskirts of Nantes, where a tram-ride to the main station was made. We departed from Nantes on the 17:13 to Rennes (arr.18:30). The evening was spent in the old town.

Day 6 - 23rd July

We had a nice easy start today, heading south by train. We caught the 9:35 emu from Rennes to Auray (arr.10:48), changing onto the branch service to Quiberon (arr.12:07). This service only runs during the summer months and consisted of three single diesel railcars. Now leaving by coach, we travel to Carnac and on to Vannes. On the way we visit the famous Carnac alignments, which are anciently sited stones of various sizes – one could say it's the French equivalent of Stonehenge. Vannes is a Roman town dating back 2000 years, and has many interesting buildings. We toured the town by dotto train – a good way of seeing things. Then we had a speedy motorway drive back to Rennes by 18:30. A last-evening group meal has had in a local restaurant.

Day 7 – 24th July

Homeward bound today, leaving on the 9:35 TGV to Paris Montparnasse (arr.11:09). A transfer to Nord, with time to visit a local bar, and the final train of the holiday, the 13:13 Paris Nord to St Pancras (arr.14:39).

Notes – Trains we travelled on in France (except TGV) were TER (Trans Express Regional).

St Helier – at one location on the seafront there is still an old Station Master's House. The local brewery is Liberation at St Saviour. Jersey still uses its own £1 notes.

Bo'ness Railway 2009 – Photos by David Tillotson



Caledonian 0-4-4T 55189, J36 0-6-0 65243 and BR 80105 at Bo'ness 19/6/2009 David Tillotson



North British Railway K-class 4-4-0 256 Glen Douglas at Bo'ness 19/6/2009 David Tillotson



86.902 in Network Rail livery, Crewe 12/7/2009

David Tillotson

Ben's Bits

Skipton-Earby Restoration

The restoration group have got a “big gun” on their side now. Drax power station now burns “biomass” in its boilers. A large amount of this is in the form of wood pellets from the brash left behind after “sustainable” clear-felling of trees in the USA. It is transported in ships across the Atlantic, and unloaded at Liverpool into 100-tonne freight wagons, which then travel by rail via Hebden Bridge, this route being the “Great Way Round” to Drax. (The wagons carry the name “Drax” and were shown on a TV news item on July 18th.) If the Skipton-Earby link of 12 miles were restored, it could cut the distance and time by a considerable amount. It would also enable trains on the Airedale Route to provide alternative access to Lancashire for all rail traffic. The cost of restoration is estimated at £100million. I did not see the wisdom of closure in the first place cutting such an obvious Yorks-Lancs link, or the removal of the bridge caissons from the River Aire in recent years.

Many railways had to have viaducts to traverse river valleys, but the first railway in London - the London & Greenwich Railway, which linked Bermondsey and Deptford in 1836 - had its entire length on arches, requiring 60 million bricks, but it was not across a valley. The railway between Napier and Gisborne in New Zealand, via Wairā, had a viaduct of over 800 arches at Hawkes Bay and was completed in 1937 – the Mohaka Viaduct.

Circle Photography Competition

A Reminder

Tom Ickringill

Our bi-annual photographic competition will be held 7 November 2018, the third to be held at our meeting venue of the Sedbergh Community Centre.

Not long to go now, but as the evenings are drawing in, it's time to concentrate and prepare !!!

The distractions of the Football World Cup have long since gone for another four years and we have won the test series against India, so no excuses please

As per last time, the categories will be the same, roughly in the same format as other railway groups who hold their photographic competitions.

The categories will be 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 31 October 2018, preferably by email (marked 2018 BRC Competition) to Ian Button – ianbutton1@btinternet.com.

There will be a surprise judge, whose name will be revealed at a later date, and, I hope there will be a prolific number of entries that will break records, as I know, like myself, many of you have been scanning their old photos, negatives and slides, to preserve your collections, so there should be a greater choice available for entry. (If unfortunately, you may be away, or, have a previous engagement, you can pass, post, or email your entries to myself or any other committee member prior to the event). Muster up that effort for once and **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.

Welshpool & Llanfair Railway 2018

Photos from John Robertshaw



822 *Earl* on Welshpool & Llanfair Railway, July 2018

John Robertshaw



823 *Countess* on Welshpool & Llanfair Railway, July 2018

John Robertshaw

Reminiscences

Peter Holden

How did you become interested in Railways?

When I was around six, I used to walk down from Wibsey to the Low Moor end of Bowling Tunnel to watch trains. I do recall the occasional steam train and also a few freight trains as well. We would spend whole days down there in summer! I recall talking over the fence to the signal man. There were loads of signal boxes I recall in the Low Moor area.

Having been on the train with my Mother (see next bit!) at around the age of seven, a friend and I started to catch a train somewhere on a Saturday morning. We would go to Leeds, Doncaster or York.

