

December 2014: Tony Bowles, "A tribute to Paul Riley: Part 2"

We were very pleased to welcome back Tony for his second visit. This time it was part 2 of the tribute to Paul Riley. Mike Squire should have accompanied Tony as he did last time, but on this occasion he was domiciled in Barnstaple.

What a lot Paul achieved in his short life spanning the years 1945 – 1976. The story of his life was narrated by his friend Ian Krause as the digital images were projected on to the screen. Ian had been with him on 11 August 1975 when the car crash happened; the new hire car had reached 100m.p.h. when it took off and crashed spectacularly. Amazingly the four occupants survived and Paul even made it to the pub – their planned destination. A year later Paul was dead: he had climbed on to the Victoria Bridge on the Severn Valley with a planned shot in mind, sadly he dozed off, rolled over and fell 60 feet to his death.

Mr. Krause related that Paul's early photos were nothing special, but he discovered what a tele-photo lens could do and, coupled to the quality of his imagination, outstanding results were achieved as we saw for ourselves. Details of Paul can be found in back copies of "Steam Railway" for June & July 1992. In particular Paul made the Waverley Route his speciality. He was very much his own man and the "sports jacket and suit" brigade i.e. those in the traditional garb for the main photographers of the time couldn't cope with him.

As well as taking photographs Paul enjoyed taking the shovel and firing on the footplate and details of some these efforts were related during the show. In particular he took over on 70041 'Sir John Moore' when the rostered fireman had given up because the fire was so badly clinkered. Cleaning locos with the help of friends so they looked good on the main line was another speciality. The foreman at Perth shed was amazed when he saw the transformation of 60027 'Merlin'. The foreman at Dundee was not so accommodating when a request was made to clean 60530 so they returned at 2a.m. in order to do it. Then there were the tales of driving in the snow to get photographs. Once, a normal 90 minute journey from Coventry to Buxton took 9 hours in the deep snow of 1968. Only to find when they got there that the engines were not being sent out!

What of the photographs you say? Well, get Tony to come to your Society and for the sum of £5 you can get your own copy on DVD. Now that what's I call a bargain. Thanks to Tony for all the hours put in with regard to scanning the originals. If there had been a time machine parked outside I wonder how many would have taken the option to join Paul Riley in his exploits? Great stamina and a lack of fear with regard to the way he drove would certainly have been required.

Mark Ratcliffe

November 2014: Michael Carrier, "A railwayman and steam"

Members and friends had a thoroughly entertaining afternoon courtesy of life-time railway man Michael Carrier. With a few quality slides and an informative commentary, an hour "flew by" as he described aspects of his work on the railway and the many and varied tasks that he carried out. Michael worked in a few signal boxes, but his first step into the world of work was at Derby St. Mary's Junction. His introduction was as follows: "Right lad go to the

newsagents and get my paper and when you get back - cook my breakfast." Once this was accomplished he was instructed to work the box whilst "the bobby" read his racing paper and chose the likely winners. It was a good job he had some experience prior to this.

Michael briefly described his varied occupations after this which included work in the Control Office and Assistant Yard Master at March in Cambridgeshire. He ended his working days as Yardmaster at Carlisle Kingmoor, but he didn't get around to describing what he did there. He had strong affection for the steam loco and the highlight of his journey down to Burton was when he saw 34067 'Tangmere' at Lancaster. Steam, loved as it may have been, was just totally inefficient with 8 hours to get steam up and lots of preparation and disposal work afterwards. I personally loved his three-quarter shot of 46122 the ex 'Royal Ulster Rifleman' at Annesley Shed, absolutely filthy, but still with an air of a thoroughbred about it. Michael then went into the pros and cons of steam shed design - the straight road depot v. the roundhouse – each with their own merits and faults.

