

December 2012

Tony Bowles and Mike Squire presented “Paul Riley - The Early Years”, a DVD by the Restoration and Archiving Trust of the 35mm colour slides of the late Paul Riley. Paul, a native of Coventry, tragically died whilst photographing on the Severn Valley Railway in 1976, aged 31.

Back in 1967 “Railway World” ran a number of bi-monthly photographic portfolios by well-known railway photographers and Paul Riley featured in the December edition, where he stated that he used a Pentax camera. For colour photography he said he used CTI8 film: if this was the case, then our presenters had done a wonderful job in saving these slides of 50-years, and digitally restoring them, given CTI8’s reputation. Admittedly, there were a few that left a lot to be desired, but generally they were quite acceptable and featured many out of the way and little known locations as well as the inevitable ‘hot spots’.

We were first treated to scenes on the Western Region, a memorable couple being of 4704 leaving the depot at Oxley and then a distance shot of it shortly after crossing the viaduct there, heading in the direction of Wolverhampton. A spectacle that is no longer available is the sight of a loco picking up water from the troughs, so it was gladdening to see this feature shown at Charlbury, Goring and Rowington, the latter showing a smartly turned out 5014 ‘Goodrich Castle’. A rare view showed 0-6-0 2257 on a train of ancient-looking weed-killing wagons at Swan Village. Diesels were not entirely forgotten with Hymec D7017 being seen with an up-express in that most iconic of railway settings – Sonning Cutting.

A cameo of Irish scenes followed which included no. 91, curiously named, ‘The Bush’, inside Adelaide shed and a couple of Moguls at Portadown. One of the few industrial slides showed ex-WR 0-6-0PT 1501, now working on the Severn Valley Railway, in NCB maroon livery with a rake of coal wagons at Coventry Colliery.

Our first sighting of a Southern loco was still on the Western Region, this being of ‘Spam Can’ 34094 “Morthoe” on a returning Birmingham - Southampton football special passing Hatton Station on that memorable 27th April 1963 when so many Southern pacifics worked up to Birmingham with football specials from the Southampton area. Southern steam on its home region was seen working expresses, including the ‘ACE’ in Winchfield Cutting, M7s on the Swanage and Lymington branches, ‘Terriers’ on the Hayling Island branch, and 02s on the Isle of Wight. Once again, more modern forms of traction were seen on this region including a rare shot of a Bulleid electric Co-Co no. 2002 heading a freight at Horley. Back in December 1962 (was it really 50-years ago?) two of the Beattie Well Tanks, 30585 and 30587, were brought up from Cornwall to work a rail-tour around the London suburbs and were seen at Nine Elms and on the special itself.

The Eastern Region was next on the menu and this naturally included a visit to the ECML where 60008, recently returned to these shores, was seen on a top link express at Holme. At the other extreme, but connected by the same designer, was 02 2-8-0 no. 63931 heading along the single track Colsterworth branch from High Dyke with a trainload of ironstone empties. To the north of here, Grantham was featured with a most pleasing shot of one of the few double-chimneyed V2s looking quite smart at the head of an up freight.

We were seeing a fine array of signalling in this show, not least a graceful ex-GN somersault signal at Bottesford as 67798 passed on a local passenger working. A rail-tour that has been well-featured over the years in the railway press was the LCGB trip of 14th October 1962 which included in its motive power J11 0-6-0 no. 64354, and this was seen at Egginton Junction and from the trackside in Burton Station – how your reviewer regrets not seeing this!

This tour also featured in the final part of this evening’s entertainment, when 43658 was seen on it in platform 6 at Derby Station and 45543 ‘Home Guard’ leaving for London, as we had now switched to the Midland Region. Covering such a wide area, locations ranged from Carlisle to London with many

in between, with plenty, not surprisingly, on Paul's doorstep, in the Coventry area. It was in this locale that many rarely photographed signal boxes were seen, especially between Coventry and Nuneaton, sometimes accompanied by lovely LNWR signals. It was in 1962 that the new Coventry Cathedral was completed and this prompted rail excursions from many parts of the country, including a regular one from Newcastle and this was seen returning Geordies back home, which incidentally used the Leicester Line into Burton, behind 60810 on 11th June 1962.

An unusual occurrence was seen at Spon End brickworks where Stanier 8F 48263 was seen up-turned off the tracks. Also, the bad winter of 1962/63 featured, including a night shot of 42338 on a local at Coventry Station. It was also appropriate that 46240 was seen near there heading a Euston express, and another Stanier pacific, 46207, was seen from over the driver's shoulder from the front of a passing dmu.

The presenters were offering the night's show for sale on DVD, and it was a mark of its popularity that they sold out at the halftime break, even before the second half was seen! This was the first part of the Paul Riley trilogy and your reviewer and, no doubt, the audience are eagerly awaiting the other two.

Paul Forbes

November 2012

The November meeting welcomed the return of Mr Colin Boocock to present his comprehensive review of the history of Eastleigh Works, built by the London and South Western Railway in 1909 and the final locomotive works to be constructed by any of the UK railway companies. It was almost certain that Mr Boocock's extensive knowledge of the Eastleigh facility was the direct result of his employment at the Hampshire workshops. However, during his long managerial career he also spent time at Brighton, Derby and other BR workshops.

Mr Boocock began his presentation by explaining that the concept of railway workshop facilities at Eastleigh came about as a result of overcrowding at the LSWR's railway workshops at Nine Elms on the outskirts of London. He said that as a result of the decision of the LSWR engineer at the time, Mr Dugald Drummond, a brand new state-of-the-art facility for the construction and overhaul of locomotives and carriages at Eastleigh, became a reality. Mr Drummond's decision on the location was based on the fact that ample space was available for its construction on land situated between the running lines on both the Portsmouth and Southampton routes. Logistically it was an ideal location and therefore construction of the carriage works began in stages from 1890 onwards. Because the workforce was transferred from London, there was a requirement for additional housing in the area and close to the new workshops. In order to accomplish that, construction of houses west of Eastleigh station began and eventually a new town of Eastleigh was formed. As the new Eastleigh works took shape a new running locomotive shed was also constructed. That eventually replaced the old shed at Northam, which had become too small.

Continuing his presentation, images of the Nine Elms facility were screened - some of which depicted the interior of the buildings showing that it had become very hazardous in many respects and depicted the poor working conditions for employees. It was, therefore, clear for all to see that the decision to migrate to Eastleigh was the right thing to do. Further transparencies illustrated the scene at the Nine Elms works after its final closure once the transfer of the work to Eastleigh had taken place.

Mr Boocock went on to say that in 1909, after completion, the Eastleigh complex covered approximately 42 acres and was much more spacious than the Nine Elms site, resulting in it being a far more desirable workplace for all concerned. After opening in 1909, Eastleigh Works continued to provide railway engineering for almost a century until the long-expected axe fell in December 2004 when Alstom announced its was intending to close the workshops for good. In that long period, the

Works began under LSWR ownership before the LSWR became the responsibility of the Southern Railway in 1921. Later, in 1939, the government requisitioned the railways for the war effort and Eastleigh Works was responsible for constructing large amounts of military equipment, especially for supporting the D-Day landings that were co-ordinated at nearby Southampton. After the war, a further change of ownership took place when, in 1948, railway nationalisation incorporated Eastleigh Works as part of the Southern Region of British Railways. Subsequently, following railway privatisation in 1994, it was finally taken over through a management buyout in June 1995 and continued to operate under the banner of Wessex Traincare. This undertaking however was short-lived as it became obvious that any change of government at the forthcoming general election would not lead to any railway re-nationalisation. Eastleigh Works was sold off again - this time to the Anglo-French engineering firm GC Alstom. Later, in 1998, the name of that company changed to Alstom, which coincidentally and simultaneously announced major redundancies at the Eastleigh plant.

Mr Boocock said that Eastleigh Works produced a total of 314 locomotives of new builds from the time of its opening in 1910. The first out-shopped locomotive was a small tank engine designated class S14 carrying the number 101. The final construction was West Country class 4-6-2 No 34104, out-shopped in April 1950. In 1961 the works completed the rebuilding of some of the Bullied pacifics and by coincidence it was No 34104 that became the final example to be rebuilt, being released from the workshops in its new guise in the May of that year. During the half century since its opening, the Works built locomotives of various classes including Lord Nelson 4-6-0, School 4-4-0, U1 2-6-0, W 2-6-4 tanks and the Q 0-6-0, followed by West Country, Battle of Britain and Merchant Navy 4-6-2s. Transparencies of Lord Nelson class locomotive No 30863 and School class No 926 'Repton' were two examples that were illustrated along with a written list of locomotive classes that were built at Eastleigh. The list highlighted that 93 locomotives were constructed for the London and South West Railway, 205 for the Southern and, finally, sixteen pacific 4-6-2s for the Southern Region of British Railways. Of the latter batch, ten were locomotives for the Merchant Navy class and the remaining six for the West Country class. In addition, Eastleigh Works was responsible for the construction of 23 Stanier class 8F 2-8-0s.

Mr Boocock said that from 1950 onwards the Works gradually changed to only undertaking the repair of steam and diesel locomotives. As just mentioned, between 1956 and 1961 a major project was undertaken with the rebuilding of over 90 of the Bullied pacific 4-6-2s in an effort to make them more economical to operate. This project ensured that the Works became fully occupied. A transparency depicting Merchant Navy class 4-6-2 No 35005 'Canadian Pacific' illustrated how immaculate and stylish the locomotive had become following the completion of its rebuild. Eastleigh Works also became involved in the preparation of locomotives earmarked for preservation. One example destined for preservation and display in the Museum of Transport at Clapham was 0-6-0T 'Boxhill'. Further work undertaken was repair and maintenance on diesel locomotives and multiple units - the narrow-bodied Hastings 6-car units and the Hampshire 2 and 3-car sets being such examples. On some occasions Eastleigh Works was required to undertake rectification work on locomotives constructed at railway workshops elsewhere, illustrated with a Doncaster-built class 71 electric locomotive and a Derby-built BR Sulzer Type 2.

The presenter said that due to the changeover from steam to diesel and electric traction, a workshop reduction plan was instigated by the British Railways Board in 1962. The Board decided that only 15 workshops would be needed to cover forthcoming maintenance work and therefore the reduction plan concluded that the remaining 16 plants would be closed. This included the carriage workshops at Eastleigh, but rationalisation of the existing locomotive works went ahead to accommodate a carriage workshop on the same site.