What is your first Railway Memory?

My Mother used to take me to Harrogate on the train to visit her parents.

This would be around 1963-64, I am sure it was a through train from Bradford at the time. Can't remember if it reversed in Leeds? And if so was it Leeds Central?

My Grandfather would take me to Dragon Road Jct. to watch trains. Again this is where the trainspotter thing started!

Particular Aspects you are Interested In?

As time goes on these change dramatically. I suppose I have been very much into all aspects of Railways over the years. I cringe at some of the things I got up to in my younger days.

Presently, I am very much inclined to travel on trains. In a way this takes me back full circle. It is always most enjoyable to travel by train! I have over the years done shed bashing, photography, model railways plus many other aspects of our hobby.

Trainspotting as an addiction. Whatever I am interested in at the time, I will do it to death!

I am in the lucky position of working shifts. This allows me to go out on the train mid-week. Most enjoyable to travel hundreds of miles to have lunch in a pub / brewery and then travel home. Madness to some!

Where you a Trainspotter? What was your home patch?

I am a trainspotter. Quite simply if anyone has any interest at all in Railways, no matter what, then to anyone without that interest, you are a Trainspotter! Simple as that. No point calling it silly/different names.

I do still take numbers, I see no reason to stop because it's not fashionable anymore.

Have you had any Railway Highlights (best/ worst)

Blimey they have been so many of both! The highlights are numerous and I try forget the worst things, such as charter trains breaking down in a remote part of Scotland with no heating on and it's minus ten outside! Getting home a day late.

What is your favourite Locomotive class & why?

Difficult one. Class 59s I suppose.

They were hand built by a team of 20! They were and possibly still are the most reliable, powerful diesel locos in this country. I first saw them just after they arrived. Anyone who has seen a 59 pull away from Westbury yard with a jumbo train for London (around 50 X 102 ton waggons) is bound to be impressed! They were built as a sales pitch from General Motors to get into the European market, I think it worked!

Noise wise, Class 37s

Steam wise, Merchant Navy.

What is your Favourite (regular) Railway Journey or stretch of line and Why?

Tricky one. Presently I travel to Derby quite a lot. Not very impressive.

Possibly Forster Square to Kings Cross is my favourite regular journey. I never get bored with the whole journey, there is so much to look at out of the window!

What was your best ever Railway Journey / holiday?

Journey - possibly Saigon to Hanoi on a rickety metre gauge train

Holiday - Canada Coast to Coast, Vancouver to Halifax.

What is Your Favourite Preserved line?

Another difficult one, I like most of them for various reasons.

Severn Valley for the journey and the pub at either end!

Worth Valley for the Bar Car!

East Lancashire Railway for the motive power used.

Do you, have any related Interests? e.g. Modelling /Railwayana collecting.

I have an involvement with a Railway Society in Bradford. This being part of the “Care in the Community” project.

I have a collection of OO gauge model locos in a display case. Just nice to look at!

Also have a few old bits and pieces!

What/When/Were was your first Railway Photograph

It was a very very poor picture of a class 47 taken in 1974ish in Bradford with a 110 tiny camera.

Binned years ago! I don't hoard rubbish! Kay says I do!

Meeting Reports

Philip Lockwood

20th June - The LMS Jubilee 4-6-0 A Celebration of Second Rank Power! by Dave Peel

Tonight's show was by Dave, our country member who had travelled from Wareham to give this talk, the subject being the LMS Jubilee class. Dave gave a lot of background information about this large class, including the reasons behind the naming of the locomotives. As an ex-headmaster he must have known when he was teaching budding railway enthusiasts, by the extensive knowledge some of his pupils may have shown in geography lessons! The first member of the class was named *Silver Jubilee* complete with raised LMS letters on the tender sides, plus chrome boiler bands. A further number of the class were named after military leaders, this often resulted in shortening the name to just the surname unlike the Southern Railway counterpart which usually carried the name in full. This suited some of the locomotives such as 45647 *Sturdee* but less suited 45657 *Tyrwhitt*! The talk was illustrated with colour slides, mostly I think from Colour Rail, augmented with a selection of B&W images, plus pictures taken by Dave towards the end of steam and in preservation. Many of the class were well known as local engines, and as I lived not far from Farnley Junction shed it was nice to see familiar namers. Dave did point out that several of the class proved difficult to see as they were mainly Scottish region engines. Dave said he had hoped to show pictures of every one of the class, but he admitted a few had eluded him. He obviously put a lot of work in preparing the show and we must thank him for making the effort to travel north to give this presentation. Vote of thanks by Eddy Lumb