He spoke about the infrastructure that has already disappeared and items which won't be with us for much longer, particularly signalling, and of his desire to visit the new Railway Operating Centre at York which controls most of the East Coast Main Line. As a former Yard Master he lamented the loss of freight to road and he strongly felt that not enough was done to stem the flow, nor since to win it back. Finally we went to his home village of Armathwaite where with other keen supporters he has worked hard to restore the redundant signal box there to pristine condition, painted in its original Midland colours. We very much hope that Michael will once again return to entertain us.

Mark Ratcliffe

November 2014: David Cross, "

Delighted that David was able to spare time from his busy working schedule to visit Burton once more, this time he settled on material around an imaginary 60s "M25". In choosing this circular area he was able to provide material from all four regions plus of course the occasional stray outside the boundary. In true "combined volume" style the Western Region featured first with Paddington as the starting point illustrated by 1013 'County of Dorset'. Next stop was Westbourne Park where the early days of the HSTs were supplemented by blue painted Class 31s. David's father, Derek, liked to choose a location and "drop anchor" thus there were several slides at Iver, Sonning Cutting, and Westbury. In the Cutting, a King, a WD, two counties and a Warship diesel provided the entertainment. Whilst at Westbury there was an interesting diesel sequence.

Following the sequence in the combined volume we moved to the Southern Region for a spell at Brookwood. What was remarkable here was that nearly every photo that Derek took was of motive power that has since been preserved! The locomotives concerned that turned up were: 34046, 34081, 34105, 30850, 30506 and 75079. I believe that, apart from the last loco which was the newest one, all have worked again in preservation. Worting Junction, Oxted, and Penshurst were all visited and at the later Derek caught a Q1 in action - the 'Marmite' loco David declared – you either loved them or hated them. It was rather nice to see a young David in a slide taken at Folkstone, he was admiring a Schools Class loco 30934 'St. Lawrence' .

Breaking the combine sequence it was time to move back into the 'M25' orbit and to Kings Cross with a Class 31 diesel in blue livery. Some other interesting captures were a new D5319 and D6102, both classes worked briefly in the Home Counties before being moved to Scotland. At Welwyn an N2 69582 was seen in charge of a refuse train, only trouble was the refuse was in open wagons and the smell was appalling! On top of the viaduct was another rare beast – a Baby Deltic and three coaches. Hadley Wood tunnel had 70040 'Clive of India' charging out, followed by 92180. A 1960 slide had a rear view of 60014 'Silver Link' going north on the "Yorkshire Pullman" with A1 60141 'Abbotsford' heading towards Kings Cross. David Percival, a friend of David's, spotted that the A4 had a white painted roof and as such was the reserve engine for the wedding that year of the Duke & Duchess of Kent. A couple of Deltics nicely rounded off the Eastern interlude, D9003 in new condition and not yet sporting the 'Meld' nameplate and a going away shot at Oakleigh Park of the original blue Deltic.

Time now for the London Midland, a single slide of 44984 at Elstree was all that the Midland Main Line mustered. It was break away time from the 'M25' and up the new M1 to Watford Gap. Anchoring down on a bridge over both the railway and the motorway, Derek captured the following: 46239, 45629, 46256, D216, 42951, 46252, 45666, 45534 and 45510. What was readily apparent was the scarcity of motorway road traffic: in one slide just one car featured! It was time to get back to 'M25' land to see 46153 at Northchurch Tunnel and then maroon-liveried London Underground Pannier tank L90 contrasting nicely with the snow. At Headstone Lane 46154 'The Hussar' was the centre of attention. While at nearby Kenton 10201, rebuilt Jubilee 45735, 44182, 45690 and 46205 provided the entertainment. Brief scenes at Willesden and Camden hailed the arrival at Euston where five blue electrics were ready to power trains on August 24th 1970, history themselves now. Then 46255 on the "Caledonian" brought the evening to a conclusion.

Thank you David once more for a great evening enjoyed by all present.

Mark Ratcliffe

October 2014: Mike Eggenton, "Pennistone to Nottingham Victoria including Derby Friargate - and bits in between!"

