

November 2013: Paul Chancellor, "A Colour Rail journey"

Paul Chancellor, the owner of "Colour Rail", paid his first visit to the Society. We were informed that the business was set up 35 years ago and during those years nearly 40 catalogues have been issued. He took over from Ron White in October 2009 only to find a few months later that Kodak was withdrawing the essential duplicating film used by the business. This was quickly followed by the withdrawal of slide mounts. Despite these setbacks, 400 new images per month are added to the list and prints in colour and black & white are now available. Two books have also been published – "A Colour Rail Journey" and "From Dawn to Dusk". However due to the problems outlined above slides will soon no longer be available.

Paul then went on to describe how to store slides; they should be kept at a temperature as near to freezing as possible. He also urged that arrangements should be made by owners regarding their own slide collections to avoid them being consigned to either "bin man or bin-woman!" Next we were shown examples of corrected slides and prints using "Photo Shop" and the effects were dramatic. Rescued images included: black and white images of an A4 which was later destroyed in the war; W.Ds at Dover after being returned from the continent in 1947; and, 46202 in its 8 weeks service before the Harrow crash.

Now it was the time to look at the entries from the last ever supplement 20A and Eastern Region slides were the first to appear. Thus we started with 60074 'Harvester' on a RCTS special at Newcastle in July '61. During the course of the evening, Paul tested us to see if we could recognise certain locations. The first test of this was a panoramic view of Plaistow loco shed in 1959. From the Eastern section, I particularly liked the Trevor Owen slide of the Lambton Quay seen through the circular part of a bridge. Moving to the LMS section, the 'South Wales Borderer' 46156 at Cricklewood caught the eye as did 45727 'Inflexible', no longer "flexible", at Corkerhill. We also had a minor feast of local events which included: a Black 5 at Friargate; 92077 on the RCTS "East Midlander" at Burton Station; Middleton Top; and, Coalville Shed. Perhaps best of all was a rare shot of Overseal shed with 44434, 48303 and 44528 on show. Southern Region offerings included a delightful shot of "N" 31837 at Bude Harbour, holding up the traffic – just one Austin A30!; a classic shot of three 02s at Ryde Pier; and, a spare set of frames for a USA dock tank at Eastleigh Works. S. & D. offerings included Templecombe shed and Bath Green Park Station, the latter on the final evening of operation.

For the second half it was time to look at Great Western matters. Now, Ron White had been inclined to make withering comments about this region and Paul told us that on one occasion a chap stormed out from a meeting after the fourth slide! At last "Colour Rail" has a colour image of every "Castle Class" loco, as the missing one, 5052 'Earl of Radnor', has been added to the collection. However, there are still 25 "Jubilees" to go! Other treasures were: three locos at St. Columb Road; 82005 at Glaslyn on a local, but no passengers on board; a study of Pontypool Road Shed; and a B1 at Swindon! Paul next took us to Scotland to look at a panoramic view of a W.D. and train on the Tay Bridge and the rarely photographed Seafield sub-shed with five locos on shed. Now it was modern traction time and in the streets of Nottingham a unit passed over the viaduct at Weekday Cross, with a bus and period cars adding to the scene, whilst a similar scene at Partick Hill was equally pleasing.

Paul rounded the evening off with some impressive and also amusing scenes that he had taken himself on preserved lines with the comment "If you like them, then I took them". We

most certainly did like them and it was an evening to remember with several images arousing excited comment.

Mark Ratcliffe

October 2013: Chris Banks, "Engine sheds: Part 9 Peterborough to Rugby"

The club welcomed 'Shed Master' Chris Banks for a photographic tour of steam locomotive sheds from Peterborough to Rugby. Starting at Peterborough's New England shed, a number of A1, A2, A2/3 and A3 Pacifics were seen, as well as some V2s, a K3, an O2, a filthy O4/7, an N5 and a Standard 9F 2-10-0. On a brief visit to the sub-shed at Stamford, we saw C12 no. 67398. New England shed closed to steam in January 1965.

Then we moved on to Plymouth Friary (shed code 72D), opened in 1908, and closed in May 1963 where we viewed an unrebuilt Bulleid West Country Pacific, O2 tanks 30192 and 30193, E1/R 32095, and B4 0-4-0 30088. Then we went on to nearby Plymouth Laira (code 84A), opened in 1901 and closed to steam in April 1964. This was a much larger shed than Friary, and there were a large number of ex-GWR locomotives, including 2 Kings, 3 Castles, 3 Counties, 2 Halls, 4 Granges, heavy freight 2-8-0s, a 43xx Mogul, a Prairie tank and a 57xx Pannier tank. Non-GW types included two West Country Pacifics and a Standard 9F.

From Laira we travelled virtually the length of Great Britain to visit the little known shed at Polmont, situated between Edinburgh and Glasgow. At the time these slides were taken, the depot was mainly being used to store engines. We saw two D11/2 4-4-0s (62691 and 62693), J35 0-6-0 no. 64490, J39 no. 64975, and two J36 class locos (65257 and 65311 'Haig'). Polmont was opened in 1914 and closed in 1964.

Preston shed was our next point of call, where we saw just one Jubilee 4-6-0, no. 45633 'Aden'. This shed burned down in 1960, and was completely closed in 1961.

We then moved on to Southern territory at Ramsgate, opened in 1930, where we admired three Schools 4-4-0s (30938, 30931 and 30927), and the Southern Railway's ugly duckling, Q1 0-6-0 no. 33028.

Chris then returned to the Western Region, and to the Great Western shed at Reading, which opened in 1880, and closed in January 1965. A varied collection of locomotives was seen, including two Halls, Grange no. 6954, Castles 4086, 5096 and 5061, King 6008, 22xx 2212, 47xx 2-8-0 no. 4700, large Prairie tank 6112, and heavy freight tank 7221. We then moved to the nearby smaller shed at Reading South, which catered for Southern locos working off the lines to Waterloo and Guildford. We viewed H15 30491, Q1 33005, Moguls 31815 and 30277, and Schools 30911.

After the interval, Chris stayed on the Southern Railway resuming at Redhill, where we appreciated slides of S15 30837, a Z class 0-6-0 no. 30950, a U type Mogul 31799, a D type 4-4-0 31728, and an ex-Great Western Mogul 6385. A D1 (31247) and a C2X (32451) were dumped at the back of the shed. 'U' class Mogul 31780 was seen just three days before the shed closed, and Q 0-6-0 no. 30543 was seen on 1st January 1965, the day of its withdrawal from service.

We then headed up the East Coast Main Line to Retford, which actually consisted of two separate sheds but with the same shed code. The ex-Great Central shed, known as Thrumpton, was full of locos on a quiet Sunday. A V2, two B1s, a K1 and a K3 were seen, but most of the locos were heavy freight 2-8-0 types, mostly O2s and O4s.

Chris then took us to our first Welsh shed of the evening at Rhyl, where smaller engines were seen, including a Stanier 2-6-2 tank, an Ivatt 2MT 2-6-2 tank (41226), a Fairburn 2-6-4 tank, a Fowler 2-6-4 tank, a Johnson 3F 0-6-0 (43618) and an Aspinall 0-6-0 (52119). Moving east, we then found ourselves at Rose Grove, one of the last three steam sheds to survive, opened in 1899, and closed in August 1968. Stanier 8F 48276 was prominent, but many other examples of that class and of the Black Five class were seen. They included 8F 48375 with a missing front end after an accident, and 8F 48519, having its fire dropped for the last time. A short visit to Ross-on-Wye on the Welsh borders allowed us to view 57xx Pannier Tank 9619. This shed, which was a sub-shed to Hereford, opened in 1924, and closed in 1964.