After the interval, Mr Boocock continued his review, illustrating with a number of transparencies, the transition of part of the locomotive works during 1966 and 1967. At the same time, a section of the old locomotive works was stripped to enable new flooring to be laid and heating units in the section of works were installed where carriage maintenance was to take place. On its completion, a new approach on carriage maintenance was introduced with a 22-stage process. The new method involved

a progressive system of two eleven-stage processes to control the throughput of coaching stock, where a vehicle moved forward along the line at a regular interval. It was imperative therefore that the workforce kept pace or they too would have to move along with the carriage to complete the task. At the end of the first eleven stages, depending on the type of overhaul being undertaken on a specific vehicle, the carriage would subsequently be returned to traffic or, should there be a requirement for the carriage to complete the second eleven-stage process, it would be transferred on to another line, reversing direction in the process until completion of its overhaul. Another innovation was the installation of a third-rail electrified line within the works yard, which allowed electric multiple units to be fully tested prior to being returned to traffic.

Eastleigh Works claimed fame on 3rd October 1966 when BBC News and television's Blue Peter programme and other media gathered to record the final steam locomotive to be repaired at Eastleigh Works as it emerged from within the Works building. Highlighting this event, the presenter chose a transparency that recorded Bullied's Battle of Britain class 4-6-2 No 34089 '602 Squadron' emerging in immaculate condition from the Works.

Mr Boocock enlightened his audience about the association he had with Eastleigh Works over a number of years, explaining that when the British Railways Board decided to centralise its workshop operations under the banner of BR Workshops, rather than being retained as regional workshops, he transferred to Brighton. He had no hesitation in saying that further changes affected Eastleigh Works as it later became part of British Rail Engineering Limited and, following further rationalization of BR workshops in 1988, it became British Rail Maintenance Limited. Meanwhile, as sectorisation of the BR system took place, there was a resurgence of work, mainly due to a more customer-oriented railway, which led to refurbishing older rolling stock and the introduction of new trains. Fortunately, Eastleigh Works had spare capacity in which it could accommodate the extra work, ensuring it remained financially buoyant for several years.

Further alterations to the works included a new section to allow maintenance of the 23-metre long class 442 electric multiple units after their introduction on the Waterloo to Weymouth route on completion of the Bournemouth to Weymouth electrification project. An asbestos removal facility was set up in order to facilitate removal of blue asbestos from railway carriages. Mr Boocock said that Eastleigh Works became reliant on being awarded much needed contract work; this included repair work on Mersey Rail class 508s and the overhaul of Freightliner vehicles, which necessitated the installation of additional machinery. Illustrations depicted a Paxman 0-6-0 diesel shunting locomotive, Mersey Rail class 508 electric multiple unit No 508139, Network Rail MPVs, sandite, de-icing unit and track maintenance vehicles.

Further transparencies illustrated the Eastleigh site, comparing how it was in 1960 with 1985. Another illustration highlighted a comparison of the workforce size and how in later years very few people could be seen around the works. Alstom then announced its decision to close the Works as, at the time, there was no reason to keep it open. Within a short period the workshops were stripped of all reusable assets that could be sold off.

However, there was to be another twist to the Eastleigh Works saga as a further turn of good fortune was bestowed on the stricken plant when Bruce Knight, a railway enthusiast, obtained the site and began to operate it under the banner of Knight's Rail Services Limited. Mr Knight had discovered that railway operators needed secure storage for surplus rolling stock and therefore made his new acquisition available for that purpose. Amongst the vehicles that were transferred there included some class 442 electric multiple units that has been displaced from the London to Weymouth service. Later, Eastleigh Works was partially re-equipped with tools and machinery to enable railway operating companies and other organisations to supply their own staff to undertake repair and maintenance work on their own vehicles. Colas Rail and Freightliner were two such companies to make use of this facility.

Mr Boocock said that as a result of Bruce Knight securing the site in 2006, it enabled it to remain on the railway map and allowed the Centenary of Eastleigh Works to be celebrated over the weekend of 23-25 May 2009, when an open event was held. Quite unexpectedly, over 18,000 visitors attended the event at which at least 30 locomotives from various preservation sites over the UK had gathered. The exhibits included Merchant Navy class 4-6-2 No 35005 ‘Canadian Pacific’, and diesel locomotives of classes 33, 45, 47, 55 and an ex-Southampton Docks shunter No 07007.

It is apparent that changes to the Eastleigh site continue as it is currently run by Arlington Fleet Services Limited, with much of the complex being leased from St Modwen’s - a property developer. Whether future changes take effect cannot be predicted but it is hoped that, for the foreseeable future and beyond, Eastleigh Works will continue to provide the railway industry with quality maintenance facilities for repair work to be carried out.

On behalf of the Society, I would like to take this opportunity of thanking Mr Boocock for sharing with our members his knowledge and experiences of Eastleigh Works. I’m sure they too will have enjoyed his comprehensive presentation to the same degree as I did, as a result of the excellent photographic material, complemented by a superb narration.

John Tuffs

October 2012

October marked the second visit to Burton of West Yorkshire man John Whiteley. In the first half of his presentation we were treated to a black and white spectacular! John, having converted his earlier photos to slide format, started in 1960 at Bath Green Park with 92206 being the subject for his Halina camera. He made use of his local area thus we saw 60082 ‘Neil Gow’ on the Thames- Clyde express near Holbeck before moving to the York for scenes in and around the depot. On his “doorstep” - Wagon Lane Bridge - John had images of 4F 43965 and a couple of A3s. Moving further afield he took us to Norwich for Britannia 70010 and then to Shap. At the latter location he camped at Little Strickland and was pleased to capture on film his favourite Royal Scot 46107 ‘Argyll & Sutherland Highlander’ along with 46234, 46103 and 45108, the latter at Dillicar Troughs. John enjoyed his “holiday” so much that the following year he hitch hiked to Beattock for an Easter ‘62 camping holiday. One of his rewards was 46225 ‘Duchess of Gloucester’ drifting down the bank on empty coal wagons! An interlude in Edinburgh enabled him to photograph A4s 60024 and 28 along with 60099 ‘Call Boy’, 60093 ‘Coronach’, 60152 ‘Holyrood’ and a V3 on an empty stock working.

A visit to Chester featured shots of a Castle, a Hall and a Britannia. John caused a laugh when he casually remarked that it was incredible how far “a Leeds area line-side pass” covered! Shrewsbury, Dainton Bank and Newton Abbot were also included in this pass! By this time he had acquired a Vespa scooter and he revealed that he had used the scooter with his leg in plaster following a rugby accident to get to Selby for a photograph of B1 61306 - “Stupid or devotion?” he enquired. Deltics D9016 and D9010 ensured that diesel fans didn’t feel left out. One Whitsuntide week-end at Basingstoke, John’s antics were not so well received when he climbed the signal gantry for a photograph, he was swiftly removed! 34088, 34009 and 35030 formed the subject matter along with a fine night portrait of 34057 ‘Biggin Hill’ in the station. Later on in the year he visited Bournemouth and a favourite south coast location of mine - Pokesdown. In 1964 he just had to go to Scotland for the A4s and for the last workings of the Duchess Pacifies. A shot of 70035 ‘Rudyard Kipling’ was disappointing for him; he had hoped that the train would have been headed by a Duchess particularly as this would be the last week that they would be in traffic.

In the second half John turned to his colour slides and took us overseas. We first went to France for 141Rs. Other countries visited included West Germany, Austria, Portugal, Turkey, South Africa, China and Czechoslovakia where his hobby led to his arrest! Scenery was often spectacular and some of the slides taken in snowy conditions were quite breath-taking. John rounded off the evening with a

roundup of preserved railways: Severn Valley, Llangollen, East Lancs, North Yorkshire Moors, Great Central, Lakeside, Mid Hants, Swanage, Dart Valley, Paignton & Dartmouth, Embsay and the Worth Valley. A very pleasant evening, enjoyed by all.

Mark Ratcliffe

September 2012

It was two years since Malcolm Crick's previous show with a selection of photographs previously unseen for over 30 years. His archive selection of late-BR steam, early diesels and multiple units as well as early preservation made an interesting and evocative presentation, despite some problems with the projection.

Two years on and Malcolm had rummaged through his intensive collection of images, yet again rediscovering slides unobserved by even Malcolm himself for years, and in some cases, the first time since he took the image. His second visit brought out once again the interest of the railway through one man's eyes, often forgotten by enthusiasts as many of his stories derived from his varied work within the rail industries.

We started the show in fine form on a shed visit to Weymouth whilst on one of his holiday trips with his family. Steam was in the forefront of passenger traction at this time and we saw Standards as well as engines of older origins. The seemingly purposeful low viewpoint of a Stanier tank caught the audience's attention as it admired the aesthetics and design, especially when it was revealed that Malcolm had taken it at an early age using his father's camera, although the low viewpoint was unintentional.

Moving into more recent times of steam preservation and the introduction of high-end diesel designs, we were treated with yet another holiday trip, this time across the water to the splendid little Isle of Man. Here he was accompanied by another club member, who Malcolm referred to as 'Paul Boggs'. He said he did this "to protect the innocent", as we saw Mr Boggs asleep on the station bench at Santon, and embarrassingly again after an assumingly vigorous cycle ride around the island.

With a quick trip to America, despite only seeing static displays, then it was back to the UK when a slide rarely used in railway film shows flashed up on the screen, as we were told it was "to help to set the scene" . . . a Boeing 747 jumbo jet!

Back into the world of sanity, and work (in Malcolm's case), we had a further delve into his collection of slides of signal boxes in which he had worked. The ex-LNWR box at Lichfield City was shown in a series of slides through the various stages of modernisation with the introduction of electrification from Birmingham. Views both inside and outside the box showed the track reducing and the semaphores disappearing. Most disheartening was the view of a stanchion for the new masts planted between the rails of the Anglesea Branch. Was this by accident or design?

This was followed by a selection of images from Malcolm's last box of service - Lichfield Trent Valley High Level. One slide showed a charter train, top and tailed by class 58 and 56, that had managed to traverse the tracks of the Anglesea Branch. It was a rare photograph made more interesting we heard the whole story. Upon the train's arrival at Lichfield the driver pronounced that he had not signed the route. Control therefore decided to reverse the charter over the crossover and then set it back to do the Great Central Northern portion of the itinerary. This change of plan was unbeknown to the passengers who had a nasty shock as the train crossed lines in front of the box. Thinking it had been a signaller's error, some of them furiously threw toilet rolls and tins out of the carriage windows! I'm glad to say that later that evening the train did eventually travel the Branch.

We visited Egginton Junction box along the North Staffs line with views of test trains using the now-closed Mickleover test track with 31s in Rail Technical Centre livery, as well as a wonderful view of 4472 with a support coach going back to Crewe, as seen through the eyes of a ‘bobby’. Other boxes shown included Tutbury, Fine Lane, Four Oaks and Erdington to mention only a few.

