



The
Royal
Photographic
Society

Patron: Her Majesty The Queen. Incorporated by Royal Charter

travel group

travel log

APRIL 2010

ISSUE 55



RPS *travel group*

travel log

April 2010

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Cover photograph: *Children in Old Town - Kashgar* By David Yard

Website: www.travelgroup.rps.org

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Chairman's Chatter

Brrr.... it's cold here! I remember this time last year I was bemoaning the lack of a well-defined winter. Well I got my wish this year, in spades as they say. And we certainly needed spades to dig ourselves out of the snowdrifts. But at least the snowdrops are here, bringers of hope and harbingers of Spring to come.

So..... Spring Weekend is approaching and I hope you have booked early for our annual meeting, again in Buxton, which was so successful last year. As ever, we have some excellent speakers and we will follow our traditional programme of 15 x 5 competition, the results of our projected image competition, presentation by the President of recent distinctions and of course dinner on Saturday evening.. All in all a great event and the venue of Buxton makes it even more attractive.

As usual the meeting will be closely followed by the Group Annual General Meeting and I hope for a good attendance because this is your chance to elect members to your committee and to air your views on what they should be doing on your behalf. It's more significant than ever this year because three members are standing down. The committee has co-opted two new members to fill the anticipated gaps and both Richard Lewis and John Curgenven have already made valuable contributions.

You have probably noted that John is assisting our secretary Keith Pointon in our survey of members' views about the Travel Group. Every member will by now have received a questionnaire and I urge you to complete and return it so as to give us a clearer picture of how the committee should proceed. If you can complete it on-line, please do so: we have software that will make analysis of the results less onerous.

Richard Lewis has reviewed our protocols for organising trips and is

also working on a possible trip to Essex in early 2011. Perhaps this is a good moment to mention other trips on offer. This year we will visit Munster in Germany in May (in co-operation with the newly formed German Chapter of the RPS): there will be two trips to the West Coast of Scotland in August and September with Colin Prior and in November we plan to visit the National Media Museum at Bradford, led by Jonathan Ratnage. You will have had some details of these trips already but do keep an eye on our website and on future editions of Travel Log to keep up to date. Remember also that if you make your email address available to the RPS we will be able to contact you with last minute information or important changes of plan.

You can of course help us enormously by suggesting possible places to visit or, even better, offer to organise a visit to your area.

Now to this edition of Travel Log. Editor Liz Rhodes has had a good response to her call for articles but as ever we always need more, so keep writing please, and send in your images too. This time we visit New Zealand with Geoffrey Carver, travel the Silk Road with David Yard, examine the islands of Hong Kong with Colin Howard and are amazed in Asmara by Don Mitchell. Finally, John Cucksey goes all the way to the Okavango Delta only to find that other Group members had had the same idea. It's a small world!

I said earlier that three of the committee will stand down at this year's AGM. They are Tony Briselden, Julian Comrie and yours truly. Tony and Julian have both given splendid service to the Group over many years. Julian served as chairman for four years while Tony has produced Travel Log for the past five years.

Continued on page 10

Two Geezers in New Zealand

Geoffrey and Caroline Carver

You might remember the evening of February 1st last year - it was the start of the worst winter snows for twenty years; it wasn't a good time to be sitting nervously in a jumbo jet at Heathrow Airport, wondering if the de-icer rig would make it in time. It did, and we rather tardily thundered off into the night on the first leg of our flight to Auckland.

The southern hemisphere temperatures were in stark contrast to the -1°C at Heathrow and -60°C at aircraft cruising level. And what a relief it was when the world finally stopped moving and we could stand in the late afternoon sunshine in Auckland, having moved on two days according to clock and calendar.

Auckland is the largest city in New Zealand, with low rise, often Victorian, buildings on the outskirts, changing in the central business district to the usual multi-storey office blocks. It has wide streets, green spaces, ocean on two sides, oh and 49 volcanoes. They tell you here and elsewhere in the country "its not so much a



Hot pool

question of if it will erupt, rather more, when will it erupt"; you might have gathered from the lack of hysteria in the Press, that there have been no recent eruptions in the city....but watch this space. We intended to spend quite a bit of our time in the country looking at volcanism - there is lots of it around, and it is rather interesting, extremely impressive (and pretty too).