Then it was back to the London Midland Region to visit Rowsley where we saw Fairburn tank 42228, Jintys 47460 and 47461, and 4F 0-6-0 44062. This shed opened in 1924, and closed in 1964. We then made brief visits to Rowsley sub-sheds at Cromford, Sheep Pasture, and Middleton Top, and saw Stanier 0-4-0 Saddle Tank 47000 and J94 0-6-0 Saddle Tanks 68012 and 68006.

Our penultimate shed of the night was Royston near Barnsley, opened in 1932 and closed in 1967. All the locomotives on shed for our visit were Stanier 8Fs.

We finished off our tour with a visit at Rugby, where super power was seen in the form of two Duchesses (46225 and 46234) as well as Gresley A4 60007 on a visit to the Test Plant. We also saw two ex-works Black Fives (44964 and 44942), Webb Coal Tank 46604, and national memorial locomotive Patriot 45500, covered in poppies on Remembrance Day 1956. Finally, Chris showed slides of Jubilee 45722, Standard 9F 92013, and Britannia 70043 with Westinghouse air pumps and without smoke deflectors, also visiting the Test Plant.

Mark Ratcliffe concluded the meeting by thanking Chris Banks for acting as shed master, and wished him a safe journey back to his home, appropriately named 'Lostock Hall'.

Rod Nelson

September 2013: Adam Crick, "Today's railways: Part 2"

Tonight we gathered for Adam's fascinating trawl through the railway scene in current times. Off we went at break neck pace with a visit to France, double-headed diesels and a West Somerset interlude. At nearby Chasewater, Adam vividly illustrated its mixed steam and diesel gala. He captured Bass No. 5 on shunting duties and then informed us that the loco now has gear box problems. At the Severn Valley we were entertained by lots of shots of the railway in operation at night and during the very early morning hours. The Foxfield Railway provided atmospheric shed action, along with activity on the famous bank and the wee Dubs crane tank operating with a colliery backdrop. At nearby Churnet he was there for the visit of the N7 and 31806 with black and white being chosen for the medium of the latter. Delights at the Great Central included the Station Master visiting the loco to collect coal for his fire. The

audience roared with laughter when the head of Adam's father, Malcolm appeared on the screen complete with bush hat held on by goggles. "It's Biggles!" someone yelled. However on a more serious note, the M7 photographed in the snow at Quorn is likely to be familiar to all B.R.S. members fairly soon.

The Burton area was not neglected and it was obvious that Adam had some pretty unpleasant times in both the cold and the snow in order to obtain particular targets. On the diesel side, 31s 37s 56s 60s and 70s perhaps could be expected, but he was also around for some special visitors to Nemesis. These included the ex-royal 47 – 47758 'Prince William' and on another date a Deltic (55) and a class 50! Steam was well represented with 46233, B1 1306, 6201, and Great Western locos 5029 and 5043. Next we encountered 5029 and 5043 on the "Shakespeare Express" before heading off for a Welsh interlude. This included visits to Llangollen, Great Orme Tramway, Welshpool, Talylyn, Welsh Highland, and the Ffestiniog before heading off to the Isle of Man. Number 4 'Loch' was photographed at Castletown prior to a trip along the Groudle Glen Railway.

Swiftly moving on we encountered a Great Central interlude: the 'Duchess' at Ais Gill and 50s on the East Lancs Railway. Adam relived for us the problems he had with snow and ice on the K&WVR and how he struggled along a particularly slippery path to get the shot he wanted. Images at Toddington, Shrewsbury, (6024 – the King), and the Midland Railway Centre flashed by. Then it was back to Burton with an image taken only the day before the show of D821, D1062 and a Deltic. 67s appeared in various liveries followed by a 66 and a 92 at Clay Mills. Further unusual happenings locally included electric loco 90018 with three 66s and a class 56 with four Class 86 electrics, two being in the Floyd livery. It was time to visit the Burton – Leicester line to see 31106 and 31465 on Stapenhill Viaduct, Pannier tanks L94 and 9600 at Bagworth, 66709 'Sorrento' at Hicks Lodge, 37s in action at Drakelow, the two-tone, unique green 66522 at Castle Gresley, 37s in top-and-tail mode again on the viaduct at Stapenhill, a 20 on the bridge across Branston Road, and finally 37s entering the branch – a shot taken from the foot-crossing at Branston. Further photographs of steam and diesel action all in the local area completed a most entertaining evening. Well done Adam!

Mark Ratcliffe

2013 September: Dave Richards, "John Proctor - A lifetime in steam"

On 4th September we were pleased to welcome Dave of PSOV fame for his second visit of the year. This time he came to showcase in digital format the photographs of his late-friend, John Proctor. Dave outlined how his friendship with John came about and that upon his death in 2007 John left his entire collection to him. Thanks to the good offices of Dave Allen at Book Law publishing, Dave has been able to share the photos in book form. John died of cancer and all the profits of the book sales have gone to Cancer Research, so far totalling over £1,000.

On the evening we were able to view many of the images in 10 x 8 format on the big screen. Most of them images were in black and white, a medium which Dave declared: "Filled one with the warm glow of nostalgia." We were also able to have a pre-view of some colour shots which are planned for volume 2. Many hours have been spent using "Photo Shop" both to rescue and improve some of John's images. Quite rightly, the evening started with the front cover of the book, 60004 'William Whitelaw' running into Inverkeithing Station in 1958.

Then, in chronological style, we progressed to the Western Region and Dave was able to “fill out” many of the brief captions he had given the photographs in the book. He also included two shots of his own, both of Kings, and revealed that in the first case he had gone to Paddington on 5th May 1961 rather than to the Cup Final which his team, Leicester, lost. In the second instance, just over a year later he went to Leamington Spa with his cousin John Stretton which enabled them to avoid attending a wedding – a wise move!

Moving onto Southern metals and amongst the many gems was a couple taken on Bricklayers Arms depot – Schools 30936 ‘Cranleigh’ and ‘Billington’ E6 32408. John liked his depot shots, but he also photographed at Wadebridge, Barnstaple Junction, Dulverton, Lydford, and Tonbridge Wells. Next it was the turn of the London Midland and time to reveal that a lot of detective work had gone into identifying locations when John had not made any notes. 40454 at Wellingborough Junction took some puzzling out, mainly because the photo had been printed the wrong way round, but once altered Peter Kirk was able to inform Dave of the correct place. John was particularly fond of Midland 2Ps and Compound locos, with several of these images gracing the screen. The audience particularly enjoyed the Derby Loco Works shots, but were highly delighted to see 41277 on the Tutbury Jinny. We ranged far and wide to destinations including Melton Constable, Tebay, and Inverness. Former 17B stalwart, 45557 ‘New Brunswick’, was captured heading “The Palatine” Express and at Loughborough it was 45651 ‘Shovell’ and here Dave surprised us by stating this was the only Jubilee he failed to see - sorry Dave it was very common in Burton! Page 110 in the book features 48064 light engine at Burton wearing a 16F shed plate, sorry to disagree with you Dave, but this was the new September 1963 code for Burton and not for Overseal which remained a sub shed of Burton. The L.M. section was rounded off with engines with numbers beginning with “5”.