Earlier when I said these images had never been seen before, I truly meant it as even I, his own son, had never seen them. So when a station view of a hissing A4 pacific working a charter surrounded by photographers came up, I never expected laughter from the audience. But on further investigation it became apparent that a little boy was sat on the platform with his back to the A4 and was so engrossed in playing with his model train set he was unaware of its presence. This little boy was in fact me. The last slide which I will share with you was yet again of me, but with no railway interest, but caused another eruption of laughter within the audience. During an early visit to Aberystwyth on a rail rover, feeling hungry I had opened a chocolate bar, only to find it was to be shared it with a bunch of seagulls. Comments erupting from the audience were along the lines, “That’s the closest he will be to getting to any bird”.

When thanked for his presentation, despite only having the slides ready the night before, Malcolm responded that he didn’t have enough time, but he was then reminded that he had had two years to prepare them!

It was a brilliant night filled with laughs and humorous stories that made a light-hearted welcome addition to the superb year.

Adam Crick

September 2012

September saw another visit by that esteemed photographer, Peter Gray. For the first time he treated us to a grand show of overseas steam, showing transparencies taken in the very north of Spain over several visits in the early 1960s.

I have to admit, I didn’t know what to expect, after all, just a small part of the Iberian peninsula couldn’t have that much of interest, could it? How wrong could I be?

From Bilbao (eight different railway systems in the area) through San Sebastian, Leon to Valladolid we were treated to a bewildering variety of locos (not just steam) of all shapes and sizes - this is not to mention some London trolleybuses and some steam trams(!) which had been abandoned in the 1930s. All this was shown with Peter’s considerable skill with a camera and also a very interesting and occasionally funny dialogue - for example, his tale of a ticket inspector on a non-corridor train and that of a driver stopping his train so he could pick some flowers to adorn the front of his loco.

Highlights of the first half were: a steelworks train of 5ft 6in gauge being banked by a metre gauge loco; a football special hauled by a “bulled up” ex-Swiss pacific; a photo of a Kitson 4-6-0 Tank which had been specially hauled out of the Steelworks shed (which had an allocation of about 50 locos!) by the very accommodating shed staff there; and, a super shot of the terminus at Bilbao.

The second half was also full of a further amazing range of motive power. There was a line up of venerable tank engines (Hunslet, Krauss, etc, etc) some of which were for sale; an 0-6-0 with NO brakes on the engine; and, some incredibly well-polished tanks in the wood yard of a coal mine. At Leon, there was a shot of a massive 2-10-2, but of interest here was that Peter was one of the few to get a picture of it as the rest of the party had been ejected from the shed as their permit was for the next day! Also at Leon, all trains were stopped because of the Leon v Real Madrid football match. The shed though had an impressive array of motive power - a 2-10-2, 4-8-2s and 4-8-0s amongst others. At Valladolid we had a glimpse of the only Crosti-boilered loco in Spain, a 2-8-0.

All in all, a splendid night, I could sit through it again right now. Many thanks to Peter Gray for another superb show, but apologies for my failure to include some of the place names that were beyond my schoolboy Spanish!

Dave Hook

August 2012

Graham Briggs presented “Steaming Through Britain”, one hour of steam on the mainline followed by one hour on heritage railways filmed from January to July 2012. This was the first time he had used HD Blue Ray format. Eighteen different locomotives appeared on the mainline and 19 heritage railways were visited.

We know how bad the weather has been this year and Graham and his crew did their best to minimise the problems caused by rain and grey skies. The “Mainline Tour of Britain 2012” was an example opening with a grey shot of two Black 5s on Shap. However, 46233 ‘Duchess of Sutherland’ was shown in bright sunshine but 5043 ‘Earl of Mount Edgecumbe’ had sun, but unfortunately it was in shadow at Duffield. 4965 ‘Rood Ashton Hall’ was seen in action twice on “The Valentines Express”, first near Nuneaton then at Hinckley where the straight track helped to keep the train in view for a long time. 4492 (60019) ‘Dominion of New Zealand’ was filmed producing plenty of white exhaust at sunny Saxilby. The weather did not affect the “Cathedrals Express” when 60163 ‘Tornado’ went through Upton en route to York. But the Royal Train did not escape as 70000 ‘Britannia’ was seen in terrible conditions at Mirfield.

“The Cumbrian Mountain Express” featured the Black 5 pair of 45407 and 44871 which were caught in low sunlight at Forton and then was seen in a frosty landscape at Shap Wells. After the train was out of sight, the camera swung slowly back to reveal the long, lingering, line of exhaust – a lengthy and entertaining sequence. At Birkett Common there was snow on hills and the pair was filmed them powering through a cutting and on to an embankment from another well-chosen location. The pairing of ‘Earl of Mount Edgecumbe’ and 6201 ‘Princess Elizabeth’ was fortunate to have good lighting conditions at Shap Wells. The last locomotive filmed on this event was ‘Britannia’ caught at speed at Culgaith in another good long-lasting clip.

The coverage of the “St David’s Day – Help for Heroes” opened with 6024 ‘King Edward I’ on an embankment at Longcot which was enhanced by the low camera angle. ‘Earl of Mount Edgecumbe’ pulled away from Bordesley Junction in bright sunshine and then was seen at speed under the wires on the WCML at Duston. ‘King Edward I’ on the “Farewell to the King” pulled slowly away from Taunton with a 12-coach train on its final tour before going in for an overhaul. On its return journey, it was seen at speed in sunshine at Cockwood Harbour and finally at Brampton Speake in the fading light, filling the sky with its exhaust – an excellent shot.

The next locomotive, 70013 ‘Oliver Cromwell’, had Lindisfarne and the North Sea for its background and then there was a nice clip of it in better light at Reston Farm. A week later it was shown purring along southbound at Newton Wamphray.

Crowds on the footbridge and both platforms of Bromsgrove Station witnessed ‘Princess Elizabeth’ banked by pannier tanks, L94 (7752) and 9600, producing a real spectacle. However the panniers were the main feature on “The East Midlands Rambler” and they made a splendid if not a somewhat incongruous sight speeding under the wires at Lichfield City and in a close-up at Fradley Crossing. Staying in the neighbourhood, ‘Duchess of Sutherland’ in BR green came through Clay Mills with a diesel on the back. However, she looked more at home on the WCML at The Rowe en route to Crewe – at first appearing to be coasting along until its real speed became apparent.

Graham managed to film three excellent clips in one day of ‘Earl of Mount Edgecumbe’ heading “The Cornishman”, - working hard on Rattery Bank on the way to Penzance, climbing Butterley Bank on its return and at speed with a clean exhaust over the river at Brampton Speake.

Then we moved to Scotland to witness 46115 ‘Scots Guardsman’ at Cowdenbeath, Dalgety Bay and Kilbagie. The pairing of 5043 and 4965 ‘Rood Ashton Hall’ was seen speeding under the wires at Madeley Bank and then making fast runs through Abergale & Pensarn station on its outward and return journeys. There was some amusement to see the camera being tilted upwards to avoid two other cameramen spoiling the shot of ‘Duchess of Sutherland’ climbing Shap, at Scout Green.

Then came coverage of the nine-day “Great Britain V” as 4464 (60019) ‘Bittern’ came whistling through Colton Junction. Not to be outdone, 70013 ‘Oliver Cromwell’ really stormed through Chester-le-Street Station and after Berwick, with sea in the background, it came out of sunshine to have dark cloud overhead. It was good to see the Forth Bridge with the white sheeting although the weather was unkind as 46115 ‘Scots Guardsman’ crossed over but the picture was enlivened by the yellow of the gorse. At Thornton Junction the train was split into two and 61994 ‘Great Marquess’ took the first seven coaches westwards. At Glen Douglas we saw it travelling sedately through the curves. The Black 5 ran from Inverness to Kyle of Lochalsh and at Fodderty the camera caught it slipping. But there were no problems when it was working hard at Garve other than scaring cattle, and it was going faster in good light at Luib Summit. On day four, ‘Scots Guardsman’ took the run from Inverness to Glasgow and was filmed crossing the imposing Culloden viaduct and the Findhorn viaduct. The next day, the Black 5s pulling 11 coaches were a fine sight working hard in a cutting on a single track just after leaving Girvan. Back in England the weather changed as we saw ‘Duchess of Sutherland’ in awful conditions (“just chucking it down” was Graham’s comment) on a hillside in a long held shot at Mallerstang. On the run from Bristol to Penzance, the combined exhausts of 70013 and 34067 ‘Tangmere’ almost obliterated their train at Whitehall.

Moving into Wales the ‘Duchess of Sutherland’ headed “The Welsh Dragon” at speed through a murky Abergale & Pensarn. There was the usual hard slog away from Holyhead past the old water tower, but later it was at high speed over the bridges at Rhyl. ‘Earl of Mount Edgecumbe’ was at Shap again this time heading the “Castle to Scotland” under a blue sky – although it was another shot with other cameramen in view. There was a nice shot of it in a stately style at Culross. Then it was back to the Forth Bridge, and after it had whistled to order, the camera swung back to show off all the bridge.

Even 60163 ‘Tornado’ on “The Cathedrals Explorer” needed fields of oil seed rape to inject some colour into the scene as it ran north near Cromwell. ‘Bittern’ made an impressive sight at Houndwood and strangely there was only a handful of photographers as it made a steady run through Kinghorn Station. ‘Great Marquess’ fitted very well into the scenery as it passed through snowy highland country and then by Loch Luib. The very good vantage point selected to film ‘Scots Guardsman’ at Glen Garry meant that the train was kept in sight for a long time. This locomotive featured in two other nice clips, firstly on the climb to Slochd Summit as it came along the single track through woods and into a cutting, and secondly when a low camera angle was used as it rounded a bend at Drumochter. Much closer to Burton, we saw ‘Princess Elizabeth’ coming south through Sutton Bonington and ‘Duchess of Sutherland’ travelling at a sedate pace at Water Orton.

The final group of specials produced just a few shots. “The Heart of Wales Explorer” had Black 5s 45407 and 44871 in close up as they slowly went through Bucknal and then filmed from a distance as they went over the viaduct at Knucklas. Film of “The Thames Diamond Jubilee” showed ‘Princess Elizabeth’ speeding at Radley and, unfortunately, recorded the only appearance of 71000 ‘Duke of Gloucester’ as it whistled through Baulking with its train of 13 coaches. “The Shakespeare Express” produced only one view and that was of ‘Princess Elizabeth’ in sunshine at Dorridge. Another single view event was “The North Wales Coast Express” and that showed 60009 ‘Union of South Africa’ near Crewe with a diesel at the rear. Finally, Graham showed “The Cumbrian Mountain Express” with ‘Duchess of Sutherland’ on the WCML taking the reverse curve at Great Strickland at speed, ‘Oliver

Cromwell' also travelled at an speed impressive on Shap and lastly it was filmed from a high position giving an N-gauge effect but making a most effective scene in a cutting at Ais Gill.

