

DECEMBER 2008

The December meeting featured “Steam on Ciné in the 50s & 60s” and was presented by a first time visitor to Burton, Mike Clemens who was accompanied by his wife Barbara. Mike is the proud owner of the largest collection of archive steam railway films in the country, most of them being the work of his father the late Jim Clemens. Some of these films were shown without dubbed sound but Mike added an informative and fascinating commentary during projection. We were treated to film that had been enhanced and transferred for delivery via an LCD projector and traditional 16mm films.

The show commenced at Crewe on 26 September 1964 with the last run of 46256 ‘Sir William Stanier FRS’ on an RCTS “Scottish Lowlander” special. At Carlisle 60007 ‘Sir Nigel Gresley’ took over. As the train left Carlisle, a Scot could be seen in the bay platform. The signaller sent the train up the West Coast Main Line by mistake and reminiscent of a Burton Railway Society special a few years later, the train had to reverse. The intended route of the RCTS train was the Waverley route, much to the excitement of one of our members! Having lost time, the A4 put up the highest recorded output for a member of the class, but being short of coal ‘Sir Nigel’ had to be replaced by 60009 ‘Union of South Africa’ at Niddrie. The train continued to Edinburgh, then Glasgow and back to Carlisle. The film used on this occasion being 8mm “Kodachrome 2”.

The second film continued the Scottish theme and dated from Easter 1963. It opened with the last Caledonian 0-4-4T 55189 on Carstairs shed. This loco, now preserved, is to be returned to BR black in 2009 before being retired for overhaul. Moving to Hamilton, a goods train of the day was filmed, but the star was one of the elusive Fowler dock tanks 47163 which was in steam on shed. At Glasgow, we were treated to the magnificent sight (your reviewer is biased) of 46156 ‘The South Wales Borderers’ at the head of a relief to the “Royal Scot”. Another Scot (great stuff this) was filmed coming down Beattock. A change to “Gaevert” film and back to the year 1959 with Shap as the location saw 45522 ‘Prestatyn’ climbing the bank followed by two Royal Scots (brilliant Mike!).

Onto Easter 1966 and trains were filmed between Ayr and Girvan, before dropping back a year, again to Easter with the preserved Scottish locos G.N.S. 49 at Cleland and the Caledonian 123. The latter was famous for the races of 1895 and we all had a laugh when a duffle-coated enthusiast came sprinting past the camera, but I bet Jim was less than pleased at the time! The first 4-6-0 Highland 103 had its turn next being captured at Paisley. Rare footage was shown of the “Port Road” from Dumfries to Stranraer on Good Friday 1965 just before closure of the line. Standard Class 4 76073 took out Jim and Mike’s train whose destination was Kircudbright, so our duo changed at Castle Douglas for a service hauled by a Black 5 to Stranraer. The famous girder bridge at Loch Ken revived memories for four members of the audience. It was here that one of the band was to be left so he could walk the line, but it was firmly wired off and we had to take him further on to start his walk. The “Port Line” crossed miles of desolation, Loch Skerrow station was just a passing place there being no road access. The viaduct at Gatehouse of Fleet featured before arriving at Newton Stewart with the film revealing the station, the closed loco shed and the branch to Whithorn. Passing the grave yard at Glenluce, the Clemens disembarked at Dunragit and Michael took a “still” photograph. This section was rounded off with Stranraer shed where Black 5s were being serviced, but to Michael’s dismay no Clans. Finally one BRS member got very excited with the film of early Inter City dmus!

REEL 2: WALES.

1962 and we were transported back to Barmouth as it was then. Class leader 82000 featured quite a bit and so did Barmouth itself. Llandecwyn Halt, a favourite “resting place” for our “Port Line” walker appeared, before it was back to Barmouth and 82021 and later 7310. At Fairbourne we had a fresh sprinter in front of the camera, but on this occasion it was the porter. (I wonder if Jim quizzed him with, “Oh Mr. Porter what are you doing?”)