Quite a title for Mike's show, but one that was fully justified, this being his second visit to Burton. We set off with views taken by Mike's Dad about 1947 with black and white portraits around the viaduct and snow scenes of that particularly bad winter. Three shots of the LNER Garratt 9999 at work on the 1-31 Worsborough Incline were enjoyed. Blue painted electrics on Britain's first all-electric line were also included. The 27th June 1964 when Mike paid 12/6d for a ticket on the RCTS's High Peak Rail Tour hauled by B1 61360 with 26000 'Tommy' attached as pilot for the electrified lines. Having arrived in Sheffield, Mike took the opportunity to showcase at the stations in the city. A surprise was 1F 41875 at Victoria and the Midland station was shown before and after the buildings were cleaned up. With the Eastern Region take over, an A1 Sea Eagle nosed in amongst the Jubilees and an old friend of BRS Ken Horan made an appearance as the fireman of 45188. Mike's line-side pass enabled him to get out onto the running lines and he photographed DMU's, 37s and 25s along with lots of B1s, the latter following the Eastern take over. He didn't neglect the running sheds and so we were treated to views of: Grimesthorpe (with 47625 inside the round house); Darnall; Millhouses & Canklow; and the electric loco stabling point at Rotherwood.

After the break we started with an industrial theme, including a Peckett loco at work with tippler wagons on the task of filling in the ox bow of a local river. Naturally the Chesterfield area featured Of 41533 at Barrow Hill and several small locos at work in the adjacent Staveley Works. On the other side of the town a visit was made to Avenue Sidings. Then it was off to Williamthorpe Colliery where two jinties were at work after the official end of BR steam. An 8F was seen passing Ward's Scrap Yard at Killamarsh. The yard contained two Southern Region Q class 0-6-0s, a WD Austerity, and two ex-LNER 04s. Western Region County 1021 'County of Montgomery' was shown surrounded by scrap and 44242 was in various pieces.

The end of steam was nigh and the last trip to commemorate the 4F class was hauled by 43953. It was supposed to have been banked by a 1F, but, to Mike's dismay, a Clayton diesel loco was used instead. 70013 'Oliver Cromwell' arrived at Chesterfield and the spotters and photographers swarmed across the tracks - so much for health and safety then! 'Mallard' was photographed at Rotherham on its way to Clapham Museum. Mike then demonstrated the plethora of lines around Chesterfield with the LD&EC, Midland, and GC well represented. 4472 'Flying Scotsman' on its first trip was sent over the GC Chesterfield loop which had been closed for a year! Hasland Shed was visited at night with 44888, 48749, and 47004 shown to good effect. We were then taken to Nottingham Victoria for interior shots of the station and station furniture. 9Fs and B1s rolled into Mansfield Road Tunnel. Whilst out into the country a lovely photograph of Bennerley Viaduct displayed an Ivatt "Flying Pig" with three coaches in tow. The highlight for many were the views of Derby Friargate Station with various Ivatt "Flying Pigs" in and around the station. Mike commented on how busy the line was with freight movements whilst he was there and he included a WD on such a duty and ended with 44843 on an excursion to Nottingham Victoria. Trains on the GC were coming to an end so after showing 45581 at Pilsley he moved us to Tibshelf where the track was ripped out. Signals were on the floor and the signal box stood derelict. The evening was rounded off with a return to Pennistone.

Mark Ratcliffe

September 2014: David Wright, "Tunnels, viaducts, bridges and structures"

Once again it was a pleasure to welcome David Wright for the annual evening of demonstrating modelling skills. With the considerable help of Dave Richards we were able to watch Mr. Wright's skills in close up. Dave filmed David in action and thus was able to project it directly on the big screen so we could all watch the techniques. David's chosen subject for this year was bridges and we saw the construction from cutting out the basic structure from foam board, covering it in "DAS" clay, scribing on the stones, getting the right shade of paint, right up to gluing the completed item together to span the track. We were even shown how to make a realistic surface for the road on top. Even better was the fact that most of the items used were scrap materials, re-cycling at its best.