On to the LNER section and big pacific power featured strongly - but naturally boos were reserved for B17 61666 ‘Nottingham Forest’. One member particularly enjoyed the Waverley Route scenes, but again John covered large tracts of the country with photographs taken at Fort William contrasting with Eastern machines on routes nearer to home. The finale’ was dedicated to examples of B.R. standard machines with particular reference to 9Fs around Trent Junction. The end was nigh and the evening finished with the solitary diesel – D201 at Grantham with heading: “The New Order.” A splendid evening and a few more books were sold. - Thank you David.

Mark Ratcliffe

August 2013: Basil Jeuda, "The North Staffs in LMS days "

Basil began the evening with a number of facts and figures which really confirmed that the NSR was a poor relation in the LMS. For instance, only two of the top management were taken into higher management of the LMS and only six out of 192 NSR locos survived past 1936, the last one (excepting the preserved Tank) being scrapped in 1940.

We were then treated to a selection of advertisements, maps, and crests from around 1923, with the point being made that the shortest (but not necessarily the quickest) route from Manchester to London was via Leek and the NSR. There followed a series of interesting views of trains on the NSR in LMS days. A colour photo of a 4F on the Crewe Works train, a

G1 0-8-0 at Leek in 1928, an 0-6-0 on the Shobnall branch in Burton, and the Tutbury Jinnie at Rolleston were the highlights.

Also of local interest was a series of photographs taken in the Burton area including 0-4-0Ts and STs as well as a Garratt at Moor Street. Following this was a journey in pictures from Crewe to Derby, the best of these shots being a 3F at Uttoxeter, an ex-GNR J3 on a milk train also at Uttoxeter, and a 4F at Sudbury. The journey into Derby ended with a shot of a brand new Garratt at Derby. Next was a series of pics of various signal boxes on the NSR covering some before and after rebuilding by the LMS.

A feature on excursion traffic followed, with views of handbills, adverts and posters showing attractions such as Alton Towers and Uttoxeter Races accompanied by pictures of trains to those places, as well as one to the eastern counties. Mention was also made of a special in 1927 to North Wales to see an Eclipse of the Sun. The train departed from Rocester at 2.20am! A visit to the Leek and Manifold in all its glory was next, followed by a series on how the war affected the line. Finally there was a piece on the substantial milk traffic of the area, accompanied by photos of such trains.

So an interesting evening on a local topic. Many thanks to Basil Jeuda for what was his last show ever. Happy retirement Basil!

Dave Hook

2013 July: John Hastings-Thomson & Colin Wright, "Plan and progress on the construction of a new un-rebuilt Patriot locomotive to be named 'The Unknown Warrior'"

Visitors to the Society on Wednesday 3 July were John Hastings-Thomson and Colin Wright. John came to address the Society on the achievements and aims of the project to construct an un-rebuilt Patriot locomotive and Colin brought along both his original painting and a print of the locomotive when it is complete and in steam, and he also manned the sales stand.

Right from the start John was clear – “This is going to happen, it’s not an impossible dream!” The last un-rebuilt Patriot was withdrawn in 1962 with class leader 45500 ‘Patriot’ THE war memorial loco going earlier still. The project has the dual aims of creating a new memorial engine whilst filling a missing link in LMS locos of three cylinder 4-6-0s. When complete the engine will carry the number 5551, (last in the class of the original Patriots, but never named in service), and will bear the name “The Unknown Warrior”. The loco has been 'adopted' by the Royal British Legion as a mobile war memorial. John said that 34% of LNWR employees served during World War One with 11.7% being killed, hence the naming of a locomotive ‘Patriot’, first on a Claughton and then on the leader of a then new class. It was tradition at Rugby for 45500 or 45501 (‘St. Dunstan’s’) to be decorated with poppies on Remembrance Sunday. “Steam Railway” magazine organised a competition to decide on a name for the new loco when constructed thus keeping the tradition of a dedicated memorial locomotive alive.

The idea to construct an Un-rebuilt Patriot was first mooted in 2007 in “Steam Railway” by the then editor Tony Streeter and David Bradshaw. Fund raising started in April 2008 and by October the same year the frames were ordered, (faster progress than the A1 group at the same stage). Progress in 2009 was then outlined and included the frames being cut. In 2010 an original Fowler tender was obtained and Colin produced his original oil painting. The group’s aim is to produce as many parts in the UK as possible. Slight amendments to original

specifications will be made, for example the tender water pick up apparatus will not be required meaning water capacity can be increased, and a “tunnel” will be added for storing fire irons to eliminate fatal contact with overhead electric wires. An original chimney from the loco named ‘E C Trench’ has been donated, but this can only be used on preserved railways, the one for main line will need to be 1.5” lower - again for safety reasons. An original whistle, which apparently has never been used, has also been donated.

John showed slides of the driving wheels produced from a pattern courtesy of Tyseley’s Bob Meanley. The wheels were pressed on to the crank axles by the South Devon Railway. Where possible, reductions in cost, but not quality, are looked for. So, inside cylinder patterns were constructed from polystyrene at a cost of £2,500 rather than £33,000 for wooden ones. The inside cylinder is being machined at this moment. The following targets have been set: to have a complete rolling chassis by 2014; engine to be completed by 2017; and, to be ready by 2018. The construction site of the various parts of the new build loco is Llangollen. Here there are also the frames for the ‘Grange’ and 4700 projects. The boiler will be built at Pete Waterman’s LNWR outfit whose previous experience includes renewing much of B1 61264’s boiler, and his firm has waived its £30,000 management fee. It will be a traditional boiler with a copper firebox. Costed at £500,000, an appeal to buy the copper needed was quickly launched when its price fell from £75,000 to £52,000!

John then treated us to a photograph gallery of original Patriots in action. This included 45551 an apparently “camera shy” loco with only a dozen views of it in the group’s archive. Photographs of other class members included 45506 ‘The Royal Pioneer Corps’, 45504 ‘Royal Signals’, 45518 ‘Bradshaw’, 45524 ‘Blackpool’, and 45536 ‘Private W Wood V.C’. Wilf Wood worked on the railway, (Longsight Shed I believe) and he was given the V.C. for action in Italy in 1915. John revealed that the new engine can be re-numbered and re-named temporarily, so that if Blackpool for example wanted to sponsor it this could take place. On a personal whim, John then produced photographs that he had taken of other Llangollen-based locos bearing ‘The Unknown Warrior’ nameplate. He also revealed that he has commissioned Colin to paint a portrait of 5551 in LMS days standing on Crewe North shed.

The “loco” will appear at the Warley Model Railway Show at the NEC this November, but it will be in 0-6-0 formation. This should provide a great opportunity to garner further funds. The cab will be red on one side and green on the other, but livery changes will be made once it is on the rails. It is hoped that the loco will steam into a London Terminal during Remembrance Weekend November 2018, the hundredth anniversary of the Armistice, so that its official naming and dedication can take place.

We had a splendid evening and BRS members showed their appreciation by filling the collecting pot to the brim with £237.37 inside. John was quite overwhelmed by this; further details of sales etc are listed on the web site.

Mark Ratcliffe

June 2013, David Wright, "Painting the back scene"

We were back for another “How to” demonstration of model making by David, accompanied this time by Dave Richards, concentrating on the often overlooked yet vital part of any model layout – the back scene. As guests gathered in the lounge where a studio had been set up, Dave Richards welcomed us with some film of his mainline PSOV footage. He had also erected a screen on to which he projected live film of David Wright’s demonstration and this proved to be very popular. With a pint in hand, a pen at the ready we were about to begin.