Moving to the Ellesmere to Wrexham line with 1432 providing the motive power, part of this film was in black and white and a girder bridge reminiscent of the Hornby Dublo model was traversed. During World War II lots of branches meandered off from this route to various wartime installations and the line was so busy that the passenger service was suspended. Back to colour film and a different world was revealed both in terms of fashion and to the courtesy of helping people off trains.

At this point we had a power interruption, but service resumed, thankfully. The date was January 1965, Jim was at Whitchurch on the Cambrian section before the service finished. 46511 was at Fennsbank on goods, 46510 at Ellesmere, the Wrexham line having closed by now. At Oswestry there was footage of a rare loco in store on shed, none other than 7033 ‘Hartlebury Castle’. This loco was present when I visited the shed, unofficially of course. I met the Shed Master who instead of ordering me off the premises pointed out that I had a button missing from my jacket! The fact that I was there when my parents thought I was on Welshpool Station is another matter. Back to 7033, it was six weeks out of works and had been sent to Oswestry for a minor repair, but authority was not given and the loco was withdrawn instead – what a waste of money! Local vandals then smashed the gauges in the cab so my lenient treatment by the shed management was much appreciated.

Let us return to the film show and at Llyncllys was 80156, preserved 80098 turned up at Pant, you can imagine the graffiti artists having fun with this sign today. I fervently hoped 80096 would show up, because this was the loco I had my first footplate ride on around Welshpool Station, but it was not to be. In recompense, Buttington Junction signal box appeared, a sure sign for me in the past that we were near to our Welshpool destination. 7802 ‘Bradley Manor’ in sparkling condition finished this section off. According to Mike, students at Aberystwyth University who wished to visit the shed were set on as loco cleaners for the Cambrian Coast Express motive power.

After the break the old style 16mm projector was brought into use for film of the Isle of Man. Starting at Laxey with the famous wheel we viewed tram 7 with a toast rack trailer and Snaefell Mountain tram 1. The camera was then positioned behind the motorman for a trip over the Laxey viaduct. The interchange station for the horse drawn trams at Douglas showed the large canopy, now sadly no more. The white helmeted policeman also set the scene. Now to the steam railway and green liveried 4 ‘Loch’ was at Santon, 13 ‘Kissack’ was under the long-gone canopy at Douglas. Manx Northern no. 4 was however red. A line of “dead” locos was also filmed being dragged out for public inspection.

Several short sections filmed in 1971 came next and these included the following: River Mite at Ravenglass; Harrington Colliery giesl-fitted austerity Warspite; a roadside coal train on the Cavan & Leitrim; ‘Dr Syn’ on the Romney & Hythe; and a short interlude on the Majorca tramway.

Perhaps many members' favourite section came next, with 1969 local film of Stanton & Staveley (Stanton No. 2), crane tank in operation. An industrial loco at Wirksworth preceded film from an earlier period of the Cromford & High Peak with 47007. Old tenders used for transporting water came up the incline with the railway worker crouching down to enjoy his pipe stealing the show. Incredibly there was footage of the North London tank period with 58850 coming up the incline. Members then helped Mike by deciding that film of Midland 1F 41835 was taken at Earles Siding in the Hope Valley. So it was onto Derby and 47285 and 46443 featured in the station.

Mike next treated us to a film that Jim had bought featuring trains in 1960 in and around Trent Junction. This was shown at 24 frames instead of 18 to speed it up. Old signals abounded and dmus intermingled with Jubilees, Scots 4Fs, tank locos, 8Fs, 9Fs and the Midland Pullman. I spent a day there in 1961 and can well remember just how incredibly busy the place was.

More short sections appeared with 58071 on the Harborne Branch, Newton Heath shed with 51235 in action, 50850 by a leaking water column, and 46447. A quick trip to Somerset to see wagons being lowered by rope haulage to the lines down below, Mike commented this would give modern day Health & Safety nightmares. Moving on and it was early days on the preserved West Somerset Railway with the ex-BMC shunting loco 2994 in charge. A change of gauge to 7¼ inch found us in Kenton, North London with all the young enthusiasts wearing caps. Stepping up next to 10½ inch gauge and we were back to 1938 on the Surrey Border & Camberley Railway with models of the 'Great Bear' and a Garratt. This line ran a scheduled service to connect with the mainline, but the war killed it off.

