

## **DECEMBER 2002**

Burton Railway Society was treated to an evening of nostalgia at its December meeting when Mr Hugh Ballantyne presented a slide show entitled 'Great Western Steam in BR Days'. Mr Ballantyne, now residing in Eccleshall, Staffordshire, began his railway photography whilst living in Bath and therefore is familiar with numerous types of steam locomotives originating from the former Great Western, LMS, Southern and LNER. Appropriately, examples of these regularly passed through his hometown in charge of various types of train - express services to and from London as well as the local passenger and many kinds of freight train. However those of LNER origin were distinctly less common and were rarely seen in that area.

The show began with a series of colour slides depicting the railway scene in southwest England that includes the counties of Cornwall, Devon and Somerset. Later, as the show progressed, other locations of ex-GW origin featured including the Home Counties, south Midlands, as well as the Birmingham and Wolverhampton areas. The once important steam depot at Stafford Road, Wolverhampton, epitomised the replacement of steam traction – a couple of 1963 photographs vividly depicted the scene. Several ex-GW 4-6-0s resting between duties during their remaining months whilst others already condemned and awaiting removal to scrap yards were occupying both the shed yard and the building which was also in a state of disrepair. Interestingly, some Society members are familiar with Wolverhampton as it was a regular visiting place for them during that period when in pursuit of ex-GW locomotives which were also located at Oxley shed - Wolverhampton's other ex-GW motive power depot.

Mr Ballantyne is a well-known and prolific photographer and has authored many books on the topic of railways. He is also a superb presenter and therefore his complementary narration rewarded everyone with authoritative information and as a result the collection of superb images was verbally captioned in a meaningful way. The majority of these high-class illustrations were post-1960 but along with a number of monochrome images there were however some which dated back through the 1950s. Prominently featuring were ex-Great Western locomotives, which comprised well-known classes such as Hall, Castle, King, Grange and Manor supplemented by an array of other types of tender and tank engines. These locomotives were seen working a vast array of services on the main line but Mr Ballantyne did encounter trips to numerous branch lines and also visited industrial establishment where steam was evident. During his travels he discovered that 0-6-0 pannier tanks at work at several of the South Wales collieries where they operated on a regular basis well into the 1970s before the pits in the area eventually ceased operation.

Burton Railway Society was formed during the mid-1980s and since then guest speakers from many parts of the UK have given presentations on a wide variety of railway orientated topics. However, recently the Society has learned that visitors travel considerable distances too and one enthusiast made the journey from Peterborough to attend Mr Ballantyne's show. The same person is understood to have undergone the same journey a couple of months previously when Mr Peter Gray presented his 'Exe Valley and East Devon' slide show.

**John Tuffs**

## **NOVEMBER 2002**

The Society welcomed renowned photographer and author Dr Les Nixon to its November meeting to present a slide show entitled "A Silk Purse from a Sow's Ear".

The content of Dr Nixon's show could have been controversial: the usual flow of steam age illustrations which often dominate presentations to the Society did not appear - in their place, was a carefully selected assortment of colour transparencies spanning a period of some 40 years, portraying diesel and electric traction. Dr Nixon, endeavouring to highlight this important transitional period, therefore screened railway scenes dating back from the present time to that of the early 1960s.

May be one of the most interesting illustrations of the entire selection was one that appeared at the start to show - a photograph depicting Tiverton Junction, on the West of England main line, in the early 1960s. This transparency comprised: a relatively new diesel hydraulic hauling an express passenger train; a North British-built Class 22 awaiting departure with a passenger service in the opposite direction; and, a GWR tank engine deployed on a branch passenger train that was patiently waiting at an adjacent platform. A contrasting scene however portrayed the modern age: a Class 90 electric locomotive powering a West Coast main line service. Nonetheless, being aware that Burton Railway Society members are predominantly steam-orientated, Dr Nixon screened a selection of transparencies portraying the latter days of British Railways steam operations, to quell any disapproval that may otherwise have occurred from the attentive audience which comprised nearly 100 people.

Dr Nixon went on to explain that railway photography was not just about venturing to the line-side in the height of summer when prolonged periods of sunshine helped in that quest for a good photograph. It was having the foresight to record the scene as it was at a particular time in the most interesting way. In other words, to 'create something special from the mundane' and he went on to illustrate this aspect from the selection on show. Avidly illustrating his flair and imagination on a 'murky' day was a photograph of a diesel unit cautiously entering the station at Meadowhall. Capturing this event on film from beneath the shelter, where a passenger was quietly waiting for her train, brought life into what otherwise would have been a very mundane and ordinary composition.