After we welcomed back our presenters, Dave Wright started his presentation. For those who are visual learners and were fortunate enough to make it to his show, Dave had been busy making demonstration DVDs of the various stages of his model construction, as well as his new book. But I’m going to give you a basic report of his tried and tested methods in creating a cost effective and very realistic back scene, suitable for any model railway layouts.

He began by mentioning the variety of options available to the modeller for which a back scene could be built. Firstly is a relatively new option, thanks to the world of digital, photo backboards, created from photographs taken in the desired modelling area, are printed on to canvas. However, this method has its flaws, the most common being that its strong images can often detract viewers’ attention away from the layout itself. Also, it is also extremely expensive to make, with digital software being a must and access to a large industrial roll printer. Another method available is the ready-made printed scene from various model shops, such as Peco. But this can prove repetitive and very common, but can usually be very cost effective. Or, if you’re feeling adventurous (as we must have been), you can always create your very own. For this, Dave’s preferred method is to use canvas, as it can be supplied in sheet form although this may cause problems with viewing pleasure where boards are joined together. A more recent addition, however, is canvas roll, allowing a long length to be created without any breaks, making it the ideal lightweight, durable and effective scene for exhibition layout modellers.

Before any work is done of to create artwork, Dave recommended we look at the landscape where the model is going to be placed, as this research will prove invaluable when we get to the painting stage. Photographs, booklets and visiting the area are all ways of researching the environment, the more the better.

Well, we’re now ready to start. So we handed over to Dave Richards who had a film of the first stage, making of clouds. Spray paints used for car-body work, such as Halfords car range was used in the filming, although some of these colours have since become discontinued, alternative colours can be found from good model shops. With a canvas ready pre-primed, we spray on from a distance, wearing a safety mask, in a well-ventilated space. Using the darkest colour first, spray on the darker clouds in the desired way. After a dark blue is applied, add on lighter tones to build up depth and finish with a white in quick bursts to create the effect of the fluffy clouds. A cream can be used to highlight sun lit tops to the cloud - sparingly if required. Once happy, allow this to dry completely.

Continuing now on to the landscape, Dave used oil paints, using mauve, umber, yellow, greens and titanium white. We started looking at the research material to find your desired colour palette. Firstly the horizon must be made. Using a mauve to create a rough line, this doesn’t need to be a perfect defined line. Very roughly apply the paint downwards to create land. Add brown umber to darken the palette and add the mid-ground hills, again roughly applying the paint down to the base of the canvas. Rough tree shapes and hedgerows can be added using an old brush to stipple on paint. Finish off with another darker mauve in the

foreground. These layers will create the idea of depth, so no detail is required. Again allow this to dry before the next process.

Once dried it is time to add in the highlights using lemon yellow, green and white again. The idea now is to add highlights, not paint in the scenery, as so to create the illusion of a continuation of land and not be overpowering to the model in front. Adding the mixed green to the hills, bleed using turps down towards the trees, again this doesn't have to be perfect, so you don't have to paint right up to the tree line. Yellow and white can be added to create highlights. Research again will help create an authentic colour - brown ploughed fields, autumn colours and winter snow all have their own colour palettes. The nearer to the horizon line the thinner the paint should be, again research material will come invaluable. In the next process its worthy of note, to think about the location of the sun, and how shadows will fall, as one side will be lighter than the other when adding detail to foliage. Again use the stipple effect and a lighter green to the sun lit leaves. Be very simple and do not tend towards too much detail, simply keep it simple.

Buildings are an essential part of the countryside, so another simple method is draw the rough outline using a pencil, and infill using a chisel brush, using rough colour only. Again think about where shadows will fall and lighten or darken as appropriate. Do not be tempted to paint in the details - windows need nothing more than a suggestion there, so a brown square with highlighted sill will be enough to create the illusion. Highlights can be used with the white and brown umber for shadows. Similarly with walls, add a little green at their base to help blend them into the scenery and there we have it, a complete back scene, unique to your layout.

Additional details like poles, wires can be added using a rigger brush, Roads can be added simply but use the research again to see how they disappear into the landscape, but concentrate the level of details. The idea of the back scene is merely a suggestion of continual space, and should be an illusion and not be a Van Gough masterpiece. As per prototypical, the distance should lose detail and colour saturation. Researching photographs will be a huge aid, keep it simple, keep it real.

With the process now learnt from the DVD, it was the audience's time to put its itself to the test. With a pre-sprayed sky already done, (here's one I made earlier jobs) Dave Wright welcomes us up to have a go and see for ourselves how easy it really is. Within an hour we had an almost complete scene.

Well, I hope this covers most of the simple techniques; Dave's book and the DVD films will help, but give it a go, you'll surprise yourself. So as the meeting came to a close we thanked both Daves for a very educational and entertaining presentation.

Happy modelling

Adam Crick

June 2013: Annual quiz

It's the first Wednesday in June, it's a pleasant evening, and once again time for the Annual Burton Quiz Night. So, on the 5th June in keeping with established tradition, a band of 19 stalwarts assembled to pit their wits against debutante quiz-setter Peter Baumgartner's set of ten rounds of hand-picked and prepared questions. Dave Fleming put on the quizmasters gown for the second year, and after the traditional draw from the hat, the teams were selected.

This year, the Leicester contingent was not in attendance as a result of a bereavement, and a number of the regular patrons had other engagements, so, given the lower number, teams were composed of three members instead of the usual four. Despite the paucity of members attending, the night was set fair for some fun and light-hearted banter. Question-master Dave confirmed the traditional format of ten rounds each of eight questions, with an essential beer 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 below are a few of the head-scratcher variety.

Round 1: 'The First Round' which was based on 'firsts' in the railway world, that was until question four – "A member of which class was the last to retain the Midland boiler and Salter safety valves?" [Midland 1F tank] and then question seven – "Give the name of the last surviving GWR Star class loco." [Lode Star} So it was firsts and lasts.

Round 2: 'TV and the Big Screen' personally always one of my favourites, but did you know that "Thomas the Tank Engine" has a rival non-steam programme featuring his mate "Underground Ernie"? Not many of us did, though "Brief Encounter" reappeared at Carnforth, and I did remember from my black and white TV days that Casey Jones drove the Cannonball Express!

Round 3: 'Let's Face the Music' another of my favourite quiz rounds - there again, we seniors will have remembered Nancy Whiskey on her "Freight Train", Alma Cogan who has "The railway ran through the middle of the house", as well as the Kinks and "Waterloo Sunset."

Round 4: was simply 'Engine Sheds' and Peter had obviously been in the time machine again, as 1923 AND Leicestershire, up to question 6 which was the number of loco turntables in Burton in 1950 [5. The final questions were about Uttoxeter shed: the number of roads, and, its shed code [3 & 5F].

Round 5: 'I'll name that loco in One' (you really must get a television which broadcasts programmes from the 21st Century, Peter!). This was a good scoring round. Sample questions included: the name of Britannia 70001 [Lord Hurcomb]; the name of the first member of the GW Hall class [St. Martin]; and Royal Scot 46102 [The Black Watch].

Resuming after the break, 'Local for a change' formed Round 6 which, understandably, had a slight Swad' bias, including a question on the number of signal boxes on the Swad loop before 1956 [4], and what year saw the first diesel through Burton [1934].

Round 7: 'Minorities' with a pair of questions on big four coaches with odd prefix/suffix BR ownership, such as, where would you find a blue Jinty in the 1920s?