Section four and we were back to the LCD projector. Mike gave the audience choice of the Wolverhampton area or the Somerset & Dorset with the latter being a narrow winner. This film was an amalgamation of different years and different weeks and started with one of the famous S&D 2-8-0s at Midford. Another was seen on Green Park Shed along with 4Fs. The Clemens family had a caravan holiday at Burnham on Sea in 1959/60. The sight of a young lad on the station there led to cries of: "Is that you Mike?" from the audience – but it wasn't. Various scenes around Highbridge, Bason Bridge, (milk traffic), and the Tor at Glastonbury held the audience enthralled. The complicated procedure at Templecombe was ably demonstrated which made it easier to understand how trains from the S&D line accessed the Southern lines. Even Templecombe Lower Station was shown - one train a week here at 11.30pm on a Friday! The station was shown but not the train that called there! Laughter followed when Jim caught on film the tablet being slung across the line from the platform at Stalbridge to the train crew – fortunately the fireman did not drop it. At Bournemouth West we saw 75072 and 76013 along with 34047 'Callington' and there snow was falling. However, the next clip featured a 9F passing the wonderful station garden at Cole in sunny weather.

Back at Bath depot 53808 was on shed and 53807 on the turntable with a pannier tank and a 9F adding to the atmosphere. There were enthusiasts everywhere; quite what Mr. Morris the shed master made of it we will never know. Closure was near and 48309 was filmed on the 1st January 1966, the day the end should have been. This was slightly premature, but the specials had been organised so they ran. Ivatt tanks took the train down the branch from Evercreech, and for some the highlight was a Western and two Hymeks at Highbridge. Two days before the end, a loco left Evercreech with water cans on the front for staff at crossing keepers' cottages. Presumably water had to be delivered by car once the railway closed –

does anybody know? Better still, the first vehicle over the crossing when the gates were opened was a bubble car. At Templecombe 80138 was turned on the shed, the building is still there and used by the Plessey organisation. Jim was lucky and cadged a cab ride to Broadstone and of course filmed it. In the last two months there were only two trains each way to Highbridge, both one coach in length. Jim filmed a solitary lady passenger leaving the train at Pylle. Of course the last day had to come and 48306 was filmed on Bournemouth shed along with the famous sign: "QUIET PLEASE – RESIDENTIAL AREA". Family holidays for me were frequently taken at Bournemouth and I remember the sign well, the engine crews totally disregarded it. From a personal experience Southern locos were by far the loudest and demonstrated so on many occasions. One day as I gazed at the sign I stood next to Merchant Navy 35002 'Union Castle', the loco blew off so loudly, that even though I was shouting as loud as I could to my companion, I could not hear myself!

Mike rounded the show off with film of preserved S& D 2-8-0 in the guise of 13809, but the last shot of all was of one of these legendary locos crossing Midford Viaduct.

A sensational evening and all being well Mike will be with us again in 2010. The audience of 120 was very satisfied with its evening's entertainment.

Approximately 25 of the DVDs in the B&R series feature Jim Clemens's work and Mike is now producing books of photos taken by both Jim and himself. His first book answered a mystery for me: way back on 12 July 1964 the Derbyshire Railway Society ran a special train to visit depots in the Midlands and South Wales. The train was hauled as far as Worcester by A1 60114 'W P Allen' and it should have been re-attached at Worcester on the way back, but it failed. In his book, Mike revealed that his father Jim knew the Worcester shed master well. It seems that a Worcester driver, anxious to try out the stranger, generated such violent slipping in the shed yard that it seriously damaged the motion. Shades of preserved 60532 at Durham many years later!