After the break, Graham showed his DVD "Heritage Railways – Steam Showcase". The locomotives and their location (where given) are listed below but are in alphabetical order and not in the order they were seen.

Caledonian McIntosh Jumbo 0-6-0 828 (57566) at Berwyn Tunnel

GWR 1366 Pannier Tank 0-6-0T 1369 at Buckfastleigh

GWR 1600 Pannier Tank 0-6-0T 1638 -

GWR 5700 Pannier Tank 0-6-0T 9681 at St Mary's

GWR 4200 2-8-0T 4247 at West Heath; Orpins Curve

GWR 4200 2-8-0T 4277 at Oyster Cove

GWR Auto Tank 0-4-2T 1401 (1450) at Whitecroft

GWR Auto Tank 0-4-2T 1450 at Blue Anchor

GWR Churchward Mogul 2-6-0 5322 at Didcot Railway Centre

GWR Collett 0-6-0 3205 -

GWR Collett 2-8-0 2857 at Severn Lodge; Eardington Summit

GWR Collett 2-8-0 3850 at Nornvis Bridge

GWR Hall 4-6-0 4936 'Kinlet Hall' at Hook Hills Viaduct; Sheringham Golf Course

GWR Hall 4-6-0 4953 'Pitchford Hall' at Beeches Road Bridge

GWR Large Prairie Tank 2-6-2T 5199 at Fisherman's Crossing; Bradnop

GWR Manor 2-6-0 7822 'Foxcote Manor' at Berwyn

GWR Manor 2-6-0 7827 'Lydham Manor' at Broadsands Viaduct

GWR Manor 2-6-0 7828 'Norton Manor' (Odney) at Nornvis Bridge

GWR Modified Hall 4-6-0 'Raveningham Hall' at Leigh Bridge

GWR Mogul 2-6-0 9351 (5193) at Trebbles Holford

GWR Small Prairie 2-6-2T 5521 at Whitecroft

GWR Small Prairie 2-6-2T 5542 at Winchcombe

GWR Small Prairie 2-6-2T 5552 at Bodmin Parkway

LMS Ivatt 2-6-0 46521 at Charnwood Water

LMS Jinty 0-6-0T 47406 at Safari Park Curve; Quorn & Woodhouse

LMS Princess Coronation 4-6-2 46233 Duchess of Sutherland at Butterley Reservoir; Golden Valley

LMS Stanier Black 5 4-6-0 44871 at Summerseat

LMS Stanier Black 5 4-6-0 45231 at Sunny Bank Farm

LMS Stanier Black 5 4-6-0 45337 at Sheringham Golf Course

LMS Stanier Black 5 4-6-0 45379 at Bradnop

LMS Stanier Black 5 4-6-0 45407 at Summerseat

LNER A1 4-6-2 60163 'Tornado' at Berwyn Tunnel

LNER Gresley A4 4-6-2 4464 (60019) 'Bittern' at Bewdley South Box; Darnholme;; Barrow Hill Roundhouse

LNER Gresley A4 4-6-2 60007 'Sir Nigel Gresley' at Beck Hole

LNER Holden B12 4-6-0 8572 (61572) at Sheringham

LNER J15 0-6-0 7564 (65462) at Kelling Heath

LNER J72 0-6-0T 69023 at Beck Hole

LNER K4 2-6-0 61994 'The Great Marquess' at Barrow Hill Roundhouse

LNER N2 0-6-2T 1744 (69523) at Bodiam; Sterns

LNER Robinson 04 2-8-0 63601 at Charnwood Water; Woodthorpe

LNER Webb Coal Tank 0-6-2T 58926 at Garth-y-dwr

Somerset & Dorset 7F 2-8-0 88 (53808) at Leigh Crossing

Southern Adams 02 0-4-4T W24 ‘Calbourne’ at Bodmin Parkway; Bishops Sutton
Southern Beattie Well Tank 2-4-0WT 30587 at Charlie’s Gate
Southern Drummond M7 0-4-4T 53 (30053) at Ropley Bank; Woodthorpe
Southern Drummond T9 Greyhound 4-4-0 30120 at Charlie’s Gate
Southern King Arthur 4-6-0 30777 ‘Sir Lamiel’ at Epinal Way
Southern Lord Nelson 4-6-0 850 (30850) ‘Lord Nelson’ at Alresford
Southern S15 4-6-0 825 (30825) at Green End Bridge
Southern Terrier 0-6-0 32655 ‘Stepney’ at Freshfield Bank
Southern U Class 2-6-0 31806 at Didcot Railway Centre
Southern West Country 4-6-2 34007 ‘Wadebridge’ at Ropley Bank
Southern West Country 4-6-2 34028 ‘Eddystone’ at Herston

Standard 2 2-6-0 78019 at Woodthorpe
Standard 4 2-6-4T 80072 at Thomason Foss
Standard 4 2-6-4T 80104 at Corfe Common
Standard 9 2-10-0 92203 at Sheringham Golf Course
Standard 9 2-10-0 92212 at Freshfield Bank
Standard 9 2-10-0 92214 at Green End
Standard Britannia 4-6-2 70000 ‘Britannia’ at Beck Hole; Pentrefellin; Watersmeet
Standard Britannia 4-6-2 70013 ‘Oliver Cromwell’ at Quorn & Woodhouse (x2)

The Elephant at Middleton

Caledonian 0-6-0 828 & LMS Stanier Black 5 44801 (44806) at Llangollen Goods Junction
Furness no.20 & Slough Estates no.3 at Middleton
Great Northern Atlantic 4-4-2 251 & LNER N2 0-6-2T 1744 (69523) at Barrow Hill Roundhouse
GWR Hall 4-6-0 4936 ‘Kinlet Hall’ & GWR 4200 2-8-0T 4277 at Saltern Cove
GWR Small Prairie 2-6-2T 4566 & GWR Manor 2-6-0 7812 ‘Erlestoke Manor’ at Eardington Bank
LMS Super D 0-8-0 49121 & LNER Webb Coal Tank 0-6-2T 58926 at Berwyn
LMS Super D 0-8-0 49422 & LNER Webb Coal Tank 0-6-2T 58926 at Keighley Bank
Standard 4 2-6-4T 80002 & LMS Super D 0-8-0 49442 at Oakworth Bank

Almost at the end, the DVD began to stick and so the last few images were not shown. This was a pity because this Heritage section was of a high quality and, strangely, the filming was not seemingly affected by bad weather. So I thank Graham and his team for all their efforts in assembling these two quality presentations.

Rodger Smith

July 2012

Wednesday 4 July saw a welcome return visit by Richard Binding, this time for a main hall presentation. It may have been Independence Day in another country, but the first half of the show was dedicated to the County of Cornwall where some inhabitants think they should get their own independence from the rest of the UK! Richard’s show was a happy mix of archive coupled with slides of his own and catered for the diesel traction enthusiasts as well the “die hard” steam fans. Thus we viewed examples of Peaks, Westerns, 37s and even a 40 from Richard’s collection. We were treated to a very well thought out mix of viaducts, junctions and some of the Cornish branches. The main line in the county features lots of viaducts and plenty of curved track, indeed, straight sections are rare. Richard made brilliant use of illustrations to show the viaducts as built and how they look now. Built with cost in mind, many of them were constructed with large portions of timber and so consequently had to be replaced.

Naturally enough our tour started in Penzance with slides of a Warship diesel and 7022 'Hereford Castle' in the station. A view of the shed depicted class leader, 6800 'Arlington Grange'. Later on we saw two or three shots of 6801 'Aylburton Grange' which was allocated to Penzance and was the first of the class to be withdrawn from service. It must have been a "good-un", because it is recorded that the shed foreman ordered it to be cleaned in order to make its last journey to Swindon for scrapping. Moving on to Truro, one of the first generation Warships, D603 'Cossack' was the featured motive power: good slides of this class are quite rare. Our steady progress through the county included the semi round-house at St Blazey, a building we were informed that was unique on the Great Western system. Arriving at Fowey, we viewed several portraits of 1419 which was in regular use on the branch. Richard skilfully interwove shots of his own featuring diesel traction at the scenic river section on the line.

It was time for another excursion and 4500 hundred class, 4569, was ready to take us from Bodmin Road up to Bodmin General, a line we can still use thanks to the preservationists. A southern delight featured at Boscarne Junction where Beatty well-tank 30585 was ready for a trip down to Wenford. In the early 60s, replacements had to be found for the venerable well-tanks and slides were produced of the pannier tanks that took over. On to Grogley, where an 02 was waiting to take us into Wadebridge and to slides of the station and shed. The shed area is now a Co-op supermarket, but the station building has been retained as the "John Betjeman Centre". At Little Petherick Creek, we witnessed T9 30751 and a Battle of Britain class crossing the bridge and heading towards Padstow. On a recent holiday in Padstow, I could see this location from the bedroom window, but cyclists and walkers were a poor substitute for past motive power! 34016 'Bodmin' in unrebuilt state welcomed us to the end of the line and aptly named 34036 'Westward Ho' was most appropriate, (of all places it was inside Feltham shed where I first set eyes on it – far removed from pastures green!).

St Pinnock Viaduct had most appropriately 1006 'County of Cornwall' crossing it. Richard stated that this was the highest viaduct in the county. The Looe Branch had a 121 DMU serving it, nowadays there is a 153 unit. A couple of pleasant slides featured Liskeard Viaduct in the background. Of course, we had to see an illustration of the famous firebox loo which was a feature of the branch shed, which thankfully was saved for posterity (excuse the pun!) and can now be seen at Bodmin, but of course no longer in use.

It was time to leave Cornwall, but Richard had some splendid slides of the Saltash Bridge, perhaps better known as the Royal Albert. Each span, we were informed, weighs 1,000 tons and a photo of it in Brunel's broad gauge days with a train of the era crossing it was most apt. There was a terrific shot looking down the track and underneath the spans and also one of precariously placed painters at work in the 1930s - a modern day H & S nightmare! Richard was fortunate to be among the group of people who were allowed to walk across the bridge in 2009 and several illustrations featured. Richard had relied heavily on the work of Peter Gray and Keith Pirt for his past views and I particularly liked the shot of 34079 '141 Squadron' heading away from under the bridge approaches on Southern metals. 5069 'Isambard Kingdom Brunel' in Plymouth North Road Station was a most appropriate way to bring the first half to a close.