When you look at a map, it is clear that the country is long and thin and divided between the two principle islands. It is about the same length as the UK, but with only a very limited amount of motorway and maximum speed limits of a leisurely 100kph, getting around can be a rather prolonged process. The north island is full to bursting with volcanoes, whilst the south has some terrific mountain

scenery. We decided that fitting in visits to relatives and doing justice to both islands was a non starter, so we concentrated on a more relaxed tour of the north. We were very happy with the outcome.

We had identified a number of 'must see' places and our first was Rotorua. The modern city is built inside a caldera (collapsed volcano) which has flooded to form a substantial lake. The place steams, exudes powerful smells and has areas of ground hot to the touch, but it is all part of the charm. There are many geothermal features scattered around the area; the hard thing is choosing which to visit. There are geysers which erupt boiling water quite regularly; fumeroles venting the noxious hydrogen sulphide and sulphur dioxide gases: boiling mud pools; a village buried by an eruption and the frankly awesome volcano that caused the havoc. Omnipresent are Maori names and the cultural aspects of that warrior race that inhabited the area long before Captain Cook mapped it with such diligence.

Lake Taupo is a relatively short drive away and on the way we made a worthwhile call at the impressive Huka falls where the Waikato River which drains the lake, thunders through a very narrow gorge at the rate of 160 cubic metres a second. The lake itself is another, even larger, caldera. It is the site of the largest known volcanic eruption in earth's



Boiling mud



Geyser

history and the volume of ejected material was a difficult to comprehend 1,170 cubic kilometres; unsurprisingly, the effects would have been felt on a global scale. There are several volcanoes in the area that have all erupted relatively recently, but rather less spectacularly. They can be accessed on foot by well equipped walkers, but it is easier for most to drive into the National Parks or take a light aircraft flight around the peaks for the really impressive views.

New Zealand cities are pleasant places to visit, with the rather odd mixture of architectural styles mentioned earlier. Wellington is no exception, and it is delightfully situated on a large harbour. Like other capital cities it has much to offer from a cultural point of view and we were able to view good quality permanent exhibits in the national museum as well as a visiting exhibition of Monet's paintings, mostly of my home area in Normandy.

There is a similar support for the arts and heritage in New Plymouth,

which is just as well as our visit coincided with some seriously intemperate weather, which we had not ordered. Since New Zealand is situated in the Roaring Forties, this sort of thing can happen even in the summer months.

Travelling northwards again you feel the change of climate, as well as seeing a change in the lush areas of native vegetation or bush. Driving through them at night is quite a revelation as there appears to be a blizzard of insects.

One of our favourite areas was the Coromandel peninsula.

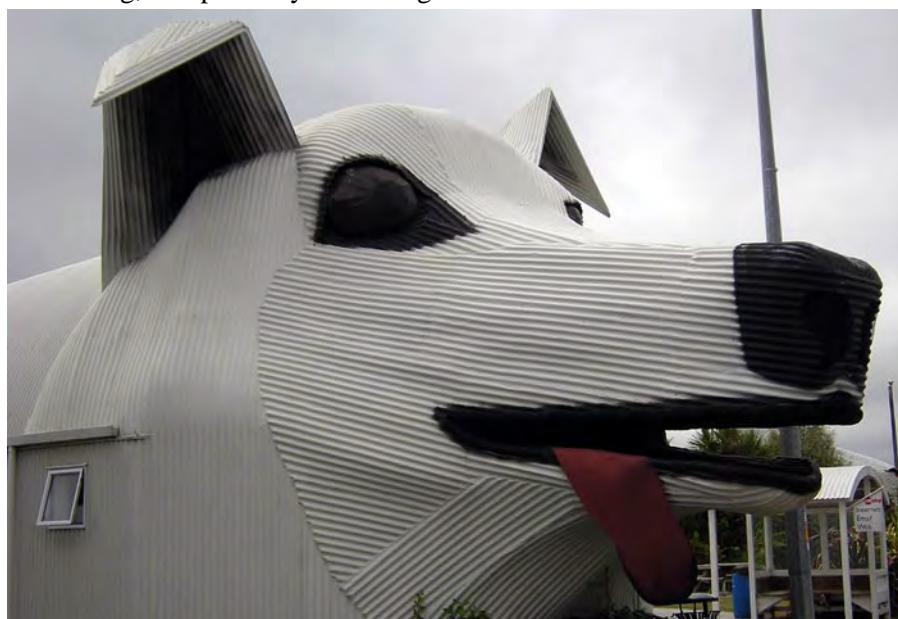
Here we found beautiful coastal scenery with white beaches, caves, rock tunnels and stacks. In Hot Water Beach, concealed hot water flows encourage a frenzy of digging above the low water mark to enjoy wallowing sybaritically in the free mineral springs. There are also dramatic gorges and an opencast gold mine that exploits this region's mineral wealth.