Mark Ratcliffe

NOVEMBER 2008

Dr Les Nixon, well known in railway circles for his excellent railway photography and author of many books on the subject, paid a return visit to Burton Railway Society to present a slide show entitled 'Railways in the Peak District'. This was his ninth visit, the first being 16 years earlier in 1992 when he presented a show entitled '30 Years of Railway Photography'. Dr Nixon's style of presentation ensured the audience's attention was captured for the entire duration of the show. Reminiscent of his previous presentations, he not only presented transparencies enveloping a plethora of historical information and thus highlighting interesting items of railway infrastructure, he also showed examples that befitted the current scene on the British railway system. A pleasant surprise for members and guests was the unveiling of the Society's recent acquisition - a brand new electrically-operated projection screen. Shortly before the main show got underway, Dr Nixon kindly presented trophies to the Society members who had been successful in the recent photographic competition.

An interesting and entertaining evening was in store for Dr Nixon had carefully selected some 170 transparencies, mostly in colour, to portray the railways that passed through

Derbyshire's Peak District. Although some of those routes have since been abandoned the transparencies were concentrated mainly on both the ex-Midland Railway through Matlock to Manchester (including the section from Millers Dale to Buxton) and the Hope Valley route. Nonetheless, other sections of railway featured too, such as the Woodhead route that ran through north Derbyshire, but also the few miles of track between Dore & Totley and Sheffield which links the Hope Valley route with the city.

The first transparency screened definitively illustrated railway lines of the Peak District – the area that the presentation was to cover. Next was an inspiring picture of the frontage of St Pancras Station followed by a classic example of an ex-MR 0-6-0 in charge of an engineering train standing near to Ambergate South Junction in 1961. Branching on to the ex-MR route to Manchester the photographer captured a splendid shot of a BR Standard 9F storming through Cromford Station with an up freight train. Dr Nixon commented that since this photograph was taken some 40 year ago, the Cromford scene has changed very little. Much of the infrastructure remains intact, such as the waiting shelter, footbridge and station master's house: but he remarked that one of the tracks had been removed shortly after singling of the Ambergate to Matlock section of the route, thus leaving only the down platform in use.

This superb presentation featured various locations along the highly impressive route including: Matlock, Rowsley, Bakewell, Buxton and the Peak Forest area. Close to the elevated signalbox at Matlock, an ex-LMS 4F 0-6-0 was pictured waiting to continue its journey from Derby to either Rowsley or Bakewell with the daily pick-up freight. This photograph provided a golden opportunity for the presenter to make one of his quips – mentioning the small hut perched on the structure supporting the signalbox.

Progressing north to Darley Dale, a classic photograph of Peak Class diesel locomotives speeding towards the station double-heading a Manchester Central bound express contrasted strongly with the ex-industrial saddle tank locomotive hauling a short freight train on the same section of track.

Monsal Dale viaduct, completed in 1863, is another impressive piece of engineering on this route. This inspiring structure was the location for a couple of slides, one of which depicted a steam locomotive passing over the stone-built structure. The viaduct still remains but sadly the tracks have been lifted and are highly unlikely to be restored. Dr Nixon said that shortly after the line's closure in 1968 it had been possible to walk along the closed section, but sadly, this activity has been curtailed due to restrictions on access to tunnels being imposed. Throughout the show, illustrations were enhanced with apt and eloquent narratives, which the attentive audience appreciated - none more so than the transparency showing the frontage of Bakewell Station where he appropriately highlighted that the picture contained very few road vehicles and therefore no parking problems existed.

Dr Nixon acknowledged that he had included a few transparencies from Macclesfield photographer, Martin Welch's collection the first of which was a classic shot showing a diesel railbus working the Millers Dale to Buxton Midland service, and a couple of examples depicting the two stations at Buxton – the LNWR and the Midland. These stations were identical in design but sported respective inscriptions. Sadly the former Midland Station has been demolished and the site buried beneath a main road whilst anti-social behaviour has struck at the town's remaining ex-LNWR Station with vandals smashing much of the glazing.

The natural beauty of the Peak District is an ideal setting for a steam locomotive and therefore it is a photographer's dream to capture these iron horses hauling heavy freight trains in this area. The outposts of Buxton and the Peak Forest area provided locations for a number of transparencies in the selection.