Round 8: 'True or False' the Marmite round - you either love it or hate it. Peter's questions were extremely well balanced, and could lead you to either conclusion. I enjoyed the question of a multi-coloured Compound at Derby which had worked an "Andy Cap Special" to Blackpool [True], (as I remembered it from the time), though I never appreciated that a Fowler 4P tank had been given green livery!

Round 9: 'Geographical' included questions such as: "What was the furthest point west you could see an LNER engine?" [Mallaig]. "What was the furthest point south that LMS engines regularly terminated?" [Bournemouth]. "Which town in Wales had a sizeable allocation of LNER locos?" [Wrexham]. I'm sure you get the direction!

Round 10: 'Wot, no Steam Engines', and as you would expect from the title, it was predominantly a diesel and electric round. This included: "Who built the Blue Pullman?" [Metro Cammell]; "What was the first class of diesel to be seen regularly in Burton?" [Class 08]; and "Which Sheffield firm built the diesel units which featured two front window panel?" [Cravens].

So ended the 23rd Annual Quiz and what a fine night it was too. It is said that few remember the runners up or semi-finalists, and I'm afraid the Guinness was so good that I am in that selfsame bracket. So congratulations to Team B (Mick Lunn, Dave Hook, & Mark Ratcliffe) who won with 121 points. The runners up achieved 115 points, and the two owd codgers at the back who weren't competing seriously landed an unofficial 114 points.

Thanks to Peter Baumgartner for his hard work in compiling a well-balanced and interesting quiz, to Dave Fleming in his role as MC-Quizmaster, and also to Kevin and Peter who officiated respectively in collecting the answer sheets and scoring the results.

So now to my annual whinge!

Why were there only 19 people competing? As always I bemoan the fact that we have a healthy Society with, I believe, over 250 members. So why don't more home members attend? These events don't just happen - a lot of hard work goes into presenting them. I know from experience how difficult and time-consuming it is to create a quiz which is both entertaining and fun to be participating in.

Again, congratulations go to all those who worked extremely hard before and on the night, and to Peter B who faced the challenge of his debut quiz with hardly any show of nerves. And it **was** enjoyable! So next time, come along and try it out - you never know - you might enjoy it!

"Crofter"

May 2013: Stephen Gay, "Picture postcard railway rambles"

It was with great pleasure that we received Stephen for his third delightfully narrated presentation to the Society. This time he introduced a new element in the form of poetry, with three poems being included during the night; indeed he started the proceedings with a poem about Doncaster. Stephen recommended that, if time could be spared, it was better to use the

stopping service to travel along the Hope Valley line rather than the non-stop service and I would very much agree.

The show itself started at Sheffield Midland with an overall view of the station from the top of a nearby car park. Other shots in the locality required him to build “half a snowman” to stand on and also to wade into the middle of the River Sheaf on a couple of occasions. This served to demonstrate the care Stephen took, not only in ensuring the weather was used to the best purpose, but also to achieve the unusual vantage point. Things changed constantly and although the former steam shed that serviced the line, Millhouses, is still standing despite being closed in 1962, it is due to be demolished soon to be replaced by houses. Another change was at Dore & Totley Station where the buildings, finished for railway use, were turned into an Indian restaurant known as Delhi Junction! This function has now ceased and a new use remains to be found.

Moving on to the Hope Valley line proper, it was time for another poem, dedicated to Totley Tunnel. This three-and-a-half mile long monument climbs 117 feet from one end to the other and had cost half-a-million pounds to construct. It has five ventilation shafts and Stephen’s constant companion, his Alsatian dog Wrawby, was featured by one of them. Stephen doesn’t use a digital camera and it took him around twelve attempts to get the slide he wanted of Wrawby - a clear demonstration of his attention to detail. At the other end of the tunnel we were let into the secrets of the café set up by the late Philip Eastwood in the former station buildings at Grindleford. Here tea is sold in pint and half-pint mugs, but it was the eccentricity of the owner that was amusing, with postcard signs everywhere. Several of these were read to us, but I include just a couple:

“Uncontrollable kids are not welcome, nor parents of the same breed!”

“Why stand outside and be miserable, come inside and get fed up!”

A slide of a multiple unit framed by a signal in the station reminded Stephen of the sticky end that befell Alec Guinness in the film the “Ladykillers” – the signal dropping on Alec’s head causing him to fall to his death. By a strange coincidence, your reviewer had been watching that film earlier in the day.

Down the line near Hathersage there was a superb shot of a two-car pacer unit framed by snow covered tree branches – proof that you can make a silk purse from a sow’s ear if you try hard enough! Hope Station is the only one on the line with a footbridge, but with no disabled access from the car park for the opposite platform. Stephen isn’t content with close-by shots so an excursion was made into the Derbyshire hills to view both the course of the railway and also the dams at Derwent and Howden. A cracking shot of the reservoir from on high led Stephen to remind those present that it was the 70th anniversary this month of the Dam Busters raid by 617 Squadron led by Guy Gibson, the Lancaster bombers having carried out rehearsals here.

The Hope Valley is well known for its cement works and has a dedicated branch line from the main line to the works; this line ensures that one train load keeps 57 lorries off the road! Two slides here revealed attention to detail and the funny side of railway photography. In the first case Stephen wanted to include the Cheshire Cheese pub and its empty beer barrels in composition of a train working up the branch. Now freight trains don’t run to strict timetables and he had to ask four separate drivers to park elsewhere to achieve the desired result. Whilst

in the village of Hope worried neighbours wondered what he was doing outside their property, so he duly obliged by explaining that he wanted a photograph of a passenger train on the branch. "I've lived here 29 years and that's never happened", exclaimed one home owner. Stephen was so convincing that by the time the train arrived he had 15 amateur photographers with him, but all dutifully lined up behind him to preserve the integrity of the shot! Other slides taken in 2008 illustrated the open day at the quarry. On that occasion your reviewer acted as a steward with the task of ensuring that wagon number collectors didn't get too excited! Down at the sidings by the main line, several people were disappointed to learn that the classic "porthole" shot carved out in the hedge has been ruined by the placing of a single panel of palisade fencing across it.

Moving onto Edale, it was time for another poem to accompany a marvellous shot taken on a sunny, but snowy day in 2010 with the sun beautifully framed in the fork of a tree trunk. Finally it was to Cowburn Tunnel, over two miles long, but with one ventilation shaft to penetrate to the roof 700 feet below. Dedication to the task was demonstrated for the shot of a train leaving the tunnel; it was not only necessary to be there at 6-00a.m., and in order to do so Stephen had caught the last passenger train from Sheffield the evening before and had spent the night on the station! What more can one say? To achieve end results of this quality requires visits to the same locations to be made time and time again and in all sorts of weather conditions.

It was another splendid evening with exquisite photography and superb narration, we look forward to Stephen's next visit in 2015. Meanwhile we trust that Wrawby will keep a dutiful eye on his master and make sure that he doesn't try anything too extreme to get that all important photograph.

Mark Ratcliffe

April 2013: Ken Woolley & Phil Waterfield,

It had been planned that April's club night would be presented by the eminent railway photographer Hugh Ballantyne, but tragically, Hugh suffered a stroke in March and died on Good Friday. So has passed away one of the truly great exponents of his art and our thoughts are with his family and friends.

Kindly stepping into the breach to entertain us on this evening were Society members Ken Woolley and Phil Waterfield whose photographs frequently illustrate contemporary railway magazines.

Ken started off the proceedings with local scenes of the early 1960s with a few black and white shots and then mostly colour. Many were taken in the vicinity of Leicester Junction Signal Box where he was a train recorder for almost three years "being paid to train-spot and take photos" as he put it!