Just as he had done on previous visits, the presenter delivered an eloquent narration, which helped secure the attention of the audience. He went on to explain that he enjoyed the challenge of exploring many avenues in his quest to capture a worthwhile picture. However he was well aware that 'purists' amongst the railway photography fraternity could be critical with some of the transparencies if they so wished. May be because excessive line side vegetation had not been dealt with in the appropriate manner.

## **OCTOBER 2002**

Report not available

## **SEPTEMBER 2002**

"35mm Slides Worldwide" was the theme of the slide presentation to Burton Railway Society by Gloucestershire-based photographer and author Peter Skelton.

The well-attended audience viewed some of Mr. Skelton's photographic work that he had undertaken over the past four decades. He started his well-presented show by firstly screening a series of monochrome slides that he had produced from negatives, many of which portrayed subject matter from the early 1960s. One particular image captured Midland IF 0-4-0 tank engine No. 41532 resting inside Burton Shed; the remainder featured other types of steam locomotive which, prior to the cessation of BR steam, could be found working on many parts of the railway network.

Mr Skelton expressed his own personal satisfaction with the process he had used to enable many of the images to be screened. He said that with further modification the end product could be greatly enhanced although the audience however felt his technical expertise was second-to-none as it stood, but would be interested to see image comparisons at a later date.

His desire to experiment with railway photography produced examples of photographic excellence; dramatic photographs resulting from spectacular lighting and weather conditions that appeared from time to time certainly made intrepid treks to the lineside worthwhile.

These superb historical images were followed by transparencies which had been captured in several counties - Poland, Germany, South Africa, China, and the USA to name a few.

Eloquently narrating the show, Mr Skelton complemented the photographs with interesting anecdotes. One such comment was that his trip to Poland in 1973 ultimately became the visit which had rejuvenated his interest in railway photography. The show was dominated by steam traction but other forms of motive power did appear from time to time in his presentation.

### **John Tuffs**

## **AUGUST 2002**

'A Grinder to Town' was the title of a talk and slide show given to the Society by Nottingham-based train driver Martin Bromley. He began by first explaining to members and guests how the title of the show came about. The anecdote of 'A Grinder' referred to a train driver from Sheffield, whilst the latter part of the title 'To Town' meant going to London. Therefore 'a grinder to town' indicated that a Sheffield based driver would take the train to London. Mr Bromley also said it was common practice for the railway fraternity to adopt nicknames and that he had in fact adopted the name of 'Coach' many years ago.

The pictorial journey utilising the routes from Sheffield to London began shortly before the final changeover from steam to diesel traction had taken place. The illustrations therefore recorded many of the events that took place in the transitional period of the early 1960s when steam power was still evident on both passenger and freight services. A summary of the Sheffield to London railway was delivered by Mr Bromley who made affectionate reference to the former ex-Great Central Railway tracks that before curtailment in 1966 meandered through Nottingham, Leicester, Rugby and Aylesbury. However, he did point out that his illustrations mostly depicted the ex-Midland Railway route via Derby Midland or Nottingham Midland to London St Pancras.

The numerous colour transparencies illustrating his comprehensive and well-delivered narration had been collected from various sources including many examples from the Colour-Rail Collection. These depicted passenger and freight services operating over the route from Sheffield's Pond Street station (later known as Midland). Well-known locations such as Chesterfield, Derby, Nottingham, Leicester, Kettering, Wellingborough and Bedford as well as less familiar places in the shape of the motive power depot at Westhouses and the former important interchange station of Trent, were prominent photographic examples.

An abundance of steam and diesel motive power featured with ex-LMS Jubilee's, Royal Scots, Class 5s and other classes of steam locomotives, illustrating the period when steam traction was a prominent feature on this route. Following dieselisation in the early 1960s, Sulzer Type 4s in the shape of Peaks and Brush Type 4s became the norm for passenger workings but freight services tended to have a greater variety of diesel traction and more in line with the type of load being conveyed. However, steam traction has returned to the route on several occasions since the demise of scheduled steam-hauled services. Mr Bromley commented he was rostered to 'fire' Jubilee 4-6-0 No. 5596 'Bahamas' on one such working, a special train from Nottingham to Derby in June 1989.