4th July - Railways around the Midlands in the 1970's, by John Bromfield

John started with a picture of himself in younger days, in front of Bromfield station (near Ludlow). But the talk was about railways further east, in the industrial Midlands. We followed John on his visits to Rugby, Nottingham, Derby and many other railway centres – it was interesting to see what still remained in those days, compared to how things have changed in the last 40 years. Thank you, John, for a very interesting talk – perhaps we can have more another time. [Report by Ian Button]

18th July – The Man Who Built Bridges, by Bill Jagger

Unfortunately, Allan Dawson gave backward and wasn't able to give his talk "Normanton – Crewe of the coalfields". Instead, Bill Jagger stepped gallantly into the breach at short notice and treated members to a show of photos dating from the very early 20th century. The photos were taken by a gentleman named Reginald H Greaves, who was apparently a civil engineer working on bridge-building projects in the USA. The photos, which had been rescued from oblivion and passed to Bill, who had digitized them, were of very great interest, showing the construction of many important railway bridges. Health & Safety was little in evidence in those days! Thank you, Bill, for an excellent evening. [Report by Ian Button]

1st August - The Cromford and High Peak Railway, by John Evans

Tonight's presentation by John and his wife covered the line from the mid-sixties right up to the present day. Not only were the pictures of excellent quality, digitised from colour transparencies in almost all cases, but they showed John's fascination for the line right up from early jaunts in his prized Fiat 600 with his friends, to the present day. His enthusiasm for the line can only be matched by our own John who kept a low profile on the night!. I well remember seeing John Holroyd's talk to the Huddersfield Railway Circle in the 1970's and going away from the meeting determined to visit what remained as soon as possible. Well, tonight's presentation had the same effect, must make a return visit soon! It was a hot and stuffy night and sadly Dorothy Burrows was taken ill and an ambulance had to be called to take her to hospital. I am pleased to report that after a checkup she was sent home and continues to improve. The presentation continued and finished at our normal time. John has much more material, not only on the C&HPRly, but much more, so I for one will be looking forward further presentations from John. Vote of thanks by Eddy Lumb

15th August - Looking Back, by Bill Jagger

Quite a miscellany in tonight's show. This included many of the subjects Bill has interests in - ships, industrial archaeology, and of course railways. Track gauges varied from broad gauge Great Western to examples of narrow gauge on the Isle-of-Man, plus examples of Brunel's atmospheric system. Visits included one to Blaydon on Tyne where a Corporation Tramway grate cover was photographed. On to the Tanfield railway and the open air museum at Beamish. A visit was included to the garden line, or perhaps more properly described as a field railway, of the late Colin Shutt who had built a replica of a Ford railbus with all the normal Model T features

but without a steering wheel! Completely different was a visit to the last coking plant in operation just before it ceased working. We crossed the Irish Sea to the Isle of Man where all the transport systems were sampled, steam, electric and horse power, then moving back to the mainland, the resurrected Lynton and Barnstaple narrow gauge railway, which is gradually being extended. Many years ago I stayed at what had been proposed as the hotel at the time when Woody Bay was planned as a Devon resort, close to the sea but unfortunately at the top of the cliff with difficult access to the shore! The problem was solved at Lynton with a water powered cliff lift down to Lynmouth. The final section by way of a complete contrast was a visit to the USA and the Union Pacific workshops at Cheyenne, home to the “Big Boy” and “Challenger” locomotives. So a varied and interesting presentation for which we must thank Bill. Vote of thanks by Ian Button.

29th August - Railway Travels, by David Wilkinson

Tonight's presentation by David, one of our own members, described his travels both at home and abroad. A great variety of destinations were covered, including in some cases more than one visit in the year. We started at Llangollen with pictures of the preservation line. Purely by chance your reviewer took his very first colour slide at this very spot in 1960. Moving further down what was once a through route we alighted at the Bala Lake railway, now a narrow gauge line using ex-quarry Hunslet locomotives. Still in Wales a visit to the Great Orme Tramway before moving further south to the Talylyn Railway, very much changed from my first visit. By way of a change David visited and travelled on the ex GPO underground system before returning to Yorkshire and the Kirklees Light Railway. Back to Wales for visits to both the Ffestiniog and the Welsh Highland systems. Next, the Snowdon Mountain railway, very much in the news at the moment with the visit of a locomotive from the Brienz-Rothorn railway in Switzerland. A couple of visits to Holland to travel on the Dutch railway and tramway systems plus the gigantic model railway shows, and nearer home the Worth valley and the Great Central Railway. One thing which stood out was the lack of people in David's pictures, I did wonder if David had borrowed the fabled “anti-personnel” filter from John Holroyd. David stated that he makes a point of starting early or leaving his photography to the end of the day. A very varied presentation, with something for everyone. Thanks David for putting it together. Vote of thanks by Ian Button.