Rivalling, and probably exceeding

this beauty is the Bay of Islands with its principle resort of Russell. Activities here are rightly centred around the sea, with dramatic coastal scenery everywhere you look. Dolphin and whale watching make for even more interesting boat trips around the bay. It was also the location for the signing of the Treaty of Waitangi, which saw the founding of the modern nation. The treaty house and grounds have been preserved and extended and are well worth a visit.

The island's climate and geology both encourage luxuriant plant growth, including some quite remarkably large tree ferns. Even more remarkable are the huge hardwood trees, including the Kauri, the largest of which is over 51m tall and comfortably beyond 1000 years old. At rather the opposite end of the scale, it is perhaps a little surprising to come across mangrove trees growing in shallow brackish water.

Without trying unduly hard, we took nearly 1500 pictures between the two of us - there is an awful lot of very pretty countryside, an intriguing cultural history as well as the varied fauna and flora. There is plenty to do and, given the distance/travelling time, it needs at least 3/4 weeks to do it justice. Do go; you won't be disappointed.



Unusual building at Tirau

Amazing Asmara

Don Mitchell ARPS

When Asmara is mentioned people invariably say "Where?" The reply to this is "In Eritrea" to which the response is "Where?" The reason for this apparent lack of knowledge is that from the end of the Second World War to 1995 Eritrea was part of Ethiopia and as such was an Italian colony. Eritrea is situated within the region known as the Horn of Africa and is bordered by Sudan in the West, Ethiopia in the South and Djibouti in the Southeast with the East and Northeast borders being on the Red Sea. Asmara at some 8,000 feet above sea level on the central plateau is the capital city of Eritrea with an estimated population of around 570,000 (as estimated in July 2009). One of the things that makes Asmara amazing is the contrast between the art-deco buildings in the Italian Modernist or Futurist style and the recycling compound where everything that can be recycled is recycled. Another amazing feature is the reinstated railway which has its headquarters



In the recycling compound in the city.

The reason for my trip to Eritrea in 2007 was to see the recently restored railway running from the capital to the port of Massawa on the Red Sea. The railway descends from 8,000 above sea level to sea level in some 71 kilometres and is currently operated with original steam locomotives and original Fiat railcars.

Our journey started with a flight from London Heathrow to Asmara via Cairo. We arrived at the modern

and extremely well appointed Intercontinental hotel at 2.00am and after checking in, finally retired to bed at 2.30am. The next morning saw us bleary eyed but nevertheless ready to get out on the town. It was a short coach journey into the city centre and the first stop was to see and photograph the Fiat garage which is probably the best known example of Italian architecture in the whole of Eritrea and is truly iconic. The next stop was a visit to the recycling compound where words and even pictures struggle to capture the ambience that prevails in this unique environment. The whole compound is a veritable hive of activity and the sounds and olfactory sensations are something that is not readily forgotten. It would seem that everything from old bicycles to oil drums can be fashioned into something that can be of use. It would certainly be an understatement to say that the compound is a photographer's paradise even for the hard core railway enthusiast and in these days of digital imaging the shutters were firing with machine gun regularity. Our 30 minutes allowed in this incredible environment soon evaporated and it was back on the bus, the next stop being Enda



Enda Mariam Cathedral



Imperio cinema

Mariam, an Orthodox Cathedral, close to the city centre. This church has a series of seven mosaics above the main doors depicting various religious scenes. Above each mosaic is a large Orthodox cross. In front of the church are traditional stones which were used as bells and one or two of us with a musical bent, myself included, had a go and found that they emitted soft gentle sounds, each one of a different pitch. After this it was time for lunch in a local restaurant which was accompanied by our first taste of Eritrean beer. This was, predictably, a lager style local brew appropriately called Asmara. Being a 'real ale' enthusiast, this style of beer would not be my favourite, however in the warm and pleasant

atmosphere of the environment, a couple of bottles slid down rather well.