One memorable image, taken from the box steps, was of Jinty 47643 on a local trip with the shed path on the left with two enginemen heading home along it, no doubt diverting to the 'Forest Gate' en route. Beyond the path stood the stacking yard of Sharp Brothers & Knight with timber piled high. This just illustrated how much has changed in the ensuing half

century and how grateful we are that people like Ken took such images at that time. Another Jinty that featured at this locality was 47464 with one brake van heading south on a working known as the "Wells Fargo" – this being a Fridays-only working to deliver wages to Burton and Walton & Wychnor sidings.

From the ridiculous to the sublime, for the next shot passing Leicester Junction featured York's V2 60978 going well on a Newcastle - Bristol express, not an uncommon sight at that time. That could not be said of a slide taken from the east side of the junction that featured Burton's 45721 'Impregnable' double-heading a Black 5 departing on a freight for Nuneaton.

Industrial locos around the town were not forgotten with fine shots of Bass's stud of saddle tanks and also of Marston's no.3 in the yard at the eponymous brewery. Continuing with the industrial scene but straying further afield, we visited Statons' mill at Tutbury where a Peckett tank was seen at work. At Cadley Hill Colliery we first saw an immaculate no.1 shunting the yard. This was followed by the incongruous sight of a Beyer-Garratt crossing the A5 near Atherstone, this of course being the well-known and now preserved 'William Francis' on a loaded coal train from Baddesley Colliery to the nearby sidings on the WCML.

More archive shots were seen from the last days of steam on the Cromford & High Peak Railway. Then it was down to the glorious scenery on the Golden Valley line from Gloucester to Chalford during the final weeks of the famed 'Chalford auto' which also featured a heavy 9F-hauled freight assisted in the rear by the Brimscombe banker.

To take us to the break, contemporary slides were shown of preserved steam, mainly charter on heritage lines, and also out on the mainline.

For the second half of the show, Phil took over and once again we were treated to local scenes in the days of steam.

That local stalwart 47643 featured heavily again, including an atmospheric shot of it crossing Victoria Crescent holding up local cyclists with not a 4-by-4 in sight. In fact, it was noticeable in most of the pictures that showed road crossings, how little traffic there was about in those days; railways really ruled the roost in Burton in the early 1960s.

A rail-tour that has featured strongly in the railway press over the years was the LCGB trip of October 1962. That brought a J11 'Pom-Pom' to Burton and this was duly recorded by Phil at Stretton & Clay Mills Station, virtually untouched by 13 years of closure, with no signs of vandalism and all signs intact.

Back at Leicester Junction, a very rare bird, 72007 'Clan Mackintosh' was seen featured in a black and white image heading a northbound freight, possibly the Washwood Heath – Carlisle. A much more common sight in the locale was the LMS 4F 0-6-0 and a member of this class was seen heading towards Burton on the Leicester line crossing the Trent on Stapenhill Viaduct – the amount of foam covering the surface of the river being noticeable. Further towards Leicester but on the 'Swad' loop, we saw a super colour shot of 44260 double-heading 45254 on an up-train of passenger stock passing through Woodville Station, followed by a 'going away' shot of it heading for the tunnel.

The ex-GN line from Burton towards Derby Friargate is now, in part, a cycleway, and it was on this section we saw images of freight workings with a B1 and a 9F in charge, and beyond Friargate, at Basford North, a 'Pig' 2-6-0 on a local passenger working.

Straying further afield again, we saw images on the ex-GW line in Warwickshire, particularly at Hatton Station where, quite surprisingly for the time, was ex-works 6853 'Morehampton Grange' on a down passenger working, yet that well-known 4-6-0 7029 'Clun Castle' looked decidedly unkempt.

Although steam dominated the proceedings during the evening, other forms of traction were not forgotten, with a few shots of diesels and local dmsu. Indeed, even a few local Burton Corporation buses in maroon and cream livery were seen.

Phil's post-BR steam pictures covered images of steam at work in the USA, South Africa, and China amongst other exotic locations and some of these could still be seen today, but unfortunately those unforgettable scenes of steam crossing Burton roads are long in the past and unrepeatable.

Paul Forbes

March 2013: Martin Nield, "Aspects of the Lancashire & Yorkshire Railway"

"Aspects of the Lancashire & Yorkshire Railway" was presented by Martin Nield at an additional club night on Wednesday 20 March. Both digital projectors caused problems and, although the images were not as sharp as Martin would have wished, he was able to give quite an insight into the L&YR. Self-styled as the "Business Line", it was more of a provincial railway and, despite its 601 miles of tracks, it had to rely on other railways, chiefly the LNWR, for its London connections.

The tracks laid into Blackpool enabled swift growth of the town and so it was able to establish itself as the leading holiday resort in the North West. The L&Y also had the largest shipping fleet of any railway company and Goole and Fleetwood both grew as ports as a result. Other milestones included the building of 291 stations and 733 signal boxes. The signalling school, established in Manchester, was thankfully saved for preservation and is now installed in the York Railway Museum. As a keen railway modeller of the "Lanky", Martin was particularly pleased that this had happened.

Electrification was a major corner post of the railway - in particular the line to Southport which continues to thrive to this day. In its early days a connection was even made to the Liverpool Overhead Railway, and stores and works were established at Meols Cop. All stock was wooden-bodied on steel under-frames. Due to involvement by Dick Kerr, the short line from Bury to Holcombe Brook was also electrified. This was initially an overhead system, but was later altered to third-rail to match the Manchester - Bury set up; this latter line was electrified during the First World War. In the early years, the steam stock wasn't particularly notable and the Board was more interested in paying dividends to shareholders. Thankfully, the house was put in order and Barton Wright was appointed to sort out the locomotive situation which he did with great success. Locomotive livery was changed from green to black and a fine new locomotive works was established at Horwich to replace the facilities at

Miles Platting. The other notable L&Y engineer was (Sir) John Aspinall who continued Wright's good work and indeed his sturdy little "pug" locos continue to impress today.

Manchester United, would you believe, is another claim to L&YR's fame. The carriage works were at Newton Heath and in the 1870s the Company set up a football team known as "Newton Heath (L&YR) F.C." It played in colours of gold and green halves. When it entered the Football League, the L&Y bit was dropped and a few years later the name "Manchester United" was adopted and the rest, as they say, is history!

The L&Y came to an end in 1922 when it was amalgamated with the LNWR ahead of the Government's establishment of the 'Big Four' in 1924. George Hughes, (a 'Lanky' appointment) took the role of C.M.E. and introduced his very successful "Crab" 2-6-0 locos. Of course we must not forget that Nigel Gresley served some of his working time in a managerial role at Blackpool loco shed.

It was a short, but sweet presentation, but Martin who is also the Secretary of the Lancashire & Yorkshire Railway Society, certainly packed in a lot of information about a railway he models with a passion.

Mark Ratcliffe

March 2013: Pete Skelton, "Life with a Pentax 67"

It was a pleasure to welcome Pete back to Burton for the third time. We were therefore ready to see what joys he would have for this time. He chose to start back in 1967 with a youthful shot of himself with 46201 'Princess Elizabeth' on Bath Road depot. This he followed with a restored 6201 wearing red livery exercising on the main line. 4472 'Flying Scotsman' featured south of Banbury in 1986 - will the loco ever work again we mused? Next the Kings made an appearance: 6000 'King George V' at its old home inside Bulmer's shed and then 6024 'King Edward 1' which was quite appropriate seeing that 6023 will spend a short time in disguise as 6015 'King Richard 111' whilst it is on the Great Central. Settle and Carlisle scenes revealed ex-17B loco 45407 with a volcanic exhaust, 46229 in the snow near Ais Gill, and 71000 along with 46203. A visit to the Severn Valley Railway produced shots of 600 'Gordon', 43106 and a lovely night time portrait of 2857.