Moving on from the Buxton and Peak Forest areas, the photographer returned across the Pennines to Sheffield to continue his pictorial interpretation. Thus a shot of an ex-Midland 2P 4-4-0 piloting an unidentified Stanier Jubilee Class 4-6-0 on a down express arriving at the Midland station, set the scene. This picture was complemented by the inclusion of railway workers on the adjacent platform adding a little human interest.

On his trail back across the Pennines, Dr Nixon paused at Dore (located slightly north of the Derbyshire boundary) and was rewarded by an unidentified un-rebuilt Patriot class 4-6-0 heading southward toward Chesterfield and Derby. A classic shot in the vicinity followed in the form of a Peak Class diesel hauling a London-bound service. As the train comprised Mark II air-conditioned coaches, it is assumed that the photograph was of a late 1970s or early 1980s origin.

Moving on to the Hope Valley line, a train of cement wagons heading towards Earle's sidings at Hope was screened. Dr Nixon captured many photographs in nearby locations as both Grindleford and Hathersage are within close proximity of his home. These pictures varied from the classic examples of steam hauled freight trains (usually ex LMS 8F 2-8-0s) to local passenger services mostly operated by various types of diesel multiple units. The Hope Valley provides many opportunities for photography and as could be expected Dr Nixon exploited these to full extent, producing some exciting and interesting illustrations of this particular route in the process. Examples not only comprised passenger and freight workings but also took into account the ever-changing infrastructure.

Dr Nixon said that on occasions he had ventured out with his family with the sole intent of taking a walk in the countryside, having no intention of any involvement with his passionate interest in railways. However, on one such occasion he stumbled quite innocently upon the remains of a little-known railway, which he referred to as the 'Waterworks Railway'. This railway had been constructed by the Derwent Valley Water Board to transport materials and workers to the site of the Howden and Derwent dams. It had two branches off the main Hope Valley route, one at Grindleford to a nearby quarry and the other at Bamford Station to the dams.

Dr Nixon also mentioned an even less well-known line that had been constructed to allow major engineering works to take place across the Chatsworth Estate in connection with water distribution from the dams (permission having been given by the Duke and Duchess of Devonshire). This line operated for about six months in 1912/13 until the engineering works were completed. It was during this period that the Peak District's most famous stately home provided a significant backdrop in a rare photograph showing a steam locomotive at the head of an engineering train.

To illustrate the latter two lines, a number of photographs were screened. Not surprisingly, these images had not been taken by Dr Nixon but had nevertheless been included for illustrative purposes.

The second half of the show continued the pictorial journey along the Hope Valley line. A special train double-headed by Class 50 diesel locomotives on the main line preceded an evocative shot of an ex-LMS 8F 2-8-0 at the cement works at Hope. Photographs of steam in the 1950s were followed by more recent shots of diesel-hauled freight trains. The sight of 8Fs (working heavy freight trains in a variety of conditions) and then a lifeless Class 25 Bo-Bo diesel (heading a train of ICI hoppers from the large quarry at Tunstead) were typical examples. Another special train showed the preserved Midland Compound 4-4-0 1000 coupled to another preserved locomotive in the shape of ex-LMS Jubilee 4-6-0 5690 'Leander' as they headed along the Hope Valley route in 1981. Dr Nixon commented that 'lady luck' was on his side on this occasion as a passing Class 101 diesel unit almost eclipsed the special train. In 2007, a pair of Class 33 diesels appeared on a special at Peak Forest and once again the photographer was there to record a class of locomotive deemed rare in the area.