The second half was based in the East Midlands and started with a slide of the signal box at Uxbridge Street in Burton, unfortunately Richard's only Burton illustration. Down the road at Derby it was spotters' paradise with slides from London Road, the station and in the works. Locos illustrated were: 40927, 58100, 41143, 42161, 41101 (in Andy Capp livery – a one-off special for a Daily Mirror excursion to Blackpool which was quickly scrapped afterwards!), 40513, 47004, 46103 'Royal Scots Fusilier', 44962, and 17B's 42822 fitted with Reidinger Valve Gear. Richard got this description wrong and Dave Fleming, the former 17B fitter responsible for them, was quick to put him right! The Eastern Region was represented by 62599, 69820, and 61020. 42500. Awaiting restoration and flanked by a pair of Peaks, 42500 took us forward in time. D43 was shown prepared ready for a repaint whilst 10201 and D5705, as S15705, paved the way for D1733 in the new rail blue livery. D7549, D60, D164, and D5090 led us on to more modern numbers with Peak 45109 and rare in Derby

Works Class 40, 40140, which an audience member informed was being stripped of useable parts prior to scrapping.

Then it was time to move onto Trent Junction, where we witnessed D11, 62666 'Zeebrugge' and before we went off to Long Eaton, the old station, for the Midland Pullman and 43002 on a very cold day. I remember getting frozen waiting to see 43002 pass through Gresley Station earlier on that particular day. Toton Shed turned up yet another Reidinger Crab 42825, (we mused that it was waiting for Dave Fleming to turn up from Burton to fix it!). Toton also provided 92023 in original Crosti boilered state and Garratts 47998 and 47967 along with veteran 58175. The creosote works at Beeston provided narrow gauge number 1 before we arrived at Nottingham Midland. Here, 70052 'Firth of Tay' was waiting to take over a special train whilst 44664, 7029 'Clun Castle', 45650 'Blake' and 46157 'The Royal Artilleryman' put in appearances. Richard then put through several slides of signal boxes, stations and disused lines, all without trains in the shot, but great for views of railway infrastructure. Back to Nottinghamshire depots with locos on Colwick and Annesley, the latter most appropriately hosting Stanier Pacific 46251 'City of Nottingham', in for servicing during rail tour duty. Back into Nottingham itself and to Victoria Station for slides of L1 67745 on a train bound for Derby Friargate along with the usual B1s. Western Hall 6911 'Holker Hall' disgraced itself by over running the turn table and derailing, whilst 46112, the former 'Sherwood Forester' without nameplates and in disgraceful run down condition, looked most forlorn. Shortly afterwards it was involved in a collision and was dumped on Annesley shed displaying a bent front end, a sad end for a fine loco. Being a keen signal box fan Richard rounded off a splendid evening's entertainment with some J P Wilson slides of boxes at Allington, Ketton and Luffenham.

Great entertainment, my only criticism was that it finished too early, but at least most of the audience were able to leave before a colossal down pour of rain set in.

Mark Ratcliffe

June 2012

Modellers of Burton and surrounding areas were treated with yet another superb demonstration by professional modeller and artist, David Wright, with his tried and tested methods of creating a perfect model world. Previously he had demonstrated how to create miniature buildings and how to paint them. But what is a model building without a setting for it to fit into? So we warmly welcomed David back into the spotlight for another helping of landscape modelling to give our recently built buildings a home.

With a range of part-built and completed models on display, we could see the finished article of the canal and pub scene, along with his "here is how to do it" model railway scenic section used in his most recent modelling DVD. Already I was beginning to wander along those lanes hearing the rush of the water trickling past in the summer's breeze, waiting for the next passing train. Back in the real world we were ready for David to start and, with hopefully a completed riverbed scene to look forward to at the end, we got into action.

With a Blue Peter style, "here's one I made earlier", David started with the simple flat base with a rock face emerging. He explained how he used dead bark for these, and after painting they really do look superb. He then cut out strips of card to place over the formers to create a basic formation of land, interlacing the strips to add strength. This would later be covered in Mod Rock, but other methods such as wire mesh and polystyrene could also be used, but do need extra care. He also added a couple of layers of foam board with chamfered edges which would later become our river bed, with waterfalls. These were fitted into place using simple PVA glue.

On the opposite side to the rock face, David wanted to show another style. This time he used insulation board torn into strips to reveal the cardboard edges, these were then layered into place using PVA glue, creating a strata effect. David explained how careful observation of the geographical area in which you are modelling will

make a huge difference in the reality of the final product. Taking photographs of meanders, beaches, waterfalls and the like all help during this process.

The riverbed, once partially dried, was painted using thinned oil paints. David said that it would be better to have a couple of layers of paint, with drying time allowed between paint applications. He explained about careful consideration of the area to be modelled, because the colour would differ during floods and between deeper water and shallow streams. So again he emphasised the importance of looking carefully at the real thing to get a feel of how nature works.

Pressing on, he then added sediment to the riverbed, using natural sand found on a beach, small stones to create rocks and boulders, and twigs for fallen branches. These were all fixed with PVA, except for one stone that needed Bostic. As David showed, modelling had no right or wrong way; it was trial and error with a pinch of luck. Once again prototypical observation is key to see where deposition along the river will occur to make the most convincing model.

While the riverbed was drying, David showed us how to create grass, using his static grass sprinkler and the bagged modelling scatter found in model shops. But he also looked at teddy bear fur for long grasses, as well as matted animal hair, from his own cat. Again his message was to look carefully at the fields at the time your model was being made to see where weeds, shrubs, bushes and flowers would grow. He then placed them into the landscape using a variety of coloured scatter on top of ready-brushed PVA glue. Lichen could also be used for bushes.

David had created a silver birch tree using Gaugemaster sea foam, but he said that there were many companies that ready-build a variety trees, which just need planting on the layout. His tree had first been coated in plaster to create a strong bark, allowed to dry overnight, and then sprayed with mount. Whilst the branches were still wet with the spray mount, he had sprinkled on some scenic scatter to match the chosen foliage for the tree and then had painted on bark markings.

Although the riverbed was not properly dry, David went back to it to layer in the water. For this his technique was to use glossy yaught varnish, using an old paintbrush to dapple the varnish on to the riverbed to create the ripples as the water flowed. Over the waterfalls he poured a little varnish and allowed it to run down the card formers to give a flowing effect. Whilst the varnish was still wet, he said he used a feather or a small artist's rigging brush to drag white oil paint down the waterfall to create the rapids.

It was amazing to see how quickly David created his diorama in the short space of time available, which still looked very convincing, even with paints and glue not properly dried before he was adding the next layers. But his audience then had a step-by-step guide and felt much more confident, ready for the next venture into the modelling world.

Finally, after David had responded to questions about his demonstration, Mark closed the night with a vote of thanks for David for coming to show his method of scenic modelling.

Adam Crick

June 2012

The tradition of presenting the Annual Railway Quiz has been to hold it in June - light nights generally do not lend themselves to film or slide shows - though 2012 was June weather at its most traditional - overcast and rainy.

So, on the 6th June, 28 stalwarts, and three 'observers' presented themselves for an evening of quiz entertainment. However, this year saw the debut of a new quizmaster in the shape of long serving member Dave Fleming, who had prepared the set of questions and also ably acted as quizmaster and

MC. A welcome was given to our friends from the Leicester Society who have traditionally supported this event over many years - more than can be said for most of the Burton membership!

The now accepted format was applied, where teams of four are drawn ‘from the hat’ to provide an element of chance in their composition and to spread the railway ‘swots’ randomly amongst the teams. Question master Dave confirmed the traditional format of ten rounds each of eight questions, with a picture round halfway through the quiz.

It is not the intention here to list a complete set of the questions - these can be supplied on request - but to give a flavour of the evening, and the level of enjoyment for the participants.

The opening round was a set of questions entitled “First & Only”, self-explanatory, which included questions on the LNER number and depot of their single Garratt; the first A3 to be scrapped; and the unique fitment on the final numbered BR 9F.

Round 2 came up as “What’s in a Name?” and was mostly oriented to: steam loco name changes or losses - typically war damage loss; renaming of A4 Pacifics; the “missing” named-Stanier Black 5; and WD Austerity naming. In a change of scoring, most questions had two parts, with a point for each correct answer, with some having a bonus answer which could actually accrue a three point score.

Round 3 was entitled “Size Does Matter”, and as you would expect, included questions on heaviest, longest, most powerful, steepest, etc - I’m sure you get the picture. What caught many out was the question of the longest freight-only line in the UK which just happens to be the Burton-Leicester Line!

Round 4 was announced as “What, Where, When?”, again, self-explanatory. The favourite question which produced the most correct answers, asked “Which signal box was the Airfix model kit based upon?” and most teams correctly answered “Oakham”. Was it a modellers night, we ask? Conversely, I think there was only one correct answer to the question of the site of the first colour light signal in use – The Liverpool Overhead Railway – and that was given by Andy Colson.

Round 5 was a picture round clearly indicating Dave’s engineering background, with pictures of various mechanical “bits” and a coupler of obscure locos – all in glorious black and white.

Resuming after the break, “Cryptic Chiefs” formed round 6 - which necessitated an explanation of ‘cryptic’ and had our venerable Society Chairman holding his head in his hands. All the answers were CMEs of various railway companies, but “Aromatic Scotsman” in the form of Hugh Smellie caught a few out!

Round 7 arrived – “Railway Miscellany” which proved a good scoring round for most teams - 1401 appearing in “The Titfield Thunderbolt” - (good job you had that on the video over the weekend with the granddaughter, Mr Hook!), and Balornock being the MPD for St. Rollox works to name but two.

For the next round - “Not all Feet & Inches” - various railway gauges were requested: Ashover Light Railway; the Volks Original Electric Railway; with the Snowdon Mountain Railway; and Cairngorm Light Railway slipped in as the metric interlopers. Not forgetting the length of the Severn Tunnel too! By this stage, the leaders had emerged from the pack and it was going to ‘full regulator’ to the finish

Round 9 was entitled “Preservation Identities”. Loco numbers were presented for the contenders to add the loco name. A typo error caused David Shepherd’s “Black Prince” to have a new number, and the recent renaming of 7828 “Odney Manor” to become “Norton Manor” caused a quick piece of scoring ‘fancy footwork’!

At Round 10, entitled “And Finally”, and with not a dry eye in the house, three front runner teams had emerged, and the set of questions including last steam engine built at Crewe, and similarly at Derby,

and last Royal Scot, and similarly last Patriot to be rebuilt set the tone, though the penultimate question on the last Saint to be withdrawn caused some contention with many who avowed that 4900 was a member of the Saint class, when we all knew it was the first Hall!