Mr Bromley, well-versed with railway geography, produced in most cases a transparency to depict individual locations - some of which are now barely recognisable due to infrastructure changes that have since taken place. The rationalised trackwork and buildings in the area of Dore & Totley station, near Sheffield, and the former Trent Station are two examples of how these changes have affected the scene. However, major building work adjacent to the railway has also affected the landscape in a major way.

## **John Tuffs**

### **JULY 2002**

Society member Mr Stuart Smith, from Derby, gave a comprehensive talk (entitled "On track for Pandora's Box) on a project he is currently undertaking in his profession as an experienced railway manager. It described the objective of this project, which involves video recording the complete railway infrastructure to provide a comprehensive register of all national railway assets.

Mr Smith began the show by explaining that his involvement in this mammoth project came about purely by coincidence and that his expertise in the railway industry was likely to have been the most important attribute in order to carry out this task. He went on to say that the project is undertaken by means of a converted single car diesel multiple unit No. 55025, which formerly operated on BR's Western Region until it was taken into departmental use as a Sandite vehicle. Following conversion at Ashford, the unit was fitted-out with technical equipment for use in the surveying project. When it emerged from the works the project team decided to name the unit 'Pandora' - a Greek mythological name!

Pandora's Box, is currently working over the whole of the railway system and Mr Smith has the important role of co-ordinating with various organisations so that 'Pandora' is allowed legitimate access onto their tracks. The on-train team consists of several people, which includes various technical specialists, driver and managers. Mr Smith added that it was also his responsibility to find suitable accommodation for on-train staff at times when 'Pandora' is operating away from its home base.

He explained how the task is being performed detailing that each railway route, which includes main tracks, relief lines, sidings and all other infrastructure such as signal gantries, posts, station platforms, and bridges, have to be video recorded at some stage. Every route is categorised thereby influencing the priority of video surveying. Important main routes such as the north east to south west line which runs through Burton will be covered every year whilst lesser used routes such as the Burton to Leicester line are regarded as low importance and therefore necessitating recording once every three years. As one can imagine this work can only be carried out during daylight hours so finely-tuned organisation plays a major part in the operation. The diesel unit has a top speed much lower than that of the new 'high-speed' trains that ply between major towns and cities on the national railway network. This highlights the need for expert pathing so that the unit can be sandwiched to run between faster service trains without causing any delay to following trains.

Mr Smith mentioned that on a few occasions during the units travels he had been fortunate to witness some amusing incidents - a number of which had been successfully video recorded. In addition he explained that an unusual request was asked of him when negotiating access to the Eurostar platforms at London's Waterloo Station. He was advised by operations staff that all personnel on board would need to be in possession of a current passport whilst being told that no person would be allowed to leave the train. A most peculiar requirement one would hasten to say!

### **John Tuffs**

### **JUNE 2002**

Report not available

### **MAY 2002**

David Amos, from Eastwood, Nottinghamshire, gave an illustrated talk on the railways of Nottinghamshire.

Mr Amos delivered an excellent narration to the show and highlighted many aspects of railway operation by means of his carefully selected photographic images, which portrayed the importance of the railway network in that area and the effects it had on the local economy. It was also an insight into Nottinghamshire's intensive railway network which during the period under review has seen an immense volume of freight movements including raw materials such as the coal traffic emanating mostly from the vast Nottinghamshire coalfield. This was realistically the 'bread and butter' of the railborne freight in the area. Nevertheless, other commodities were carried by rail too; maybe the transport of iron ore and other items completed the portfolio.

It was interesting to note that many modifications to the network and infrastructure had taken place too, most importantly the transition from steam to diesel motive power. For example, during the mid-1960s some lines in the Kirkby and Mansfield areas were taken out of use to establish better road transport communication - railway crossings in towns being closed to allow free movement of road transport, the trains necessitating diversion on to other connecting routes. Illustrations from the post-Beeching era depicted the rationalisation that had taken place.

A casualty of the Beeching cuts was the closure of the former Great Central Railway along with much of its infrastructure; this included the goods depots, sidings and also the locomotive depot at Annesley. Mr Amos explained that parts of this once great railway route have now been returned to its pre-railway state and the once important Annesley shed located at Newstead has consequently been buried beneath colliery waste extracted from some of the local pits.