Hailing from Gloucester, Pete recounted the rivalry that existed between the local sheds, Horton Road ex-GWR and Barnwood ex-Midland, the staff from each using different pubs! This prefaced a series of GW slides on the main line and on the preserved Gloucester Warwickshire Railway. Keeping with the local theme, Midland 1F class 41708 was used on the Dean Forest Railway in the guise of ex-Gloucester loco 41748. A slide was also produced of the "Steam Railway" 1st April spoof of 3717 'City of Truro' painted in B.R. black, (one side only). John Bellwood, the National Railway Museum representative, had to be kept on the GW side during his visit to save embarrassment! Later, on the clock on Pete's local station (Gloucester), revealed a time of 1-47a.m in his photograph and he mused if his wife wondered what he had been up to! A series of Jubilees started with 45552 'Silver Jubilee' in black livery on the GC and the same loco at Bury as 45698 'Mars' with a Fowler tender - of course this was really ex-Burton loco 45593 'Kholapur'. This latter loco appeared in its own right in an atmospheric night shot alongside 45596 'Bahamas' at Shackerstone. On another

occasion 'Bahamas' sported a "Derby Evening Telegraph Express" headboard when photographed on Hatton Bank. Mr Skelton was also good friends with the well-known artist, the late George Heiron, and he had a slide of him in artistic action: Pete used to print his 6 x 9 black and white shots for him.

Moving down south, he recounted how his three daughters got impatient with him during a long wait to photograph 53808 on the West Somerset when they wanted to go on the beach. M7 30053 had Corfe Castle as the backdrop and keeping with a southern theme he showed 34105 'Swanage' when it was running on the GC. Pete enjoyed attending a photographic charter at Barrington Cement Works and so industrial steam was introduced to the audience. Back with larger locos, 71000 poured out black smoke on leaving Derby, but he also captured the same loco at Didcot on its first main line run.

A brief interlude with ships enabled us to see the preserved paddle steamer "Waverley", first coming into Sharpness, second a long walk along the old Severn road bridge produced a superb shot and finally in Bristol with Brunel's Clifton Suspension Bridge as the backdrop. On the same theme, the second half found us close to Southampton Docks and revealed "QE2" and "Ventura" and also "QE2" and "QM2" with Pete fortunately getting the latter pairing in the same shot! In his civil engineering days he was able to obtain five beautiful sunset shots in 1994 with the new Severn Crossing under construction.

The beginning of the second session was devoted to South Africa and we saw 25NC named 'City of Kimberley' on Beaconsfield Shed and then the same loco exercising whilst on freight duty. A lovely three quarter view of 3450 'Red Devil' followed; Pete reported that it could haul 26 coaches before slipping occurred! Moving on to Orange River servicing point led to a slide of condensing loco 3511, a preserved loco, but earning its keep on freight. At De Aar he found 3511 on shed and it was photographed alongside 858, but the remarkable thing was that he captured the fireman in mid air leaping from the tender of 3511 and on to the one of 858! Mr Skelton found some outstanding locations and I'll end the South Africa section by mentioning a Beyer Garratt photographed heading to George.

Next we were taken to China for snow, industrial pollution, and the Gobi Desert with the latter location resembling a lunar landscape. It was a case of patience, there being only three daytime trains to photograph. Off in the snow to Jing Peng and whilst others in the party were sampling breakfast, Pete and his friend were out for the first train of the day hauled by a couple of QJs. Due to the zigzag nature of the line and being prepared to move reasonably quickly, 37 shots were taken of the same train!

America was next on the agenda with some lovely locations in autumn or should I say the fall! 1993 was the year for capturing Shay locos on logging trains whilst the Rio Grande was perfect for cowboy films. The Santa Fe provided some awe inspiring diesel freight trains of tremendous length with six locos hauling one particular formation. The Deltic on the Severn Valley Railway and the 37s on the Rhymney – Cardiff trains looked positively puny in comparison. We ended with visits to various preserved railways and this enabled Pete to feature his two favourite locos 5029 'Nunney Castle' and 46229 'Duchess of Hamilton' side by side. The slide of 47383 with three "policemen" or coppers in helmets looking out of the cab drew a resounding laugh. However perhaps a favourite slide didn't feature railways at all, it was a field of poppies under a vortex sky – truly brilliant.

Large format slides of exceptional quality and an evening of great variety, we were pleased to give him a warm ovation. Pete has a BR black and white digital show and we look forward to welcoming back with that particular presentation.

Mark Ratcliffe

February 2013: Karl Jauncey & Dave Richards, "PSOV: A review of 2012"

All aboard? It certainly seemed so on 6 February as Karl and Dave travelled against the weather back to Burton for their very popular presentation of preserved steam on video, "but also available on blu ray" we were told. It is a sign of the times I'm afraid. With the usual warm welcome from our Chairman as he controlled the room for his introductory notices, we prepared for a testing of the fire alarm systems. Welcoming back our presenters we handed the night over to Dave and Karl, but before starting they had an additional notice to be made, asking if the alarm should be tested during the show to see if it would successfully wake up a certain member of the society - for his sanity I will leave him anonymous and let our members figure that one out.

Back to business, we put our hands together for our guests and drifted off down the mainlines of Britain once again chasing a variety of steam charters. The lights dimmed and the introduction started with dramatic images and superb emotive sound which immediately caught the attention of any member left on the platform. There the skilled video photographers were capturing stunning scenes of Britain's natural beauty with the enhancement of steam-hauled trains rolling magically through them.

Back on track we started our journey with a trip to Greenholme to see 45407 with 44871 on a frosty 25 January glide through a white landscape. The bleak landscape, accentuated by the frost, created a superb view as the pairing climbed and a lone horse taking a fleeting glimpse as if it were common place again. But the scenes improved with time as when the trains arrived at Birkett Common with fog filling the valley behind creating some amazingly eerie footage.

Black 5 enthusiasts were in heaven as the next train recorded was hauled by two more black 5s, 45305 and 44932, against the blizzard over Smardale viaduct. Moving on to 'better' locos, 'Oliver Cromwell' took her shot over the Settle & Carlisle. We left one Brit for another as 'Britannia' herself was captured taking flight carrying her white cab roof on the 10 March. On the same day we had sights of the unusual pairing of 5043 and 6201. Another pairing we saw was the 'Princess' 6201, being banked by 9600 and L94 over the Lickey Incline.

Moving a little closer to home, on her first public run after a few minor problems, a BR Brunswick Green Duchess ran back into Derby station on 29 March with her return trip being captured passing through our home town. Moving back to the Britannia, 70013 show-cased her very high pitched, two-tone whistle as she stormed over Smardale Viaduct.

The 12 April saw 34067 make her cautious attempt over Shap. On her return she was caught at Wilpshire in her best light, with dark storm clouds brewing up behind. Back closer to home, Brit 70000 was captured at Nuneaton as were the panniers on 14 April passing Washwood Heath, before chasing them down to Castle Gresley and passing Bardon Hill Box.