We then had a “Last Man Standing Round”, won I believe by Team D.

So, as tradition dictated, the quiz finished with the knockout round, “Nearest the Bull” with Team C finally emerging triumphant on the fifth question, providing a total of seven Reidinger locos.

From the seven teams who competed, Team C won the main quiz, with runners up Team D followed by Team E. At least, that’s what my notes say, but I would stand to be corrected. For some reason, I never manage to record the winners on my notes - must be all the excitement!

Thus ended the 22nd Annual Quiz, and what a fine night it was too. Thanks and congratulations to Dave Fleming for presenting this, his debut quiz, and for his hard work in compiling and preparing the quiz, and also to Kevin and Peter who officiated in collecting the answer sheets and scoring the results.

So, why were there only 28 people competing? As always I will bemoan the fact that we have a healthy Society with, I believe, over 250 members. Annual regulars came from afar afield as Coventry and Leicester. So why don’t more home members attend? These events don’t just happen - as with everything else, a lot of hard work goes into presenting them, as well as the all the other show nights. I know from experience how difficult and time-consuming it is to create a quiz that is both entertaining and fun to be participating in. And it **was** enjoyable! You don’t have to be a mastermind to enjoy it - even I managed to answer some of the questions. So next time, come along and try it out; you never know, you might enjoy it!

“Crofter”

May 2012

It was with great pleasure that we once again welcomed Richard Inwood and Mike Smith to Burton Railway Society. The purpose of their visit was to showcase their second book, “Steam Tracked Back 1967 – 1960”. Richard started by stating that they had taken a “Time Team” approach with an “archaeological dig” through their photographic negatives, hence the title of the book! Both authors hope to produce a third volume and there was a “tongue in cheek” suggestion from Richard that it could be called, “Forgive Us Our Trespasses – From the Railway Clergy View!”

Our two stalwarts took it turn by turn to describe photographs and associated memories that arose with each screened image. Thus chapter 1 “Frenzied Pursuits up North, 1967-65” provided an interesting interlude at Peak Forest - as Richard remarked, private owner wagons are nothing new. ICI-branded wagons, steamed-hauled, featured prominently. I was also pleased to see the snatched action shot at Carlisle of the last active Scot 46115 ‘Scots Guardsman’.

Chapter 2 took us down south for some Bulleid action. However Mike’s remark that Q class 30543 looked like a copy of Fowler 4F reminded me of my first visit to Bournemouth. Looking across to the shed from the platform I could see hidden by other locos, what I thought was a 4F. Not having been train spotting long, I was convinced it would be a rare Somerset & Dorset example but when the loco that was in the way moved, I remember being very disappointed when it wasn’t, even though it was the first time I’d seen a Q! Dorchester & Baynards also featured along with an extended selection from Oxford. Onto chapter 3 which was based on 1964 and entitled “Out West”, so it was more Southern, but mainly Western steam. Thus we enjoyed the Chalford auto, Sidmouth Junction, the Somerset & Dorset and a couple of trips to the Cambrian. The latter, we were told, was thanks to a lift in Bill Pegg’s Austin Cambridge PFA 800. Several members in the audience who attended the

Technical High School were reminded of PFA 2. This belonged to the formidable James Arthur Leach, (alias Big Jim), the Head Teacher, and whenever that particular registration was sighted you made sure your cap was on and your behaviour was impeccable!

“On the Doorstep: the Home Patch, 1965 – 1960” was the most eagerly anticipated part of the evening for the majority of the audience. A map of Burton and the outlying area proved most useful in defining where most of the shots were taken. Familiar locations were the “Ironbridges” and the Burton station with the latter displaying the visit of 34006 ‘Bude’ on 11 May 1963. (Apparently ‘Bude’ didn’t perform very well that day and a magazine article a few years ago recalling the trip was entitled “The Day They Were Rude About Bude!”) I went to Burton that day because I wanted to see the B1 that ‘Bude’ replaced, (61004 ‘Oryx’), but I sometimes I wish I had gone to Gresley Station to watch ‘Bude’ pass through. Excursions around the town brought in Branston, the New Street Branch and the North Western’s Dallow Branch. A very rare negative find was a Stanier Mogul on the latter and was taken from the Casey Lane footbridge or the “D.S.A.” as member Dave Hook remarked. I’ll leave it to readers’ imagination to work that out! A trip along the Jinny line brought us to Tutbury and then to Willington where an A3 60051 on a special was photographed in action. Then-and-now illustrations showed us just how much of the Burton railway scene has been lost.

Onto 1965 – 1962 and the West Coast Main Line or “Sit back and wait,” said the authors. We were transported back in the “time machine” to Lichfield, Whittington and Elmhurst Crossing as they were in the days when steam still edged out diesels. Then the excursion took us to Leamington (which no doubt helped persuade Pete Waterman to write the foreword to the book) and finally Snow Hill. “More Cops for your Money 1963 – 1961” saw our intrepid duo heading for Scotland and in particular Motherwell to observe the Scottish 2-10-0s. However, visits were also made to the main loco works at Derby, Crewe and Swindon and interesting railway locations such as Redhill, Stratford and Liverpool. The chapter ended with mention of the late-Mike (Mick) Thompson a former BRS member, who on a visit to Derby shed copped his last Scot 46123 ‘Royal Irish Fusilier’. Although I didn’t see them all, I well remember coping this particular example at Findern. Finally on to the “Epilogue: Those Were the Days” and the deepest stratum of digging back featured locos from all four regions. 60022 ‘Mallard’ at Peterborough was put in to appease Richard’s Bedford audience. Personally, I like 45504 ‘Royal Signals’ at Burton and a K3 at Stretton Crossing. 45504 may not have been a preferred steed for drivers, with train spotters of the day often greeting them with their version of what they thought were royal signals, but not Churchill style! Box Brownies were the cameras used for the photographs of the early days and they have stood the test of time well.

Thanks to both Mike and Richard for a thoroughly entertaining evening and we hope that they can be persuaded to go on another archaeological dig and produce a third volume.

Mark Ratcliffe

May 2012

Burton Railway Society was fortunate to host the first-ever major presentation by Leon Powsney and Alf Molyneux. Leon is the owner of the Fred Dibnah Heritage Centre and lives in Fred's former house. Alf, of course, was Fred's great friend and accompanied him on the tour of Great Britain with his traction engine.

Leon started the proceedings by declaring that he had reached the age of 65 on Saturday 28th April which, by a strange coincidence, was also Fred's birthday. Fred died way back in 2004, but his presence still seems so real and it's difficult to accept that so much time has passed. Leon added that his working life had revolved around hairdressing before moving to financial services. Having sold his house, the dream was for him and his wife to move to Spain.

He confessed that in the early stages he wasn't an ardent Fred fan, but when his property first came on to the market he went to look at it. The sale was immediately stopped when it was discovered that Fred had built on land that wasn't his! By the time this land had been bought, the recession was biting hard and there were no buyers when it was put up sale for the second time. Once more the property came on to the market and Leon went to view it again: the place had been burgled, the windows were boarded up and the garden was a jungle, having not been touched for five years. He doesn't know why, but he felt he just had to buy the place and restore it and, after much negotiation with his wife, she finally agreed. Next step, phone the agent – "Sorry, sir, you're too late, the sale has been agreed!" At this stage Leon felt so disappointed he just couldn't explain it, but his son urged him again and again to ring the agent once more. This was late Friday evening and he was so persistent that Leon finally gave in and phoned again. To his amazement, the original buyer had pulled out so Leon agreed to purchase. On the Monday morning, he was half way to the agents when he got a phone call saying that the original purchaser had changed his mind and so who ever was first through the agent's door with the cheque would get it. Luckily it was our man and after the formalities he discovered that his rival was a property developer who had planned to demolish the workshops and use the land for riverside apartments. Leon and his wife now live in the house and after much expense the workshops and the mine chimney have been restored.

After all this work, he didn't want it to go to waste once he also had passed on. So Leon then faced a saga to open it up to the public and establish public ownership via a charitable trust. Planning was a big issue and, like Fred, he also had problems with the neighbours. Prince Charles wrote him a letter of support, but that wasn't good enough for the local planning authority, and finally he secured support from Sir William McAlpine. This, of course, is very much a shortened version of the saga. The place is now open for visitors and a toilet block is on the planning agenda in addition to continuing restoration of Fred's projects. Leon is helped by a party of guides and, of course, from time to time by Alf.

After the interval Alf took over. His major interest used to be gardening, but as a former miner he was interested in old mine workings. After a trip to a former mine site with an old mate, he went into a pub and Fred was there. Fred was holding forth and Alf couldn't help but listen. During a lull in the conversation, Fred asked Alf what he did. Finding out he was a former miner, Fred invited him to visit his place. This was at the time he had plans to build a mine shaft and pit head gear on his land. Alf duly visited, was invited by Fred to give him "a lift" and, before he knew it, he was working there six-days a week, along with several of his former workmates.

Alf went on to relate the background to several of Fred's acquisitions along with many anecdotes of the tour of Great Britain with Fred on his traction engine. It was hard work making the televised programmes, especially when surrounded by a crew of eight who told him to pretend they were not there! On top of this there was two feet of "candyfloss" over his head to pick up everything he said! Each time Alf was asked a question, it prompted another memory.

It was a highly amusing and informative evening. Those who didn't come because of the admission increase missed a treat.

Mark Ratcliffe

April 2012

The presenter for the night was Mike Eggenton from Worksop, whose slide show was entitled 'Canklow to Cape Town'. Mike started with a slide of that most useful of documents, the shed permit! Following on, as was expected from the title of the show, we started with a view of Canklow shed in the suburbs of Sheffield. We moved swiftly on to Sheffield Victoria to see a Pullman train and 'Flying Scotsman', as well as a Midland interloper in the form of a Jinty tank. We moved on down the road for a look at Sheffield Midland, both in its 1960s' grime, and a more recent shot showing the restored

exterior, which proved that it had not always been black! Jubilee 45721 'Impregnable' was seen at the Midland station as was as a B1. Moving down the line to Dore, a V2 2-6-2, a Black 5, a Peak diesel, and Jubilee 45564 'New South Wales' were viewed. These were followed by a shot of a Black 5 on a Hope Valley line train at Heeley, just south of Sheffield.

Rotherham Masborough featured next, with Britannia 70020 'Mercury', followed by Renishaw (Midland) with a Stanier Mogul, then a 4F 0-6-0 at Buxton. On then to the Woodhead line at Penistone to see pioneer EM2 Co-Co electric 27000 'Electra', then two EM1 Bo-Bo electrics hauling a Merry-Go-Round coal train on Oxspring viaduct. At Dunford Bridge, the location of the eastern portal of the Woodhead tunnel, two more EM1 electrics were seen on a steel train, as well as the first EM1 electric, 26000 'Tommy'. Then on to Wombwell, at the bottom of the steep Worsborough bank, where a special was seen hauled by B1 61360.