It was fascinating watching David in action and we all agreed that Dave Richard's filming technique made the evening. It was a pity we didn't attract a few more members.

Mark Ratcliffe

September 2014, John Moreton, "The Cromford & High Peak Railway in working days"

We were most pleased to welcome back Buxton-based John for a second visit. Both John and his late-father were prolific photographers of the railway scene in the Peak District in the days of steam and also in the early years of dieselisation. John took a great deal of care to capture both then-and-now scenes for us to enjoy and to help us capture a flavour of a unique line. Thankfully Derbyshire County Council had the foresight to buy the track beds after railway activity ceased so we can, with a huge dose of imagination, picture the scene in the past whilst enjoying the scenery in the present.

The first half was a slide presentation and it was good to see former ex-Burton locos 47000 and 41536 in action. Indeed the latter was sent up to the line from Burton when 47000 left the rails and slid down the bank on its side. The 0F not only towed the stricken loco back up to the top, but also took over its duties whilst the class leader went to the works for repair. John included the full 33 mile range in his slides from High Peak Junction right through to Whaley Bridge. This included the long-abandoned parts between Friden and Whaley Bridge.

In Part two John had managed to get three short films taken on ciné copied to DVD and we enjoyed watching them in reasonably high quality using the Society's new digital projector. Finally the evening was extended when more of John's film work was shown looking at scenes from the "Derbyshire Main Line."

Mark Ratcliffe

August 2014: Graham Briggs,

It was time to welcome back Graham Briggs and his friend Gordon to present highlights of their video footage during the year so far. There were lots of regional variety and for me the best bit was 46115 'Scots Guardsman' in wonderful lighting conditions, although 'Braunton' and 'Clan Line' double-heading at Clapham Junction came a close second. Nearer to home 34067 'Tangmere' was captured at Duffield and Cromford. The team was very active chasing the "Great Britain Rail Tour" and managed to get: 34046, 5043, 44932, 46115, 45407, 44871, 60009, 62005 and 46233, well done! It is so very easy to take the preserved scene for granted, but Graham and Gordon illustrated the tremendous number of locos that have been put back in service for us all to enjoy.

Part two took in the preserved railways themselves and a simplified list follows below.

Barrow Hill: 60008 and 60010 were the guests with no 10 featuring the bell ringing.

Severn Valley: showcased 4566.

Great Central: demonstrated newly-acquired 92214.

Keighley & Worth Valley: it was the U.S.A. 2-8-0.

North Norfolk: recently released to traffic 76084 was in disguise as 76034.

West Somerset: turned out S & D loco no 88.

Mid-Norfolk featured its "West Coast Gala" with 45699 'Galatea', 46115 'Scots Guardsman' and 8F 48151.

Llangollen had freight power with 3802.

Back to the Severn Valley and the visiting loco was small pannier 1638.

Bodmin appropriately had on show 34007 'Wadebridge'.

Bo'ness: it was a delight to see 62712 'Morayshire' painted in B.R. black livery.

Churnet Valley demonstrated the steam rail motor.

Battlefield Line at Shackstone turned out 5542.

Gloucestershire Warwickshire Railway had 1501 working during Graham's visit.

North York Moors went for large Pacific power with A4 'Bittern'.

The small Lincolnshire Wolds Railway had the Beattie well tank as an unusual visitor.

A fairly new railway to the ranks in the shape of the Epping & Ongar Railway turned out 47406.

Nene Valley showcased home based 73050.

Midland Railway Centre put out 46521 as its contribution.

Paignton & Dartmouth featured 4277.

Llangollen had 80072 disguised as 80096 (I had my first ever cab ride on the "real" 80096 around Welshpool Station).

The show concluded with the "Great Gathering" of the six A4s at Shildon.