In the afternoon, the coach then deposited us in the post Office Square in the centre of town. The Post Office is an interesting building, both externally and internally. My abiding memory is of a notice inside saying 'Wrongly Sorted Letter.' It was a short stroll from the Post Office to the palm lined main street, Harnet Avenue, where we were able to admire St Joseph's Catholic Cathedral, the rebuilding of which was completed in 1925. Built in the Romanesque style, the cathedral is reminiscent of the architectural style of Lombardy in Northern Italy. Further along Harnet Avenue we came across the

Impero Cinema, another iconic building in the Modernistic style. A look inside revealed a rather dark crowded atmosphere making even flash photography unsuitable.

Our next stop was in the spice market with its kaleidoscopic array of colours and symphony of olfactory sensations. In this market the stallholders were utilising old malt sacks from the local brewery to contain their wares. We were prompted to ask if it was possible to visit the brewery but the answer was unfortunately in the negative.

Having made a short stop at the Roma Cinema, another Asmaran icon, our last visit of the day was to the amazing vehicle dump on the edge of the city. That this vast area has been preserved is beyond belief with tanks and lorries everywhere. These vehicles are a poignant reminder of the war with Ethiopia. The site also has numerous abandoned shipping containers and several old buses and coaches. One can only presume that the contents of the dump will eventually be recycled.

Our final day in Asmara was spent looking at the railway station, the locomotive sheds and the workshops. Now for a little bit of history: The railway in Eritrea was built and opened in stages with the section between Massawa and Asmara being opened in 1911. In 1975 the railway was destroyed by the Ethiopian Derg regime leading to its closure. In 1994 the Eritrean president declared that rebuilding the railway was a priority for the nation and it was decided to rebuild what was left, using their own efforts. The section of the line from Masawa to Asmara was completed in 2003 and some services were started on part of the route using original steam locomotives and original Fiat railcars. It is anticipated that eventually new diesel railcars will be bought and the line extended towards Keren.

On arriving at the station it was to



Articulated loco in steam for the first time since 1976

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Postal Portfolio



Statue of Liberty

My photograph this round was taken a loooong time ago. 1994 infact - away back in the pre-digital days when I had a Nikon film camera (which probably was an F601 with a variety of lenses). The one used was probably the wide angle end of a 28-85mm or it might even have been a 20mm since the flag you see was enormous - by far the biggest I have seen. The film would have been 200ASA Sensia.

The occasion was a visit to the Statue of Liberty. We wandered round to the rear of the statue, to the gardens there, and this is the sight awaiting us. I have seen a lot of photos of the Statue - never one from this angle though.

Alex Stephens

In early December 2009 five members of the Travel Group found themselves together on a natural history and photographic safari in the Okavango. The safari was led by Shem Compion who runs *C4 Images & Safaris* based in Pretoria, he was assisted by Greg du Toit; both very knowledgeable naturalists and photographers.

They are pictured here with the Travel Group members on the jetty of the Lagoon Camp (in the background), by the Kwando river, which forms the border with Namibia's Caprivi Strip, in the extreme north of Botswana.

Photographic note: This picture was not taken with the Kwando river and Caprivi strip in the background, which might appear to be the more obvious choice, because the contrast was too great.

John Cucksey ARPS

Travel Group members visit Okavango



L-R: Shem, Fionna Brooks, Greg, John Cucksey, Brian Brooks, Maggie Manson, Peter Farmer

The Islands of Hong Kong

Colin Howard LRPS

Visitors to Hong Kong can be forgiven for thinking that this corner of Asia is merely a place for stopovers and shopping. Although much pleasure can be had by photographing the bustling streets and markets which nestle among the high rises of Central and Kowloon districts, the progressive architectural sanitation of the business and reclamation areas makes it that much harder to find signs of how Hong Kong would have looked just a few decades ago. For that the visitor needs to be more intrepid and explore the many islands among the archipelago that makes up the Special Administrative Region of Hong Kong. Having visited Hong Kong regularly for over 25 years, I have



Alleyways of Cheung Chau

come to appreciate the relative calm yet tangible excitement of visiting such places as Cheung Chau, Lamma, Peng Chau and Lantau islands. All are reached comfortably by ferry from the outlying island terminals in Central on Hong Kong island, just a short step away from the famous Star Ferry.