May be not the highlight of the evening but one item of great importance in the Nottinghamshire area over the past decade has been the rebuilding of the route between Nottingham and Worksop, better known as the Robin Hood Line. This major engineering project was carried out over a number of years and was completed in three stages and resulted in the reopening of a disused tunnel near Kirkby which, following tests, was found to be in a good condition. Photographs showing the different stages of the lines reconstruction and also that of the new station buildings featured whilst the presenter let it be known that this restoration project has resulted in the route carrying more passengers than had originally been anticipated.

Furthermore, it was evident that the rail transport will play a major part in future years especially as the construction of a light railway system into Nottingham is currently taking place. However, it is expected that coal traffic will see a further decline but hopefully other products whether in bulk quantities or not could very well be carried instead.

Railways in 'Robin Hood Country' over the past four decades also portrayed the impact in the transition from steam to diesel motive power had been during the rise and fall of Nottinghamshire railways. Locomotive depots at several places have subsequently been closed as a direct result of dieselisation but during this same period the commissioning of a purpose-built diesel-servicing depot at Shirebrook had also taken place. However, this depot has since been taken out of use.

## **APRIL 2002**

Report not available

## **MARCH 2002**

Five decades of railway photography set the scene for an entertaining and interesting presentation by author and photographer Gavin Morrison.

The show began with railway images, as they appeared in 1961 and then progressed through the remaining five decades - highlighting the operating side of the British railway scene. Maybe the former is now considered the time when the transition from steam to diesel and electric motive power began to take shape. The ensuing period between then and the demise of steam traction in 1968 saw the acceleration in the introduction of modern motive power as seen in Mr. Morrison's presentation.

On this, his first visit to Burton, Mr Morrison gave an explicit narration as he screened a superb selection from his vast photographic collection. As a west Yorkshireman it was inevitable that his camera captured many images in that area. Nevertheless, numerous other locations throughout the United Kingdom and overseas provided a good vantage point for his prolific photographic adventures. In this respect, a recent photograph of a brand new Virgin Trains 'Super Voyager' alongside a European electric locomotive, was evidence of his commitment of recording the

continuous changes that take place on the railway network here in the UK and in other countries too.

Furthermore, he portrayed how diesel and electric traction is just as important as the steam age; many of the latter which appeared in the review have since been withdrawn from active service. Interestingly, back in the early 1960s, some relatively new electric locomotives had also been caught on camera whilst stored out of use. Nevertheless, illustrating the railway action, the abundance of steam, diesel and electric motive power which carried out the daily operations originated from all regions of the former Big Four, complemented by some which had been introduced on to the scene at a later date.

During his commentary, Mr Morrison mentioned that he had affection with the former Somerset and Dorset Railway, which ran between Bath and Bournemouth. He therefore included a number of splendid colour transparencies to highlight some of the daily workings over this delightful railway line. Likewise, a foray to the Border counties brought a couple of gems onto the screen; a picture of No. 256 'Glen Douglas' posing for the camera on Hawick Shed, whilst photographic memories of services operating over the Waverley Route before its demise in 1969 were also screened.

Meanwhile, the 1970s and 80s witnessed the BR corporate image at its height. Mr Morrison illustrated this period with classic examples from most types of diesel and electric traction. Many locations throughout the UK featured, with well-known classes such as Peaks, Brush Type 4s, Deities, and other lesser-powered diesel types being the order of the day were featured hauling both passenger and freight trains. However, there was the steam-hauled charter train or may be a special movement that was included too. Perhaps one of the most bizarre to have been recorded was that of a 3,300 hp Deltic diesel hauling a mere three coaches whilst it worked a test train between Leeds and Doncaster. The 1970s witnessed the introduction of the highly successful concept of the High Speed Train and the presenter remarked that this type of train was photogenic and he enjoyed taking photographs of these units. He rightly substantiated this claim by screening several fine images of HSTs in action.

During the 1990s, many changes took place on the network; locomotives and rolling stock were subjected to livery changes and the presenter produced photographic evidence of these changes. Furthermore, the commissioning of new trains has accelerated since privatisation and examples of these were highlighted too. Bombardier's Central Rivers depot at Barton under Needwood featured where a Virgin Trains 'Voyager' was photographed inside the complex during the official opening ceremony.