Trains in the landscape are undoubtedly an aspect of railway photography that allows numerous opportunities as different effects can be achieved dependent on the time of year. In this respect, Dr Nixon shared with the audience many examples such as: Class 60s hauling rakes of RMC wagons; a pair of Central Trains-liveried 2-car units showing snow-capped mountains as a back drop; a Class 31-hauled train near Cowburn Tunnel (the telephoto shot emphasizing the mountains in the background); Stanier 8F 48161 departing from the remote country location of Gowhole sidings with a cement train (again the dark sky contrasting strongly); a down semi-fast passenger service (although incorrectly head coded 8E05) hauled by a Peak Class diesel but with a steam locomotive coupled inside to provide train heating; an IC125 high-speed train with a Manchester to London St Pancras service pictured during the period of 'Operation Rio' in 2004; a Peak class diesel at Gowhole on a Manchester Central to London St Pancras express; another Stanier class 8F hauling a mixed freight; and, last but not least, the transparency which produced much interest – that of a Class 47 heading a train of Presflo wagons across the landscape. This photograph was the result of some imaginative work by the photographer. The audience of around 120 members and guests were bemused by Dr Nixon's statement as he enlightened them of what lengths he had taken to obtain the long-awaited photograph. He finally achieved his goal by obtaining a number of no-parking cones, placing them strategically in a parking spot in the hope this would deter motorists from leaving their cars in the lay by and thus spoiling the picture in the making.

As the show progressed, it was evident that infrastructure featured strongly and the pictorial images demonstrated how the railway scene had changed over the review period. Trackwork, buildings and signalling equipment had been rationalised at many places, especially in the Chinley, Peak Forest and Buxton areas, changing the railway scene dramatically. Further images highlighted changes that took place at other locations, such as: the shot of a demolition train on the former Woodhead route; the former Midland Railway line at Millers Dale, where track had been lifted; and, the track reduction between Chinley North and New Mills South junctions.

The selection of transparencies impeccably illustrated the Peak District of Derbyshire's railway network over a period approaching 60 years. Images illustrated the age of steam, the transition period from steam to diesel traction, and the railway scene into the 21st century. Several transparencies showed how quickly the scene can change and railway privatisation provided further opportunities for the railway photographer. The train operating companies, or TOCs as they are often referred to, frequently change liveries on their trains and the

leasing companies regularly relocate rolling stock and these events supplement interest to the photographer.

Gone, but not forgotten, the Cromford and High Peak line, having ceased operations in April 1967, was the setting for a series of illustrations. Examples included a Kitson 0-4-0 saddle tank 47006 seen at Middleton Top; a J94 0-6-0 saddle tank working flat out on the 1 in 14 Hopton Incline; and, a Class 08 diesel shunter posing with a J94 at Friden in 1966. The latter shot may be unique as it is believed that the 08 was on a short trial but the idea of using diesel power over the C&HP line never materialised.

The Society thanked Dr Nixon for sharing his excellent choice of photographs (this article selectively highlighting only a few of them) and in return the audience expressed its appreciation by prolonged applause at the conclusion of the show.

John Tuffs

OCTOBER 2008

October's presentation was "Twenty Years of Steam on the Mainline" and was presented by Malcolm Ranieri who lives in rural Warwickshire near to the former Stratford & Midland Junction Railway. He is a keen railway photographer and spends part of his weekends as Duty Stationmaster on the Gloucestershire Warwickshire Railway and photographing trains. He told me that he is not related to any football manager of the same surname.

Introducing his presentation Malcolm said that for serious photography he had used a Mamiya 645 medium format camera since 1985, but he also used a Canon 40D. Modestly, he did not reveal that he is a Fellow of the Royal Photographic Society.

He made an immediate impact with his first slide - 4472 'Flying Scotsman' at Stratford in 1985. This was the first shot he had taken using his new camera. Next came 4771 'Green Arrow' at Greenfield in April 1986 followed by slides of 777 'Sir Lamiel' at Harbury and Kings Sutton. In the same year Malcolm made his first Tysley trip capturing 5593 'Kholapur' at Wythall station and 7029 'Clun Castle' at Tysley and Wootton Wawen. The latter photo was taken standing on a low-slung bridge: later vantage points will highlight his versatility in this respect.

