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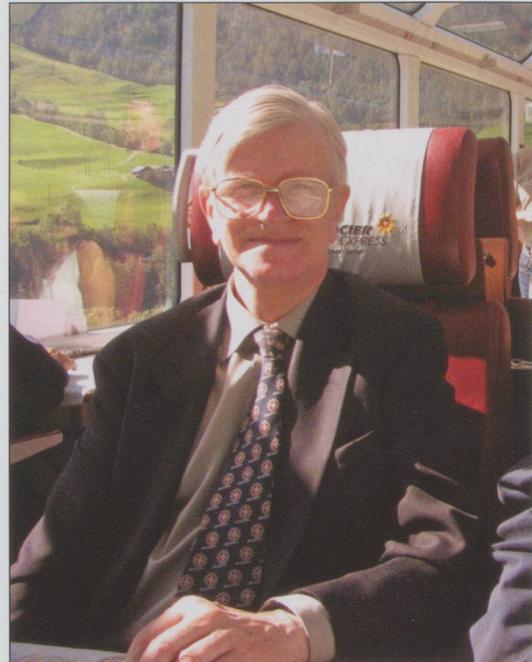
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# ROY DUNGLISON 1943 - 2012

## Alan Pike writes an appreciation of his fellow Joint President

When Tim Stannard informed me that Roy had died suddenly in his garden at Minehead in Somerset on the morning of Sunday 25th November it took some time for this dreadful news to sink in. Roy was, and will always be, the Swiss Railways Society. I first met him and his colleagues who founded the Society in a packed meeting room in an imposing Victorian building in London's Queen's Way. Subsequently in my spell as Society Chairman he proved to be an ideal Vice President giving advice when asked otherwise letting the Committee get on with its work. As a person he represented what the human race should be, thoughtful of others, very generous and quietly firm when necessary. He was well suited to his other big interest, the West Somerset Railway, which he also served as a volunteer, including spells as Station Master at Dunster and Minehead. I greatly valued his personal friendship and I was proud to join him as a Vice President, then as one of our Joint Presidents. May his memory live long in our Society's annals. 

*To mark the death of Roy Dunglison we are reproducing an abridged version of an article that he wrote for 'Swiss Express' in July 1985.*



## SRS, how it all began.

The three Founder Members of the Society, John Price, Tim Stannard and myself, had been friends for several years, and we all had experience in working together. We were officers of another Society but when it was clear that it would fold due to lack of support I started to think about another venture.

I had been very interested in Swiss Railways for some years, as John Price was. My idea of a Railway Society for persons enthusiastic about Swiss Railways was duly mentioned to him and he indicated that the idea was a good one, and that he would be willing to help to get the Society off the ground. However, it would have been very difficult to get it going with just two people so it was agreed that we would approach Tim. When the idea was mentioned to him I will never forget the expression on his face. Bearing in mind the circumstances mentioned previously he thought I had taken leave of my senses. If that other Society could not survive, what chance did I have to make this work as there must be far fewer people interested in Swiss Railways? Eventually of course, Tim was agreeable to assist with its formation and one of the problems we had to solve was its name. After a lot of thought and discussion John's idea for the name, the Swiss Railway Enthusiasts Society, was adopted.

The first Committee Meeting of the SRES was held in November 1980 when various items were discussed. Inevitably I became Chairman (and Editor of *The Swiss Railway News*), Tim Vice-Chairman and Secretary, and John Treasurer. The first Meeting of the Society was arranged for April 1981 with the help of the Swiss National Tourist Office in London who were very interested from a

very early stage in our new venture. A Swiss Railway Film Show was arranged and to attract members a lot of advertisements were placed in the railway press, resulting in the meeting being such a success that over thirty people had to be turned away. Later that same year we had our first tour to Switzerland, another Railway Film Show, and our first Annual Dinner at one of the Swiss Centre Restaurants, and we opened a Branch of the Society at Stafford. By the time a lot of the events mentioned were taking place, a lot of other Officers had been appointed to assist with the ever growing amount of work. One of the most exciting things to me personally on the formation of the Society was the preparation of the first issue of the *Swiss Railway News*. I first of all approached the SNTO in London and asked them if they could supply me with some articles and photos which I could use, and the appropriate permission was granted. At the same time I also asked for permission to reproduce a part of the *Swiss Railway Magazine* (that used to be on the inside cover of the Timetable) for the cover. As can be seen from that issue they provided me with a wealth of material including photos, which enabled me to produce a 13-page 'News'.

Looking back, it was certainly a most interesting experience, and I would like to pay tribute to all the people past and present who have helped me to get the Society to where it now is five years on. 

*Editor's note. The Society changed its name to the Swiss Railways Society in 1983/4 and 'The Swiss Railway News' became 'Swiss Express' at the end of 1984. Sadly John Price died in 1989.*