The arriving traveller is already on one of these islands without even noticing it as the super-efficient

the sun throws the front of the statue into shadow. There are frequent buses from the ferry terminal at Mui Wo to both the monastery and the small fishing village of Tai O to the west of the island. Here houses perch uneasily on stilts and the small streets are crammed with fish sellers and stalls selling freshly cooked morsels of fish.

Far quieter are the smaller islands of Peng Chau and Lamma. These islands have thriving small communities that most tourists pass by. Here traditional island life abounds in the small alleyways and along the harbour front. Private cars and vehicles are banned so these are excellent for walking or hiring a bicycle and are sufficiently small that it is almost impossible to get lost! Lamma island is especially popular with the expatriate community who commute daily into Central. Shaped like the letter "Y", the walk over Mount Stenhouse on Lamma rewards with good vistas of Hong Kong island and the South China Sea as well as curiously shaped rocks which abound the island. This walk is best undertaken from Yue Shue Wan if only to avoid the views of the power station on the west of the island! The fish restaurants of Sok Kwu Wan at the end of the walk are popular destinations of an evening and from here it is possible to get a ferry



A dragon festivals on Cheung Chau

airport of Chek Lap Kok was built on land reclaimed to the north of Lantau island. The train whisks travellers quickly along the northern shores of Lantau into the commercial and hotel areas of Hong Kong, but it is the south of the island and its famous monastery in the hills which offers the photographic opportunities. Founded in 1923 by three Buddhist monks, the Po Lin monastery is dominated by the 35 meter-high Big Buddha statue approached by its 268 steps, best conquered early in the day before the heat reaches the hilltops and



Drying fish, Tai O, Lantau Island



Stilted houses at Tai O, Lantau Island



The Big Buddha, Po Lin Monastery, Lantau

back to Central without retracing your steps.

For both charm and image-making possibilities, however, my vote goes to the dumbbell-shaped island of Cheng Chau. Its narrow streets are filled with small businesses and the unique excitement of how this corner of the world must have been before the march of big business hit Hong Kong. In common with the other islands, temples abound to the sea goddess Tin Hau, a young lady who lived some 800 years ago and legend states was able to forecast the weather and thus protect fishermen at sea. Despite being heavily populated, the costal walk takes you quickly away from the main town and into the quiet costal scenery which characterises all of Hong Kong's islands. I have visited this island many times and each time there is something new to see, revitalising the most weary of photographic eye. And at the end of the day, collapse into a good seafood restaurant before retiring back to the frenetic life of Kowloon and Hong Kong island.

Chairman's Chatter

continued from page 3

I wish to thank them personally and on your behalf for their support whilst I have been in the chair. This then is my last Chairman's Chatter and the end of my time as your chairman. It has been a richly rewarding, if at times hectic, experience during which I have had the great pleasure of making lasting friendships within our community of travellers and photographers. I thank all members of the committee for their excellent support and I commend them to my successor. But first we must look forward to an enjoyable and successful Spring Weekend and I hope to see many of you at Buxton in April.

Anne Minter FRPS

Street fish market, Tai O, Lantau



Cycles are the best form of transport on Cheung Chau

Amazing Asmara

continued from page 7

our surprise and delight that an articulated locomotive, built in 1915, was in steam for the first time since the railway closed in 1975. After photographing this spectacular event we had a visit to the locomotive works where the original machinery was in working order and being operated, in some cases by staff who had worked there before closure. A couple of these members of staff who were working lathes at the time of our visit were octogenarians. A real treat for lovers of industrial

archaeology was the original line shafting.

It was then time to return home and my one hope is that I might return to this fascinating country. Back home it became a tale of two books. The first was a purchase of a

book about the architecture of Asmara and the second was a book written by myself on the Eritrean railway.

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ISBN-13: 978-1-8589-4382-4
ISBN-10: 8589-4382-5

ERITREAN NARROW GAUGE An Amazing Reinstatement by Don Mitchell

Published by Middleton Press 2008
ISBN 978-1-906008-38-3

The Silk Road

Part 1

David Yard LRPS

On the 31 July 2009 we stepped off the plane at Beijing into organised chaos. This was at the height of the Swine Flu panic. Passing through the terminal thermal cameras monitored our temperatures, we came out at the other end surprisingly quickly and relieved that we had not coughed or sneezed at the wrong moment. This was the start of our journey to follow the Silk Road through China and Central Asia to Istanbul and then to continue overland through Europe back to the UK. Our planning had started some eighteen months earlier and we had looked at a number of options but because we were limited to two months away we opted for an organised trip with an Australian company. Although we prefer to travel independently this company provided a fairly light touch and organised the accommodation and transport, which was a mixture of trains and minibuses. They also provided the



Beijing - The Forbidden City

letters of invitation that we required for our visas.