Mark Ratcliffe

July 2014: John Bagshaw, "UK railway photography - the digital way"

John, who trades under the name JJK Photography, made a return visit to Burton to present "UK Railway Photography the Digital Way" assisted by relatives Jerard and Kurt. He showed images taken since 2004 and he reminded the audience that some of the locos he was showing were no longer in steam and some would never be in steam again. His presentation had two short (about five minutes each) audio-visual segments, the one after the break was titled 'Monochrome Moments'. It took me a few seconds to adjust to the change from colour, but it made me realise that black-and-white still has a fascination and style of its own. For the greater part of his presentation John gave a commentary to slides. There was certainly something for everyone to enjoy – the last three years of steam on the mainline, diesels, preserved lines, static displays - seen in all the expected locations with enough local interest to satisfy everyone.

The quality of the photos was uniformly high throughout. If I had to choose one shot which really appealed to me, it was of the blue 'King' 6023 on the Great Central. However, I was reminded of the phrase used in the television programmes on house buying – Location, Location, Location and JJK did extremely well with their sites. But even in the best location the photographer can sometimes be troubled by unwanted individuals getting in shot. John admitted that occasionally he had to 'photoshop' an intruder from view, but he always told us when and what he had done. But sometimes he was lucky, when at Shildon he photographed three A4s with not a sole in sight. He was not so lucky at his next visit there for the 'Great Gathering' because there were crowds everywhere he went (as members who went on our trip there will confirm).

Thank you JJK for a most enjoyable evening.

Rodger Smith

June 2014: "Annual quiz"

Chris Eaton and Dave Hook combined forces to jointly present the annual quiz evening for members. This year, I'm very pleased to say, there was a marked increase in the number of members taking part; 29 members had their brains tested during a fun filled evening. Thus the quiz masters were able to test out seven teams.

Rounds one and two eased the assembled gathering in and featured "Nicknames" followed by "Green Diesels." Thus question 1 was: What was the nickname of the 0-10-0 Lickey Banker? Answer: Big Bertha. Question 5 on the diesels was: Which class had raised cast metal numerals? Answer: the Hymeks. Before round 3 it was time for the teams to select which round they would attempt to play the "joker" in order to double the points gained. This proved to be a really difficult decision to take, although I suspect many opted not to play it on the anagrams.

Round 3 was "World War 1 Commemoration", and a sample question was: "Which Royal Scot loco was named after the Kaiser's 1914 description of Sir John French's British force in France? Answer: Old Contemptibles. Round 4 was "Loose Connections" which challenged us to discover the connection between the Black 5s and Warship Class "Royal Oak". Answer: 842 built and the diesel number was D842! Round 5 was the hardest of the lot and was entitled "Anagrams". Thankfully we were given extra time for this and after a while clues to help with the answers. Thus "dad won funnel" turned out to be Jubilee 45573 'Newfoundland'.

After the break it was on to round 6 "Fun with A3 names". So the answer to Wrigley's was 'Spearmint'. The great gathering of A4s was the subject for round 7. "Which A4 was the odd one out in terms of livery?" Answer: 60007 'Sir Nigel Gresley', the only one in early B.R. blue. "Preserved loco names" came next, so for 45428 the answer was 'Eric Treacy'. On to the penultimate round, "It's all in the theme" and each question here either featured Hook or Eaton in the answers - after the quiz masters of course! Therefore the station to be found between Basingstoke & Winchfield was of course Hook! Finally it was time for the last round which was "What would you get if..?" Now I have to say that question 5: "45610 was converted to a Class 14" was stretching it a bit. Answer: "Ghana be my teddy bear!" – Well you were warned!

There was just time for "Last man Standing" and "Nearest the bull". The first three teams received money prizes and tins of beer and the last team was also awarded beer for its efforts. It was, as usual, a fun night, so do come and join us in 2015.

There was also a high and a low to the quiz. Long-standing member Dennis Walsh was absolutely delighted to be in the winning team and rang his friends the next day to tell them. Sadly Dennis died the day after, but we were all pleased that his last visit to the club was an enjoyable and a memorable one for him.