## **FEBRUARY 2002**

An audience of 150 members and guests packed Marston's Social Club to view a video presentation illustrating preserved steam operation on the main line during the year 2001. The Society welcomed PSOV to present its annual video show - the eleventh successive year.

Once again it was an action-packed spectacle incorporating preserved steam operating over main line routes of the railway network. Dave Richards who left the technical side of the presentation to his colleague Karl Jauncey narrated the two-hour show, which began with Dave expressing acknowledgement to everyone who has been associated and helped with the success of the operations during the past 14 years.

Steam on the main line 2001 was therefore dedicated to all professional railway personnel; train crews, organisers, train-operating companies and numerous others associated with the running of steam-hauled excursions, being included. Mr Richards also referred to difficulties imposed on the video team faced after the outbreak of foot and mouth disease. Subsequent restrictions necessitated alternative arrangements being made to gain access to various vantage points near the trackside.

Yet again, the quality and content of the show was second to none, bringing pictorial images of many celebrated examples of steam locomotives onto the screen. Several clips of recently-restored Stanier Pacific No. 6233 'Duchess of Sutherland' featured on a number of occasions whilst powering enthusiasts' specials. This was illustrated by the sequence, which depicted the locomotive, having taken over a special train at Derby for the journey up to London in December (when it became the first of its class to haul a train into St Pancras station). Another clip showed the locomotive tackling Camden Bank after leaving London Euston the following week on its return to the Midlands. An ex-LNER locomotive V2 2-6-0 No. 60800 'Green Arrow' was filmed at speed along the electrified West Coast main line south of Crewe. Later, further sequences of this special train to York were screened at Lichfield Trent Valley High Level, near Barton and Walton, and north of Burton-on-Trent.

Meanwhile, the spectacle of Stanier Class 5 No. 45407 masquerading as 45157 'Glasgow Yeomanry' was a sight to be seen as it emerged from the tunnel at the south end of Leicester station whilst hauling a special train from the West Midlands. The smoke emitted from the locomotive left the city engulfed under a black cloud for several minutes after "The 1941 Limited" had passed through on the first day of September.

Earlier in the year, a Cambridge-bound special headed by Class B1 4-6-0 No. 61264 featured at the picturesque locations of Sutton Bonington, on the Midland main line near Kegworth, and later near Manea situated between Peterborough and Ely.

The former Great Western was admirably represented in the form of newly-restored 'Hall' Class 4-6-0 No. 4936 'Kinlet Hall' and other locomotives from the fleet. No. 4965 'Rood Aston Hall', 5029 'Nunney Castle' and 0-6-0 Pannier tank No. 9600, the latter seen hauling a special excursion train from Birmingham to Cosford, were classic examples.

In their quest of capturing footage of preserved steam on video, Dave and Karl trek thousands of miles each year. It was evident that once again the duo continued to undertake numerous and breathtaking journeys in their never-ending search of main line steam. It remains to be seen how long the specials they follow will continue to run. However, Dave and Karl will nevertheless continue using their technical and geographical expertise to produce a first class archive of main line steam operations - something they have done so for many years.

## **JANUARY 2002**

Archive railway films belonging to Matlock Railway Club were presented by Mr Les Henshaw with four films being screened during the evening.

The show started with a film entitled 'A Century Of Steam' that had been produced to celebrate the Ffestiniog Railway's centenary in 1983. Scenes from this well-known Welsh narrow gauge



railway highlighted its locomotives, rolling stock and stations. Many people associated with this rejuvenated railway were dressed appropriately for the occasion - period costume having been donned to mark the event.

This film was followed by 'Forward to First Principles' a British Transport film which depicted the way in which the railway had become an important part of the industrial revolution and the impact the system had in the process of transporting raw materials. Examples included an ironstone quarry, in Northamptonshire; the Cromford and High Peak Railway, in Derbyshire; passenger and freight services passing through the Ambergate area and a freight train on the line near Chellaston. It was evident that after the railway system had become established, geographical changes to the landscape became dramatic. Les said it became more efficient to use wagons and thereby extraction of minerals took far less time and as a result accelerated this change. Footage of the Cromford and High Peak Railway featured; this included the notorious 1 in 14 Hopton Incline; the steepest climb for any locomotive-hauled train in the UK, and also the rope-worked 1 in 9 section from Cromford to Sheep Pasture.