A quick visit to Middleton Top on the Cromford & High Peak Railway enabled us to see 0-4-0 Saddle Tank 47007, then back to the Sheffield area to see venerable Johnson tanks and a Bagnall saddle tank at the Staveley Ironworks and nearby Barrow Hill.

We then enjoyed an extended spotting session on the East Coast main line, firstly at Doncaster, then at Grantham, Harringay and Hatfield, seeing A1, A2, A3 and A4 pacifics as well as 9F 2-10-0s, D49 4-4-0s and 2-8-0 austerity freight engines. Then it was over to the southern end of the West Coast route, where we saw Patriot 45537 'Sykes' at Euston, and Duchess 46245 'City of London' at Camden. Some more views of the Midlands followed, notably Jubilee 45639 'Raleigh' at Leicester, and shot of local interest, Derby Friargate, where a Black 5 was seen.

A quick interlude on the Western Region followed at Newport shed where we saw 6813 'Eastbury Grange' and pannier tank 3691, and then to Banbury to see 7905 'Fowey Hall'. Next we were off to Harringay to see several shots of the beautifully restored Midland Compound 1000. The Chesterfield area followed, showing the 'Last 4F' special, hauled by 43953 at the Midland station, a 4F 0-6-0 and a Clayton Bo-Bo diesel on the nearby Glapwell branch, and then 4472 'Flying Scotsman' on a special at Chesterfield Central.

We then saw some slides of special trains - 4472 at Harrow-on-the-Hill and Marylebone, and Ivatt 2-6-2 tank 41286 on the 'Push-Pull Farewell' tour at Earlestown and Hale. The 'Last Super D' trip was then viewed at Birmingham New Street, a J11 0-6-0 on a special at Melton Mowbray North, and the famous '15-Guinea Special' hauled by 70013 Oliver Cromwell at Ais Gill. Further specials featured A4 'Sir Nigel Gresley' and the Jones Goods.

A handful of photos taken on the Southern Region at Nine Elms and Waterloo to see the Bulleid pacifics preceded a number of views on the Leeds to Carlisle route where Jubilee 45562 'Alberta' and Britannia 70038 'Robin Hood' were seen. Then followed several views of Scotland, the highlights being: A4 60009 'Union of South Africa' at Aberdeen; Pickersgill 4-4-0 54495 at Helmsdale; A2 4-6-2 60530 'Sayajirao' at Dundee, Duchess 4-6-2 46223 'Princess Alice' at Polmadie; and, a Class 25 Bo-Bo diesel at Kyle of Lochalsh.

The first half of the programme concluded with a few more shots round the Midlands, and ended by reminding us how times have changed at St. Pancras, showing a Peak and dmus in corporate British Rail blue.

The second half covered South Africa, and started off at Johannesburg. A wide variety of locations followed, showing the good advantage of the amazing landscapes to be found in this part of the world. A mixed assortment of trains was seen, including freight, express, commuter, and industrial works trains. Mike seemed to have been particularly fond of the industrial railways found on the mines (coal and gold) and the sugar processing plants. The De Aar to Kimberley line was a particular highlight: the engine shed at De Aar was very impressive. Mike had also visited some narrow gauge systems, and these were also represented in the views seen.

Mark Ratcliffe closed the show with an appreciation of the very varied and wide-ranging selection of the slides seen, after which the audience gave the presenter a well-deserved round of applause.

Rod Nelson

March 2012

Wednesday 7 March proved to be the third opportunity for members to enjoy a dip into Roger Jones' vast collection of slides. This time he chose to illustrate the decades between 1971 and 1991 with the aim to illustrate the preserved steam locomotives that ran on the main line then. Since those years, many changes have occurred and several engines that were out and about then are unlikely ever to venture out on to the public system or even steam again. Instead of going through the presentation in order, I have listed my comments under various categories

CHANGED CIRCUMSTANCES

To illustrate this category, I have chosen the following: 5029 'Nunney Castle' at Nottingham Midland on its way to the preservation storage sit at Overton, the latter being a location that no longer exists. Some changes could be said to be for the better, thus at Moreton in Marsh where 92203 was filmed, the line has gone back to double track and a new semaphore signal has been installed. On the down side, the goods yard has disappeared and been replaced by a supermarket.

In the early days, many of Roger's slides featured green engines with blue and white coaching stock: it seems strange that this colour scheme has faded into the past. Also, the GW wooden-bodied stock is no longer permitted on the main line and neither is its engine 6000 'King George V' that Roger photographed hauling the train. Add to this Guiseley Junction with its wonderful display of signals (pegs!), when 92220 'Evening Star' passed that way. A one-off was 6106 at Willbrook Common framed by two distant signals; it was 6106's only appearance on main running track. At Scarborough, the gantry at Palsgrave framed no. 9 'Union of South Africa'. This gantry is due to be re-erected at Grosmont on the North Yorks Moors Railway. There was of course the Totnes set up when, for a short while, the Dart Valley Railway paid out large sums of money to BR to pay for a crew just to take a loco from the preserved line on to the main line and into the station, run round, and out again - 1638 was the featured loco on this shot. 46229 is now streamlined, but in its running days, Roger took its portrait on the "NRM Club 55" train under the Bennerley Viaduct and also on the S&C with the fireman hanging out the cab with a pole trying to locate or reset something! Then there was of course 46443 "on shed" at Machynlleth.

HISTORICAL LOCATIONS

Roger's eye for composition produced the following pleasing slides: 4472 'Flying Scotsman' framed by the arch of Kirkham Abbey and 4079 'Pendennis Castle' passing the real-life Stokesay Castle once commemorated by 5040. Later on, 6000 'King George V' featured in the same setting. K1 2005 had Whitby Abbey as a backdrop at the delightfully named Boghall Junction! 7029 'Clun Castle' was caught with the real life Chepstow Castle as a backdrop, a shot no longer possible due to road construction.

UNLIKELY COMBINATIONS

In this category falls 6000, on this occasion double-heading with 4472 'Flying Scotsman' on its first trip after returning from America. Then there was a Class 40 diesel and a King, the former being attached due to fire risk. "Dignity and impudence", or "look what's behind me", were two phrases Roger used to describe his shot of 790 piloting 92220! At Sheffield, Jubilee 5690 'Leander' and 1000,

the Midland Compound, however fitted the bill of the dream combination - sadly 1000 is unlikely to steam again.

RARE OCCASIONS

Let's start with 841 then named 'Greene King' (after a brewery). It managed two trips and failed both times with RJ getting photographs at Soham (first trip) and Ely (second trip) - the passage of a boat spoiling the reflection shot at the latter. 46115 'Scots Guardsman' also managed two trips, but wearing a coat of LNW Black and photographed at Dearne Valley. I strongly disagree with Roger who prefers this shade. Now back on the main line, she looks magnificent in BR Green. A long journey was made to Newport to capture 2857 hauling the Severn Valley rake of traditional freight wagons - SR ballast wagons were at the front of the consist to provide additional braking power. 4468 'Mallard' featured in strange circumstances: it was promoting a new set of stamps (railway themes) and had a reproduction stamp stuck on to the valancing!

AN "EYE" FOR A SCENIC LOCATION

6000, Cockwood Harbour, trains and boats and planes, strangely Roger wishes one day to "take out" the helicopter from this shot, personally I and a couple of others thought it enhanced the photograph hence the title. I also liked 790 and 1000 on the viaduct at Knaresborough with a beautiful display of flowers. 'Evening Star' looked very fine on Saddleworth Viaduct and as it did on another occasion when it passed over the canal at Northwich. Down at Stroud, 7819 posed by the GW Goods shed complete with painted name proclaiming former ownership. Back to 'Clun Castle' and this time it was the first steam into Cornwall in September 1985 and the location was St German's Viaduct. Roger told us about the family of four who were in the way of the photographers. One less-than-polite member told them to get out of the way, but it turned out they owned the field! However, thanks to some diplomacy from Hugh Ballantyne, everyone was allowed to stay providing a donation was made to the Truro scanner appeal.

DERBYSHIRE SHOTS

Roger was at Milford Tunnel for a rare shot of 777 'Sir Lamiel' during the short period the loco ran without deflectors. A few days later I saw the loco stabled inside Tyseley diesel depot, this was in the days when you were allowed in provided you put some money in the pot to "feed the cat!" - how times have changed. One of my favourite pictures of the evening was of 48151 framed by the signal at Grindleford, a one-person location and Roger arrived 90 minutes before the train in order to secure the spot. More tunnel shots featured and at Clay Cross it was first of all 34092 'City of Wells' and on another occasion it was the turn of 46203 'Princess Margaret Rose'. Down at Leawood Tunnel, Roger was there to capture 80080 bursting out. There was also a lovely vertical slide of 'Sir Nigel Gresley' crossing the Derwent. Across the border and into Nottinghamshire and Roger was stationed in the Nottingham Midland high level car park to obtain portraits on two occasions of 34027 'Taw Valley' and standard class 4-6-0 75069 leaving the station.

We ended the evening without a train in sight at High Wycombe with a signal gantry and a lovely sunset.

In his wish to include many rare and now unobtainable shots, Roger provided 250 slides and, on reflection, this was perhaps a few too many, but there was some class material amongst the portraits.

Mark Ratcliffe

February 2012

Another visit by the very popular Karl Jauncey and Dave Richards with the preserved steam on video team showcasing their most recent travels across the Great British landscape, in search of evocative steam-hauled excursions on today's mainline railways where such machines were designed and built to work. The team gave its usual superb performance of steam at its best, with some new ideas making a welcome addition to the night. We warmly welcomed PSOV back to Burton to see what they had captured during the year 2011.

As always, the stunning emotive musical introduction was accompanied by a spectacular selection of scenes, steam glistening in the late evening sunshine as well as rolling through beautiful landscapes. We started the year in the cold, crisp January weather with sightings of 4965 on the 12 February which saw the locomotive storm through Burton on her way back home to Tysley with a gorgeous scene crossing Wichnor viaduct. This was followed by 70013 'Oliver Cromwell' crossing the wonderful 82-arch Harringworth Viaduct. But one of my favourite scenes of the night was taken at Bapton where, on the 19 March, 34067 stormed past the cameraman in superb lighting, whistling with a gorgeous smoke effect - it was enough to make even the hardy diesel fans' neck hairs stand up. We also saw 'Lizzie' storm over the North Staffs line with scenes at Willington and Uttoxeter. Yours truly well remembers that day for walking to North Staffs junction for the outward trip and then across to Tutbury for her return. What a sight she was indeed.