Mark Ratcliffe

May 2014: Brian Amos and Phil Burton, “The history of Toton Marshalling Yards”

It was a pleasure to welcome Brian Amos and Phil Burton who presented a “History of Toton Marshalling Yards” on this their first visit to the Society. Between them they painted a comprehensive picture of the Toton Yards, (both up and down), the operation, the work of the shed and the locos that worked there. Indeed a sizeable section was devoted to the specialised Garratt locomotives. The compilation was a labour of love and involved many visits to the National Railway Museum to carry out research and considerable expense to purchase illustrations. Both Brian and Phil’s fathers worked in the yard and so knew the “ins and outs” of the control towers and how the hump shunting worked. Even so they were grateful to former Toton workers who at two recent shows in Long Eaton both corrected and added to their vast array of information.

Rather strangely the Toton Yards did not appear to have been photographed by the Midland Railway during the time they were being constructed: the earliest photographs found so far depict the yard in its almost complete state. The dangers men faced carrying out shunting manoeuvres in normal conditions doesn’t bear thinking about let alone in bad weather and especially during war time black out conditions. A slide showing the yard illuminated at night was most impressive. Indeed one of the presenters was able to take several aerial shots of the yard as it existed in the 1950s thanks to a friend who had a pilot’s licence for a light aircraft.

The yard that survives today is a pale shadow of the lines laid down and in use in the 1950s. Indeed further alteration is likely to occur when and if part of the site finds a new use for the proposed High Speed 2 station. Now the control towers are no more and making “cuts” for wagons passing over the hump section is a past memory. The old wagon repair works still stand, the loco shed remains busy, but the yard area for wagons is much reduced and lines of stored locomotives now grace some of the site.

Thank you Brian and Phil for sharing the fruits of your research with us, it was a most informative evening.

Mark Ratcliffe

April 2014: Return of Wardle's Dawdle – The Ticknall Tramway

After several years without a “Dawdle” it was a pleasure that approximately 20 members and a dog were once again able to take part in a ramble organised by Peter Wardle. The group met in Ticknall village hall car park at 10.15 ready for a gentle stroll. The weather was just right for walking and we were led on our expedition by Dot Morson who knew the area well. Dot was kept busy during our circular trip of four-and-a-half miles in pointing out items of interest relating to the tramway, and industrial and natural features. We visited and walked through both tunnels and were shown the remains of a mine shaft as well as finding the occasional stone railway sleeper complete with drilled hole. Dot even took us to a tramway bridge that many of the party had never seen before.

It was heartening to learn that our £2 fee per person would be put to good use to enable footpath development in and around Overseal. At the conclusion of the walk some of the

party retired to the 'Staff of Life' in Ticknall for much needed refreshment. By my reckoning the last Dawdle was in 2006 and so thanks to Peter for reviving the idea.

Previous Dawdles were:

- 1990 Darley Dale, Middleton Top and Cromford, (Saturday, 18 August)
- 1991 Millers Dale – Monsal Head and Darley – Matlock, (Sunday, 28 April)
- 1992 Hartington – Middleton Top, (Saturday, 11 April)
- 1993 Eggington Junction – Friargate and Breadsall – Morley Tunnel, (Saturday, 17 April)
- 1994 Northampton – Brampton Way, (Sunday, 17 April)
- 1995 Middlewood Way from Macclesfield and Sett Valley Trail, Hayfield, (Sunday, 23 April)
- 1996 Frogatt to Consall, Cheadle and Oakamoor, (Sunday, 14 April)
- 1997 High Peak Trail – Parsley Hay to Whaley Bridge, (Sunday, 13 April)
- 1998 Caldon Low Branch and part of nearby tramway, (Sunday, 5 April)
- 1999 Parsley Hay – Ashbourne, (13 & a half miles), (Sunday, 17 April)
- 2000 Wombwell and Worsborough Incline – Silkstone & Kirklees Railway, (Sunday, 16 April)
- 2001 No Dawdle due the foot-and-mouth restrictions.
- 2002 Woodhead Tunnel- Dunford Bridge End – Pennistone, (8 miles), & Barrow Hill Open Day, (Sunday, 21 April)
- 2003 Teversal Trail & visits to Steeple Grange Railway & Wyvern Rail, Wirksworth, (Sunday, 13 April)
- 2004 Chellaston (Derby Canal) & Swarkestone – Worthington, (Sunday, 17 October)
- 2005 Marple – Macclesfield - Middlewood Way (again), (Sunday, 17 April)
- 2006 Brampton Way (again) – Market Harboro' - Draughton & Lamport Railway, (Sunday, 1 October) 2014 Ticknall Tramway, (Wednesday, 30 April)