On the national network near Ambergate, an evocative clip showed a Crosti-boilered Standard Class 9F 2-10-0 passing through the west side of the station with a heavy freight train emanating from Rowsley. Ambergate station was unique in that it had three sides in addition to a well-used avoiding line. As a result passenger trains operating on the former Midland Railway tracks to Manchester and Sheffield were included along with a number of other freight trains. Meanwhile, to add local nostalgia, a bird's-eye view of the route ahead was obtained from the cab of a Class 25 diesel as the freight train ambled towards Chellaston Junction, near Derby, on the freight line connecting Trent and Stenson junctions.

Another archive film highlighted a nostalgic excursion to the Cambrian Coast. The film entitled 'Two Dukedogs to Barmouth' recalled the visit of two ex-Great Western Railway locomotives, commonly known as 'Dukedogs', to this well-known coastal resort shortly before the class became extinct. Numbers 9004 and 9014 were pictured being prepared at Shrewsbury shed in readiness to take over a special train from London Paddington to Towyn. Later, the train was seen during a water stop at Welshpool and again as it progressed towards its destination. In preparation for the return journey, the duo of 'Dukedogs' were filmed during the process of being 'turned' at Barmouth Junction.

'Confessions of a Trainspotter' a film specifically made for the television series "Great Railway Journeys of the World", was screened later. This followed a railway expedition by Michael Palin, well-known for his Monty Python fame. The celebrity rail enthusiast narrated his ambitious railway journey from London to Kyle of Localsh. The trip, taking a number of days to complete, started from Euston station on an electric locomotive-hauled inter-city express bound for Manchester. After visiting the Rainhill 150 Celebrations, where many famous locomotives had gathered for the event, the next leg of the journey was by means of a special train hauled by the most famous of all steam locomotives, A3 Class 4-6-2 No. 4472 'Flying Scotsman' that took the train to York. From there, road transport was necessary to reach the southern terminus of the North Yorkshire Moors Railway at Pickering, as there was no longer any rail connection. The celebrity was quick to point out that the locomotive hauling his train across the Yorkshire moors to Grosmont, a Black 5, was a member of his favourite class, these having been a regular visitor to Sheffield in his younger days. Stanier Class 5 4-6-0 No. 4767 negotiated the now singled track route through some of the most wonderful scenery on any railway line in the UK. The 18-miles of preserved track passes through the now famed 'Heartbeat' country before reaching the national

railway interchange at Grosmont. After visiting the railway workshops, a diesel multiple unit took him to Darlington.

Then came a high-speed train journey that took the explorer into Scotland and Edinburgh. A cab ride in the High-Speed train must have been the highlight of this part of his journey. As an added bonus, the expedition coincided with the Edinburgh Festival, therefore footage showed events taking place in the Scottish capital. Following his overnight stay in the North British Hotel, once owned by British Railways, the journey continued with the short trip to Glasgow. At Queen Street station he found that no through train to the Kyle existed and that another change of train was necessary in Inverness, necessitating yet another wait of around three hours.

Maybe this later than expected time of arrival at Inverness and subsequently another extended period of spare time allowed the journey-maker to occupy his time at a nearby Highland games event. The objective of reaching Kyle of Lochalsh that evening necessitated another journey of some three hours but this was certainly compensated by the splendid views from the carriage window as the train wended its way on tracks adjacent to the shores of Loch Carron and Loch Luichart. As on most services along this route, an observation coach was attached to the rear of the train. Thrilled with enthusiasm, Michael Palin had the chance to chat with a 99-year-old lady travelling in one such carriage, saying that she had undertaken trips along this route since pre-grouping days - what an incredible feat!

Destination reached! Kyle of Lochalsh station was the location where a railway artefact was waiting for his collection. The mammoth journey completed, enabled rail explorer Palin to liaise with a senior member of the station staff who, then escorted him along the platform to where a station sign, in two pieces, bearing the lettering 'Kyle of Lochalsh' was resting. Handover formalities having been carried out, he took possession of the sign and, after an overnight stop, began his return trek to London. Back in North London, the sign was displayed prominently on the wall of his house. However, this was only for a temporary period, the sign being returned later to its rightful owner, who is incidentally is a member of the Matlock Railway Club who had kindly loaned it for the film.