At our first meeting with our Han Chinese local guide we were told categorically not to discuss politics, not to talk about Tibet and that the massacre in Tiananmen Square never happened. The Chinese may have liberated their economy but not democracy or free speech. Beijing was very big, polluted and glitzy, just like any capital city, and they really know how to do neon! The people were polite and courteous but reserved. When we set out on this journey we had decided that we didn't want to be

welded to a camera – this was not going to be a photographic assignment. We were going to travel light- the SLRs, telephoto lens and all the other kit were left at home. I took my little Nikon 6MP compact and Lesley had her Canon compact. I had also bought a Panasonic HD camcorder for the trip so filming was going to be a new experience. There were times when we regretted not having a digital SLR but the compacts didn't draw attention and we could take photographs very discretely which is important in a country where you know you are being watched.

We spent three days sightseeing in Beijing visiting the Temple of Heaven, the Forbidden City and Tiananmen Square. A queue of people over a kilometre long, all with sunshades, shuffled into Mao's mausoleum. There was so much more to see in and around Beijing but we had to catch the night sleeper to Xian. We are so familiar with the pictures of the Terracotta Warriors yet there is that gasp of awe when you see them in reality. Because of the lighting and the colour they were almost impossible to photograph with a compact camera although the camcorder was able to cope with the conditions.

Back on the train for 36 hours (two nights and one day) crossing



Terracotta Warriors



Gobi Desert

the Gobi Desert to Turpan in Xinjiang Province and home to the Uighur. The Uighurs are Turkic and Muslim and the recent riots in Urumqi had created serious tensions. The internet and mobile phone network had been cut off and all international phone calls had been stopped, there was no international news on the TV so for the next two weeks we had no contact with the outside world.

A spectacular train journey took us over the Tian Shan mountains to Kashgar. Here the tension was even greater with soldiers in riot gear on every corner and armoured vehicles going around the town with loudspeakers telling people to

stay indoors and not cause trouble. The Uighur people were wonderful and more open and independent than the Han Chinese. The Sunday livestock market was a photographer's mecca and as long as we were discreet and courteous people were happy to be photographed with their animals. Farmers are the same the world over and the actions and gestures of assessing livestock, bargaining and striking a deal could be seen in the local markets in Devon. The Chinese government is hell bent on change and modernization and the markets and the Old Town of Kashgar are under threat from redevelopment (a very sad



The Silk Road

prospect).

At the Chinese/Kyrgyzstan border, we had the first of many border experiences. I had been discretely filming right up to the border, which is a big no-no! As we went through our passports were checked and rechecked five times, our cameras were taken from us and the guards went through the memory cards and deleted any images that they didn't like. I am not sure if this was for security or editing poor photographic ability. I had buried the camcorder at the bottom of my rucksack, it must have showed up on the Xray machine but they didn't pull it out. So with a sigh of relief we walked 500 meters into Kyrgyzstan.

The Kyrgyzstan border post was the remains of an old lorry body manned by four very relaxed soldiers; a cursory glance at our passports and stamps, we were into the country. This was a great relief after the officialdom of China. The tarmac ended as we left China and we were now on dirt roads of varying levels of passability. It took us five and a half hours to cover the 80 km to Sarytash and at one point we had to get out and push the old Mercedes minibus up a hill. The Chinese are building a road across the country but it will be a few years before it is anything like completed. We were crossing high alpine pastures, the air was clear and thin at with spectacular views back over the Tian Shan and on our right we could see the Pamirs and Mount Lenin soaring to 7134m.

The "Stans" have only been free from Soviet rule for twenty years and there is considerable variation in how they have developed. In Kyrgyzstan there is still a large Russian population and one got the impression that everybody rubbed along quite well together although some of the older Russians hankered after the certainty of the old order. As the countries of central Asia have opened up so the Silk Road has again become an



important trade route. There were convoys of Chinese lorries heading west loaded and returning empty. As we headed west we saw more Turkish, German and Iranian lorries heading towards China. In Sarytash there was a Chinese lorry on its side; apparently this is a common occurrence as there are no restrictions of drivers' hours and the Chinese driver fall asleep at the wheel and drove off the road. In this case nobody was hurt and within three hours the lorry was righted and on its way.