Mark Ratcliffe

April 2014: Mike Clemens,

Once again we were pleased to welcome Mike Clemens to show examples of cine film taken by him, but mainly by his late father Jim. Mike has a vast collection of film at his disposal and so was able to take us abroad as well as all over the U.K. mainland. Thus we started in Majorca, moved to Wales and then to Kilmerstone Colliery, Somerset to watch colliery wagons using the steep incline. Next it was on to Salisbury for a special hauled by 34051 'Winston Churchill' with the return leg hauled by 7029 'Clun Castle', before checking the long lost branch line at Standbridgeford. Lichfield Trent Valley and Crewe South shed featured briefly before we were onto reel 103B and the Chard Branch with an interlude at Taunton featuring 7036 'Taunton Castle' at its home town station. Early preservation days on the Paignton & Kingswear was followed by a trip to Barnstaple using the long lost Great Western route. GW 1400 class members then performed on the slow train to Hemyock.

Part 2 opened with the spindly Dowery Dell Viaduct with a pannier in charge of car parts train from Swindon to Longbridge, before taking in another pannier tank tour on the Old Hill – Dudley branch, (reel 123B). A surprise was a Scot on an iron ore train on Hatton Bank before we moved onto Banbury. Here we saw the last County, 1011 'County of Chester', in action followed by 'Clun Castle' on Banbury Shed being prepared for use by B.R. despite it being preserved. Scenes at Saltley and Tysley Sheds led onto the last King in action - 6018 at

Lapworth. It was time for more long-closed branches at Shipston on Stour, Chipping Norton and Hook Norton, the latter in closure state.

Mike's final reel of the night was devoted to Scotland with the Scottish Region preserved locos moving about in heavy snow. A mournful sight was the line of withdrawn Clan Pacifics filmed from the train whilst passing Polmadie Shed. Time for more long lost branch lines: the Lesley Branch of W.J.V. Anderson paper mill fame; Crook of Devon Line at Rumbling Bridge; Reston – Duns with a B1; Tweedmouth – Wooller; Roxborough – Jedborough; and finally, to Dumfries. Here we took the Port Road to Stranraer, but via branches to Kirkcudbright, Whithorn and Garlieston before passing a very crowded and steamy shed scene at Stranraer. It was a great way to end the night.

Mark Ratcliffe

March 2014: Mark Ratcliffe, "My and Stan Needham's slides"

This meeting was organised to test possible interest to see if there would be support for future presentations during an afternoon period. Forty-four members turned up proving that it could work. When it is tried again, it will be towards the end of the year, possibly November. The Committee thinks this sort of meeting time will help some of our more elderly members who are becoming increasingly reluctant to turn out during the dark winter months.

On this occasion the advertised speaker was unable to attend due to illness, hence the reason for my [Mark Ratcliffe] stepping in and providing a show at short notice. It seems that my 150 slides and the 25 supplied by member Stan Needham were well received.