Another superb clip which caught my attention was, with the help of the crew, of 4965 and 5043 as they stormed Sapperton Bank. But the clip of this charter without question was surely the pair climbing Old Hill Bank in a golden sunset, catching the locos perfectly and making a spine-tingling sight. Another scene of note of artistic licence and interest was super pacific 'Princess Elizabeth' as she crossed Sawley Golf Course on the embankment using the golf players as a frame which I thought was very well executed. 'Lizzie' certainly stopped play that day!

The Great Britain tour number four started with a fabulous scene of Gresley's finest, A4 60007 on the York to Edinburgh run crossing Berwick on Tweed on the marvellous viaduct shortly before the water stop. Another famous structure which featured was the Forth Rail bridge with our society chairman's favourite locomotive, Royal Scot 46115 'Scots Guardsman'. It was resplendent in Brunswick green on a rake of maroons, filmed on the 17 April whilst on the Edinburgh to Inverness run. Thankfully this structure has now finished its repaint and will certainly last a few more years than the Road Bridge beyond - Victorian Engineering speaks for itself.

To me, Scotland is always an attraction to see in these films, as both distance and costs put so many of us off getting there. But thanks to the determination of members of the PSOV team to drag themselves to chase the K3 'Great Marquess' across the lochs, it is a phenomenal achievement. And gents, every time we are not disappointed with such views as the K3 batteing across Loch a Chuilinn reflecting in the water with the mountains towering above, so please keep our northerly Friends involved in future features, please.

Another local visit was paid by the team on 12 May to see 'Bittern' masquerading as sister locomotive 'Dominion of New Zealand' on a York to Stratford and return run. As I remember that day, the sun was playing "catch me who can" and fortunately a shot at Elford was captured with the extremely quickly retreating light. On her return working, yours truly again decided to join the team (unknowingly at the time) around Elford loops, this time using my bicycle as transport and again getting the sun just in the nick time. For me the train was not the main feature of the scene, but the handsome figure who stood in the extreme left-hand corner - finally my few seconds of TV fame had arrived!

Another clip that caught my attention was taken on 18 June with 'Oliver Cromwell' on the Paddington to Minehead and return trip along the canal at Crofton shortly followed by the 'Earl's'

Solihull to Bristol return trip. 5043 was latterly shown passing through the arches of Sydney Gardens which we fear of being fenced off from public view.

The jewels of the show, in my view, were footplate views from ‘Oliver Cromwell’ departing Liverpool Lime Street and entering the famous Bridge at Conway. At speed she was filmed along the sea wall at Llanfairfechan and also from the footplate at speed. Another scene for the southern enthusiast was with 34067 on 28 August doing a Bristol to Weymouth and return working at Wyke Champflower, where careful planning went into getting the golden glint as she climbed hard with a superb display of smoke. Then, surely to the horror of the film crew as it tried to recreate a bygone scene, an HST passed at high speed just at the critical moment. A fitting old saying came to mind, it only happens to the best of us.

Another footplate view we were rewarded with was from the footplate of ‘Oliver’ again, on a Carlisle to Lancaster special, as she sped along and through Lancaster on the fast line. Other scenes I would mention are, ‘Duke of Gloucester’ amid a heavy storm (but luckily with a rainbow as a backdrop), and the newly-repainted, new-build ‘Tornado’ again with a rainbow as she passed Rugeley on 11 September’s Chester to Euston run.

Other local visitors were panniers 9600 and L94 on a Tyseley to Leicester trip along the Coalville line which ran on 19 November. They were filmed in a memorable scene as the pair left Mantle Lane after a brief water stop with the derelict sidings making a foreground as they passed gently behind the silver birch and weeds. Amazingly these little locos took the mainline into Leicester due to gauging problems on the slow line, so both drivers applied full speed so as to fit within the high-speed passenger services. It was a sight where express headlamps would certainly not have been out of place!

After an interesting and informative look back to the year 2011, with a variety of trackside and footplate views to get the audience almost in tears of joy, we put our hands together in appreciation for the hard work and the many hours the team had put into recording these scenes for the history archives, with many happy memories rekindled by steam-age trips of yesteryear, to “I was there that day”. I hope if you could not attend the show you enjoy reading this, and for those who were there, I hope it reminds you of some of the scenes we saw. So with another good night unfortunately at the end of the line, we finished at the waterhole and made tracks back to the engine shed ready for the next journey.

Many thanks to the cameramen involved for such an enjoyable night. All of us from the Burton Railway Society wish you the very best in the future and hope to see you in 2013.

Adam Crick

January 2012

The third visit to Burton by Michael Clemens was a great way to start the year off: Michael should have visited last year, but heavy snow forced a rare cancellation. Before showing the films he described his interest in timetables and revealed an interesting snippet from a Great Western working timetable from 1911. A footnote in it stated that if traffic for Swindon stores exceeded 36 wagons “Mr William Stanier must be advised”!

By request, the first film featured the much-loved line to Leicester West Bridge with 58148 in action. The narrow confines of the 1,796 yards long Glenfield Tunnel ensured the survival of the ancient locomotives that worked the line. Desford featured and an 8F was glimpsed passing by on the Burton – Leicester line. Next Michael switched to footage of the Great Central line where in the 1960s the main motive power was the Black 5 with 45267 at Aylesbury and 44990 at Brackley. The latter loco

was inscribed in chalk with the slogan “Mod girls forever!” Moving on to Rugby revealed views of Rugby Central station buildings and old Metropolitan electric locos stabled on the engine test site.

Most of the film shown during the evening was taken by Michael’s father, the late Jim Clemens, but the chasing section filmed from the car driven along the M1 was shot by Michael. The train stopped at Ashby Magna and so did the car, the bonnet being lifted to simulate a breakdown in case the police passed by! The scene was almost toy-like when the train approached the bridge over the motorway. On we pressed with interludes at Leicester, Loughborough and over the Trent into Nottingham Victoria. Moving slightly back in time to Banbury, the motive power there was more varied with B1 61018 ‘Gnu’, classes V2 / 9F / Hall / L1 / WD, and Britannia 70014 ‘Iron Duke’. Some of these shots were in the snow. A short black and white section featured the ironstone line at Charwelton. Moving up to Chesterfield, young Michael clad in shorts was noted wandering around the roofless depot at Hasland admiring the locomotives stabled there.

Jim’s visit to film electrics on the Woodhead route didn’t quite go to plan because of the derailment of a tank wagon at Hadfield, but it was a rare chance to get some unusual footage. Wath depot was filmed and on his next visit to the line everything was in working order. The Clemens’ garden gauge one railway made an appearance. Then it was holiday film time in Portugal (1967), unfortunately Jim made the mistake of sending all his films to Kodak together and sadly much of the footage taken was ruined. Another visit therefore had to be made in 1968 and centred on Regua. The shed and the mixed gauge turntable provided much interest. Later the railway was abandoned and apparently locos are still there rusting away around the turntable. An interesting feature of Portuguese Railways was the system of painting on the cab side the date when an engine went through the works. Some vintage stock was in use those days and steam soldiered on because the replacement diesel railcars were notorious for catching fire. An amusing health and safety point was provided by the bare-footed kids who ran across the track just as the train was approaching.

Part two started with an industrial section on the NCB lines in South Wales with the large Peckett – the ‘Maerdy Monster’ trundling along on typical colliery “immaculate” track work. In another scene a Hunslet 0-6-0 looked as though it was about to fall down a hole, the track was so bad! I particularly liked the scene with a BR class 37 diesel on a high-level line whilst underneath it passed the colliery “passenger” consisting of wagons.

Small cameo scenes were then viewed such as Bolton shed in 1968 with the fire devils by the water cranes, 60031 filmed on the Waverley route on a circular tour in 1965 which took it back up Beattock and Ifton Colliery near Oswestry. The latter shut in November 1968: an 0-4-0 called ‘Spider’ and an 0-6-0 were the motive power used. A bright red Giesel fitted locomotive fussed about at work at Bickershaw. Michael next selected reel 84 which started with the 1959 50th anniversary of the opening of Moor Street Station, Birmingham and to celebrate a special train was run via Henley in Arden over little-used lines. Moving to Nuneaton in 1963, Jim captured: 45624 ‘St Helena’; 45529 ‘Stephenson’; a Class 40 diesel; a “crab”; a duck 8; and a Britannia. He also filmed the engine shed yard from the train. Them Michael took us to his home town of Pershore to witness the passage of 4079 ‘Pendennis Castle’ on a special in 1965. It was also filmed in nearby Worcester where preserved locos 6430 and 4555 were to be seen in the small works there. Michael told us that Worcester was one of only two on the Western system to have a mechanical coaling stage, the other being Southall. We were also informed that Eckington was the only place on the railway to have the fencing at the top of the embankment rather than at the bottom. This was because the land owner wanted to shoot rabbits on the embankment land! A sad scene was salt on the line at Fladbury, put down to soak up the blood after one of Michael’s school chums had been killed by a Hymek diesel as he crossed the line after getting off the train from school.

Moving to Wolverhampton in 1963, we enjoyed scenes of trolley buses, duck 8s at Bushbury shed and further engines of the same class adorned with yellow stripes on the cabs at nearby Bescot. On the 3rd of July 1969, Michael and Jim went to Granville Colliery near Wrexham, the date being fixed in Michael’s mind because it was the day Brian Jones of the Rolling Stones died. We then viewed scenes

at Chasewater, moved up to Wirksworth where an 1877 Black Hawthorn loco was at work and so to Matlock with a Peckett in operation in the Cawdor Quarry. Down in the West Midlands a Class 25 was filmed at Langley Green on the Oldbury Branch and a yellow-painted diesel went about its work at the steel works at Round Oak.

In February 1963, 46251 'City of Nottingham' was on the "Duchess Commemorative Tour" from Crewe to Edinburgh and back. The enormous shed at Kingmoor was passed which even in late 1966 and early 1967 still had over 100 steam engines allocated to it. A visit to 64A St Margarets featured V2 60929 and A3 60077 'The White Knight'. Apparently on the return journey, the Shap Summit to Lancaster section proved to be the fastest ever with steam. Two brief clips showed Flying Scotsman as 4472 passing through Gobowen and 44765 was filmed on Oxley shed before we completed the evening with reel 29. The final subject matter was the Padarn Railway. This was dual gauge with a one-foot eleven-and-a-half-inch gauge railway in the quarry and a four-foot gauge on the main line. A runaway wagon was filmed on one of the inclines.

It was an evening of rich entertainment and we look forward to a further visit from Michael.

Mark Ratcliffe