David's journey continues on page 10 of Travel Log 56.



Images

Top:
Kashgar

Middle
Nomadic Children

Bottom
Pig's Trotters - street food Xian

NOTICE OF THE ANNUAL GENERAL MEETING OF THE TRAVEL GROUP

The Annual General Meeting of the Royal Photographic Society Travel Group will be held on Sunday 25 April at 3.00 pm at The Dome, Buxton.

AGENDA

1. Apologies for absence
2. Minutes of the previous Annual General Meeting
3. Matters arising
4. Chairman's Report
5. Secretary's Report
6. Treasurers Report
 - Adoption of accounts for year ending 31 December 2009
7. Travel Log Editor's Report
8. Webmaster's Report
9. Election of Officers and Committee *
10. Programme
11. Any other business

Keith Pointon LRPS, Honorary Secretary

* The present committee are listed on page 3 of Travel Log

*Copies of the minutes of the previous AGM will be available at the meeting.
The Accounts for the year ending 31 December 2008 will be circulated at the meeting.
(The accounts are also included as part of the RPS Accounts sent to all members).*

NOMINATION FORM

For election to the Travel Group committee 21101/2011

To be received no later than 1 April by:
The Secretary, RPS Travel Group
Temple Cottage, 10 Whitcott Keysett, Clun, Shropshire SY7 9NP

I nominate the following for election:

Position	Name	Address
Chairman		
Vice Chairman		
Secretary		
Treasurer		
Committee 1		
2		
3		
4		
5		
6		

Signed.....RPS Membership No.....

Name (block capitals).....

Signed.....RPS Membership No.....

Name (block capitals).....

All nominations must be made by not less than two members of the group and must be accompanied by the nominee's written consent.

travel group

travel log

Publication dates

Travel Log is published by the Travel Group of the Royal Photographic Society three times a year: in March/April, August and December.

Contributions

Articles and letters are welcome on all aspects of travel and travel photography.

Copy for articles can be sent on CD or by email in RTF or TXT format.

Illustrations can be sent as:

- slides
- prints - NOT inkjet
- on CD or by email as scans or camera files

Contact Production for details.

Note that in accordance with the requirements for travel photography distinctions composite images are unacceptable and will not be used.

Unless specifically requested material will not be returned.

Please send to the Editor at the address on page 3

Copy deadlines

March/April issue - 1 February
August issue - 15 June
December issue - 15 October

No payment is made for articles used and whilst every care is taken the Editor, Production or the Travel Group do not accept liability for any damage to photographic material submitted..

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Spring Weekend 2010 Saturday 24th and Sunday 125th April 2010 at The Dome, Buxton

Saturday 24th April

09.00	Arrival and coffee
09.45	Chairman's Welcome
10.00	Turkmenistan
	John Minter
11.15	The Scenic Beauty of the North, Norway, Spitzbergen and Iceland
	Dr Peter Crimesws
12.30	Lunch
13.30	Members' Exhibition
	John Speller
14.30	A Hundred Years of Guardian Photography in Manchester
	Denis Thorpe FRPS
15.30	Tea
16.00	How I got my 'A'
	Paul Davison ARPS
	Anthony Smith ARPS
	Patsy Southwell ARPS
19.00	Drinks Reception and Dinner

Sunday 25th April

09.00	Chairman's Welcome
09.15	The Group Trip to Kent
	John Speller
10.00	Landscape Photography
	Jeremy Walker, specialist in high quality location photography for advertising, design and corporate clients
11.00	Coffee
11.30	Simon Watkinson ABIPP, photographer and teacher of Digital Imaging and Photography specialising in Travel, Landscapes and Portraits
12.30	Lunch
13.30	15 x 5 projected image competition
	Keith Pointon
14.30	Presentation of Distinctions
16.00	The President, Rosemary Wilman Hon FRPS
13.00	Close of Weekend Meeting

The close of the Spring Weekend will be followed by the Travel Group's Annual General Meeting. This is open to all Travel Group members whether or not they attend the Spring Weekend.