

Happy November!

I've studied the science.... People are more likely to read and respond to information when it is clear, welcoming and relevant to them. An engaging headline attracts attention, while short sections and readable text make the message easy to absorb. Explaining the benefits of taking part—such as enjoyment, friendship or supporting a shared cause—gives people a reason to get involved. Celebrating successes can strengthen their sense of belonging

So here are three messages I want you to communicate to you..... What I want you to do is study the messages for 1 minute. Then close your eyes for 3 minutes. Before you open your eyes can you remember the three messages?

If you pass the memory test then give yourself a pat on the back and feel free to move onto ***The Ramblings of a Madman***. If you get it wrong then try again :-)



CHRISTMAS LUNCH

A chance to celebrate and enjoy time together.

Date:
Tuesday 1st December

Venue:
Broadwater Pavillion

Booking details:
Contact Steve, our Treasurer to make a booking before Monday 16th Nov.
sheron@guildfordparkinsons.org.uk

NEW 100 CLUB



100

NUMBERS REACHED!

A big congratulations to everyone!

Let's aim higher

Help us grow — spread the word and encourage others to join.

MONEY IN • MONEY OUT

MONEY IN

Fundraising

Bringing in funds to support our branch activities.



MONEY OUT

Making our funds go further

- ✓ Reduce printing costs
- ✓ Reduce Royal Mail postage
- ✓ Use email where possible



Every number, every donation and every saving helps.

Ramblings of a Madman!

One of the unexpected consequences of living with Parkinson's is that I've developed a much greater curiosity about the world around me. I've also discovered an interest in subjects that previously wouldn't have warranted a second thought—trains, for example.

Now, before anyone imagines me standing at the end of a platform with a notebook, an anorak and a flask of lukewarm tea, let me make one thing absolutely clear: I'm not a trainspotter in that sense. I simply enjoy the experience of covering great distances while keeping my feet—more or less—on the ground.

I've recently returned from a wonderful three-week holiday in Poland, travelling part of the way aboard an overnight sleeper train from Brussels to Berlin. There is something rather magical about crossing Europe while the rest of the world sleeps. The gentle rocking of the carriage, the rhythmic rattle of wheels on rails and the comforting sensation of being carried towards your destination can be surprisingly relaxing—almost hypnotic.

Add the romance of a sleeper train, the luxury of your own compartment and the prospect of waking somewhere entirely different, and you begin to appreciate that the journey can be every bit as enjoyable as the destination.

So why choose this particular moment to talk about trains? Because somebody has a significant birthday: the InterCity 125 is 50 years old!

Introduced into passenger service in 1976, this diesel-powered marvel transformed British rail travel. Capable of 125 miles per hour, it became one of Britain's great engineering success stories.



At much the same time, British Rail was developing something even more ambitious: the electrically powered Advanced Passenger Train, or APT. Designed to tilt as it entered bends, it could negotiate curves at higher speeds without requiring entirely new railway lines. The technology was genuinely innovative, but the train became better known for jokes suggesting that passengers were leaning because of British Rail's curly sandwiches

Speed and comfort have always been the goal. Over the years, I've travelled between London and Paris on Eurostar numerous times, and one thing always struck me: how extraordinarily smooth the journey felt on the French side. Travelling at up to

300 kilometres per hour—or 186 miles per hour—the train seemed to glide effortlessly across the countryside.

By contrast, Britain was still negotiating the twists and turns of Kent's Victorian railway network. That isn't entirely true in my case, however, because I generally got off at Ashford International and drove around the M25—it was often quicker than continuing through London.

And finally, China. I've had the opportunity to travel reasonably extensively around the country with my son, where the railways operate on an altogether different scale.

China's high-speed network is extraordinary. Many intercity trains routinely travel at between 300 and 350 kilometres per hour—up to 217 miles per hour. These aren't experimental trains or special demonstration runs; they are ordinary scheduled services carrying millions of passengers.



Even China's conventional high-speed trains face competition from Shanghai's famous Maglev. Unlike an ordinary train, the Maglev uses powerful magnets to lift itself above the track, virtually eliminating friction between wheels and rails.

I've travelled on this remarkable machine, but there is a catch. Although the timetable lists regular departures, many services travel only a little faster than the intercity bullet trains. Reaching the Maglev's headline speed requires an enormous amount of energy. We joked that they had to switch on another coal-fired power station whenever a train accelerated—just to keep the tourists happy.



Fifty years after the InterCity 125 first appeared, trains continue to become faster, smoother and more sophisticated. Yet their enduring appeal is wonderfully simple: you sit back, watch the world pass by and arrive somewhere new.

I hope you enjoyed this distraction....can you still remember the 3 messages.

David Lowther

Chair & Madman