Mark Ratcliffe

March 2014: Bill Chapman, "East Midlands and Great Central Area in the late 60s"

Bill Chapman made his first visit to Burton Railway Society and provided a splendid evening of entertainment with his slide show. He explained that he went to Toton to work for a month which turned into 30 years. With his first month's wages, he bought his first camera! Having set the scene Bill launched into his Great Central material which by the time he had started photographing was on its last legs. Various places along the G.C were visited and slides were taken at locations that included: Bulwell, Barnstone, Quorn, Rugby, Aylesbury and Marylebone. Particular attention was paid to Nottingham Victoria which became the largest unstaffed halt at the end of its days. Slides here included: Scot 46156, visiting West Country 34002 'Salisbury' and a truly magnificent evening shot of 70054 'Dornoch Firth'. There was a quick trip to Derby Friargate and then on to Guide Bridge for the electrics and the last knockings showed the recovery trains.

Part 2 started with Toton Shed and in particular featured Eastern Region visitors. Bill took us to Chesterfield and then back south to Long Eaton and out to Trent Junction. At the latter we had illustrations of Britannia 70052 and the long-gone Midland Pullman diesel set. Moving towards Derby, locations included: Sawley, Draycott and Borrowash with David Shepherd's

9F 92203 at the latter. From Derby we visited the Denby Branch, Wirksworth and Middleton Top. Bill had several illustrations of the Cromford & High Peak Line and he had managed to secure a ride in the brakevan for himself and his bike! Locally, he had slides of Tutbury, Uttoxeter and of a crash at Castle Donington. Featured on a rail tour was 43002 before he took us to various places in Leicestershire and Nottinghamshire - a highlight being the gypsum railway at Kingston on Soar with industrial loco power. Thanks Bill for a wonderful evening of entertainment.

Mark Ratcliffe

February 2014: Dave Richards & Karl Jauncey, "PSOV: A review of 2013"

Our usual February slot was devoted to steam action on main lines in 2013 presented by Karl and Dave. Thus on the Eastern side we had the Great Gathering of A4s at York, 'Bittern' running at high speed and 61994 'The Great Marquess' on the S. & C. Later, Eastern locos featured included: 60009, 'Tornado' and the K1 62005. Representing the LMS were various Black 5s, the 8F, 46115 'Scots Guardsman', 45699 'Galatea', and 46233 'Duchess of Sutherland'. The Western provided 5043 'Earl of Mount Edgcumbe' and panniers 7752 and 9600. Finally, both B.R standard class Britannias were filmed in action – 70000 herself and number 13 'Oliver Cromwell'.

An action packed evening well up to the expected high performance level.

Mark Ratcliffe

January 2014: Dave Fleming, "A walk around Burton Loco Shed"

We were privileged to have our own member, Dave Fleming, start the year of 2014 with the presentation "A Walk Around Burton Loco Shed". This was the second time Dave had delivered the illustrated talk, the last time being as far back as 1996! A good book is always worth returning to and so it was in this case. But more important was the need to have the subject covered again first hand by the man who was there. Dave served in the capacity of a fitter at Burton and he certainly brought the old place back to life with tales and anecdotes of what it was like to work there.

Now for a very brief summary of a fascinating evening which attracted the attendance of 18 non-members! 17B was a double roundhouse, the first being opened in 1869 and the second in 1889. One part was always known as "Pullman's Avenue" after Driver Jack Pullman, the driver who had the misfortune to find that his steed, 58236, was so low in steam that the brakes didn't work and this resulted in part of the shed wall being demolished!

Much of Dave's work was carried out in the shelter of the wheel-drop pit and he was kept busy servicing the Reidinger-fitted Crab Locos all of which were allocated to Burton. There was also a lot of work keeping Burton's batch of small 0-4-0s in good running order so they could be used on the tight curves in the brewery yards. However old loyalties died hard and the various examples of these locos from the Lancashire & Yorkshire Railway and the Caledonian were rarely used. Going from one extreme to another, Dave even managed to get

his photo taken on the footplate of the LNER Garratt when it arrived at 17B for attention to hotboxes.

The evening was concluded by a brief examination of the sub-shed at Horninglow, but more particularly at Overseal where Dave went as fitter-in-charge and thus had the dubious privilege of closing the place down.

Mark Ratcliffe