A year is not complete without seeing the "Great Britain Tour". A4 Streak took charge of her leg out of London before 'Cromwell' took over and powered the train across the Royal Border and Forth Bridges. Scotland welcomed 61994 on to Glenfinnan Viaduct famed for its role in the Harry Potter films. A comical scene caught Black 5s 45305 and 45407 working the Glasgow to Stranraer trip on 25 April emerging from the hillside scaring off sheep.

The 12 May stands out in this film as PSOV's luck came into play again when 'Tornado' was captured passing a double-headed Black 5 special at Bayston Hill in near perfect timing. This was something extremely difficult to get on preserved railways let alone on national metals. Another sequence which captured our attention was the sight of Great Western super loco 5043 on a Linlithgow to Sterling charter on 27 May as she took her train over the Forth Railway Bridge. Another view of boyhood days was the BR Green Duchess seen through two cameras taken from both platforms as she stormed her way through Lancaster. Another Midland beast was represented by 46201, 'Princess Elizabeth', fittingly taking pride a place ahead of the Royal Train on its way to Kemble.

We are also indebted to the men on the footplate of 45305 who videoed over the Settle & Carlisle line recording stunning views over Ribbleshead Viaduct and storming through Dent station.

Following the same tracks but this time aboard was A4 number 9, 'Union of South Africa'. Of further note were some very atmospheric shots of 5043 through Droitwich and Worcester against the semaphores and fog, and also superb nighttime infra-red footage of the two panniers attacking the Lickey Incline unassisted, even providing their very own firework display to celebrate.

The presentation finished with spectacular scenes in Scotland of 61994 emerging from the mist with stunning trails of steam, all set to emotive music. That concluded our journey through 2012 with all its troubles and spectacles. We thank all the people involved for a superb evening and wish them all the best for 2013.

Adam Crick

January 2013: Jon Turner and Bob Smythe, "Lost, re-opened and preserved lines"

Les Henshaw was unable to be present due to illness and his place was taken by Jon Turner and Bob Smythe. The film for the first part concentrated on rail routes around Britain which had either been completely removed from the map or parts had been saved by preservationists. First was the route of the present day Lakeside & Haverthwaite Railway saved by preservationists. Many former railway routes have now been converted into attractive footpaths so it was no surprise to visit one of these along with a station now used as a boat house by Lancaster University. Then it was off to the much lamented S&D with archive footage taken on New Year's day 1966 with 73051 and 44422 featuring - thankfully both of these locos are still with us. Various stations along the route were also featured as was Bournemouth West which actually closed before the S&D route. The line to Lewes, (some of it being the present-day Bluebell Railway) was closed pre-Beeching and the footage show-cased various preserved locos at work on the saved portion - Horsted Keynes Station with its five platforms being a film maker's delight. Moving up to the borders,

archive footage of the Waverley route featured two of Carlisle Canal's rare A3s, these being 'Sir Visto' and 'Coronach' whilst 65331 was shown on Hawick Shed. In March 2005 the Scottish Parliament sanctioned the re-opening of 30 miles of the route from Edinburgh to Galashiels and work is now underway.

1962 and the Stainmore route was wiped from the map. The A685 road took over some of the track bed around Ravenstonedale, while Smardale Viaduct was saved and sold for 1p to the group responsible for its upkeep. Kirkby Stephen East Station is also preserved and the activists plan to re-open the 11 miles from there to Appleby. Perhaps the best known route to be featured was The Settle & Carlisle, still fully functioning of course and now busier than ever, but the route was a Beeching target for closure in 1963 and again in the 1970s and 1980s. Several stations were closed, but now eight of the 12 closed ones are now re-open. Much of the credit for this goes to the Friends of the S & C for their work in making sure that this was a line that wouldn't die. Indeed presenter Jon Turner wrote passionately in support of keeping the line open and part of his letter features in James Towles's book outlining the fight to keep the line open.

It was now time for archive footage of electric class 76s at work on the now defunct Woodhead line, the section between Penistone and Hadfield closing in 1981. Non-standard overhead electric equipment, light passenger usage, coal traffic ebbing away and a rival line via the Hope Valley sealed its fate. With a GC theme in mind, footage then turned to preserved locos 63601 and D123 at work on the saved portion of the line. Sixty miles of the route south of Rugby ran mainly through farm land and traffic could be adequately handled on the Midland route so its fate was sealed. A pity that HS2 wasn't in mind during the 1960s! Other lines looked at briefly included: the Cambrian Coast route (Beeching planned to shut the route to Pwllheli, but now rationalised and radio signalled); Cumbrian Coast (Beeching wanted to shut the Barrow – Whitehead section leaving the route as two branches; in Devon he was more successful, the line ends at Gunnislake leaving Tavistock isolated from rail access; Looe branch in Cornwall which miraculously survived; and, Oxenholme – Windermere which also survives, but now as a glorified branch, emasculated so that loco-hauled trains cannot be used on the section.

After the interval the film was entirely archive and devoted to East Yorkshire. A banner on York Station proclaiming in 1965 that one could travel to Scarborough for 10 shillings! In the same year when horse-drawn transport was still part of the scene in Driffield, the line from there to Malton was already closed and lifted, the route being filmed from inside a Ford Anglia! Next was the Gilling – Coxwold via Ampleforth line with a run on the last train to collect the last wagons along this 18 mile route. Back at Malton we boarded the cab of B1 61319 for a footplate ride to Rosemont and included was the lifted section to Pickering. A view of the line from high above Levisham revealed a Wickham trolley shuffling along before a return was made to the B1 footplate. The driver, Sid Winfield, was in later years to take the controls of the prototype HST. On reaching Grosmont the film diverted to Middlesbrough for a brief DMU trip towards Whitby with the B1 appearing again at Larpool Viaduct. The section from Whitby to Staithes closed in 1958, but the film was able to portray the Bog Hall – Prospect Hill section using a DMU. At the latter station, the driver had to change ends in order to travel over the viaduct constructed of five million bricks to Robin Hood's Bay. This was the largest station on the line and was the home for five camping coaches.

It was now time for an interlude at Scarborough with visits to the 20" narrow gauge North Bay Railway and a look at the funicular cliff system. Back at the main line station we viewed some of the visiting loco including: 45694 'Bellerophon' complete with yellow stripe; fellow Jubilees 45565 'Victoria' and 45739 'Ulster'; and of course 61319 again. Turning, coaling and watering facilities were maintained at Scarborough although the shed was closed, and indeed three Black Fives coupled together arrived from Bridlington for this purpose having travelled 23 miles in order to do so! Black Five 44694 brought this section to an end with filming taking place from the train as it departed.

At Bridlington an enthusiasts' special train arrived behind K4 'The Great Marquis' and K1 62005, and then it was off to traverse the Filey Holiday Camp Branch. The K4 took the train to Whitby where it met up again with the K1. On 6th May 1965, a seven-car DMU formed the final normal passenger train from Whitby to Scarborough. The film ended on a high note with a very unusual train along the line hauled by D2051. This action took place two years later in 1967 and the track was by now completely weed-strewn. D2051 towed some brake-vans from Scarborough and its purpose was to enable demolition contractors to view what was involved prior to track removal. Normal practice was for contractors to travel by road, but problems of access led to the train being organised. A resident of Robin Hood's Bay rang BR to demand why there was a train on the line! Finally there was a flash back to October 1965 with the last enthusiasts' special train of all along the section hauled by two named B1s, 'Gnu' and 'Reedbuck', storming up to the tunnel at Ravenscar.

A great start to the 2013 programme thanks to our friends from Matlock Railway Club.

Mark Ratcliffe