2nd September – Circle Barbecue at Upper Exley Farm

This event on a Sunday, hosted by our President and family and open to all BRC members and friends, proved a great success. It was perhaps slightly disappointing that not more members attended despite it having been announced at the last few meetings. Those attending were treated to an excellent buffet and BBQ. The weather was ideal for this event. Also present Eddy's pipe smoking group in good form puffing away contentedly in one corner. We had a guided tour by Eddy's dad who is a mine of information on the history of the farm and surrounding area. Many of those present brought along suitable artefacts for display, these included a Russian

locomotive plate, oil paintings of the Cromford and High Peak railway, historical photographs and a Midland railway locomotive whistle. This event has become something of an annual event much enjoyed from those present. We must thank Eddy and his family for a very enjoyable afternoon. (Photos below by Philip Lockwood)



Frances & John Atkinson, John Holroyd and Sandra Bligh

Philip Lockwood



John Lumb (Eddy's father) at Upper Exley Farm, 2/9/2018

Philip Lockwood



Midland Railway whistle, Russian loco worksplate (L-class 2-10-0 built at Kolomna works), and paintings by John Holroyd Philip Lockwood

12th September – More Bradford Railways in Colour, by Alan Whitaker & Jan Rapacz

A good attendance for a further look at Bradford in colour by Jan and Alan, having just published the third instalment of this series of books with much new material. The emphasis of this book and indeed tonight's presentation was of the mainly Great Northern and Lancashire and Yorkshire lines radiating from Bradford Exchange station. Jan explained that the material came from many sources and in many cases required much work on the computer to correct colour balance and exposure. To his credit this was mostly successful. From your reviewer's point of view it was nice to see pictures at Drighlington and Adwalton. One picture in particular, from the lens of John Holroyd, showed the last day of passenger trains on the Bradford to Wakefield line in very snowy conditions. I guess that many of our members and guests have contributed transparencies and it was nice to see an example from our late friend Roy Brook. Hopefully we can entice Jan and Alan to return next year even if no new title is forthcoming at that stage. Vote of thanks by Eddy Lumb

Special Traffic Notices

Would 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

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.

Secretary's Page

Peter Holden

We held a Committee Meeting recently at which we discussed three main topics, and we also co-opted Richard Walker onto the Committee.

The Committee have decided to leave the subscription rate as is for the next 12 months, which we feel is very good value. We are to suggest that members try to increase the amount given to the begging bowl at meetings to around £3. This money helps pay our rent and guest speaker's expenses.

Secondly, we have decided to dispose of the Circle's three locomotive nameplates which are presently in two museums. I will keep you posted on how this will be actioned when we have looked into various possibilities. Please have a word with me if you have any suggestions.

Lastly, we are to move the venue of our meeting on 21st November to The Harold Club, which is around a third of a mile further down Huddersfield Road, at the top of New Works Road, (opposite the big wheel on the corner). There is a large car park off the road. John Holroyd will be presenting "50 Years Back" at the meeting. Please make the effort to come along and tell us what you feel about the place. It has been suggested that we may attract more new (possibly younger) members should we have a change of meeting venue.

Forthcoming Meetings.

On **Wednesday 10th October** we will be welcoming back Julian Halstead who will be presenting “Irish Railways Today”. Julian generally gives a very informative and well researched talk.

A change of speaker on **October 24th** when we welcome back John Evans to give his second talk this year. He will be presenting “From Steam to Diesel”. John has had several railway books published and I imagine he will have copies of some of these books for sale at the meeting.

On **Wednesday 7th November** Tom Ickringill is organising our Photography Competition. Please make the effort to contribute to the competition and also to come along and support it. Details elsewhere in the Circular.

As mentioned above, John Holroyd will be presenting 50 Years Back at our meeting on **Wednesday 21st November**. PLEASE NOTE! This meeting will be held at the Harold Club, along the road. I can’t remember too much about 1968, other that apparently it was not a particularly good year for steam engines! I am sure John will have caught some splendid images from the year to entertain us with.

Wednesday 5th December is our 73rd AGM and this will be followed by Members’ Night. Please come along and if possible bring along a short 5 minute presentation of anything railway-related!

Our last meeting of the year will be on **Wednesday 19th December** when our illustrious President Eddy Lumb will be presenting a further selection of Mike Wade’s slides. This year’s instalment will be “African Travels of Wadey”.

Circle Diary 2018

Oct 10 th	Irish Railways Today	Julian Halstead
** Oct 24 th	From Steam To Diesel	John Evans **
C Nov 7 th	Photography Competition	Tom Ickringill
Nov 21 st	50 Years Back	John Holroyd
Dec 5 th	73 rd AGM followed by Members’ Night	
P Dec 19 th	African Travels Of Wadey	Eddy Lumb

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

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

** - change to previously advertised programme.