Next we saw 53809 in some sunshine at Kettlebeck bridge near Carnforth, but Malcolm complained that he was let down by an uneven mix of coaching stock. Later in the year, 46229 'Duchess of Hamilton' was seen at Sheriff's Brow on the Settle & Carlisle carrying a Royal Scot headboard, the photo being taken with "only a little trespass". This was followed by three shots of re-built Merchant Navy Class 35028 'Clan Line' and of the third, at Sherborne, Malcolm commented that "you can see the Airfix wheels". That was followed by three more interesting slides of 4468 'Mallard': the first departing Marylebone in steam and cloud, the next was at West Ruislip and the last at Hatton junction picking up the last of the light. Also in November, 6201 'Princess Elizabeth' was seen at Church Stretton and Keld. The year finished with 'Flying Scotsman' at Neasden station

1987 started with 'Princess Elizabeth' at Bersham Colliery south of Wrexham followed by 7819 'Hinton Manor' leaving Towyn on the first Cambrian run of the year. Malcolm commented that it was the correct engine for that location and it also had the correct coaches. At the Moor Street station event, 46443 was shown in silhouette at Danzey Green. Malcolm caused amusement when he pointed out the fences and machine-gun post on the slide of 'Green Arrow' at South Hampstead.

The next year had Black 5 5305 at High Wycombe "passing one million bricks in a retaining wall". Later in 1988, 92220 'Evening Star' was in service at Whitby for the first steam run in and out of Whitby on to North Yorkshire Moors Railway. The next amusing comment concerned 34092 'City of Wells' at Harbury where Malcolm said it looked as if it was burning the fireman's socks.

The scene then changed to Northern Ireland where we saw Northern Ireland Merlin 4-4-0 85 firstly at Dunloy and then leaving Port Rush with its ancient turntable and signals. It was next seen at Drogheda with a boat in the scene and Malcolm joked that "it took me ages to drag it into position." He was told later that he was lucky not to have been set upon as it was a notoriously unsafe area. The next locos to be seen were no.4 at Birdhill and 0-6-0 184 at Tipperary. The last slide for 1988 was 3440 'City of Truro' on the "Scarborough Spas" at Seymour junction.

The slides for 1989 started with 4498 at Aynho junction and 5407 'Lancashire Fusilier' at Crewe Bank, Shrewsbury and Bersham Colliery, Wrexham. Another pleasing slide had 'Truro' leaving Stratford on Avon with inter-city stock in pristine condition. Then came the local locations, always favourites at BRS shows. Derby Jubilee 45596 'Bahamas' was first seen leaving Derby and then at Hathern, Borrowash, and Nottingham Midland. The next location was Shrewsbury with 6998 'Burton Agnes Hall'. Then it was the turn of 'Lancashire Fusilier' under the wires at Crewe and it continued to Rhyl station (with its wonderful signal box), Llandudno station, Conway Castle and Holyhead. Malcolm explained that his visa had expired in Llandudno and not been back there since. The year ended with 'Green Arrow' on the S&C at Arden Gill.

Still on the S&C, 1990 opened with 4498 at Settle junction and 'Bahamas' on Ais Gill viaduct where Malcolm said he was rewarded with a 1 in 200 days blue sky. In April he was nearer home when he saw 5080 'Defiant' at Henley in Arden and Danzey Green, and 6024 'King Edward I' at Earslwood. There was an impressive shot of 71000 'Duke of Gloucester' working well up Hatton Bank. Then we went into Leicestershire to see the 'Duke' at Hathern. That year involved much travelling for Malcolm, because in May he was back at Ais Gill to photo 'Sir Lamiel' running without smoke deflectors. Then he was at Grange over Sands to see 'Flying Scotsman' on a special where he attributed the glow on boiler to the loco having been turned around in Sellafield! Next it was back to Wales to catch 'Lancashire Fusilier' at Penmaenmawr and Bangor.

The following year started with a picturesque shot of 'Princess Elizabeth' at Conway Castle. Then it was over to West Wales to see an interesting series of shots of 75069 at Barmouth Bridge and one at Friog avalanche shelter. Another special picture was of 'Green Arrow' doing 90mph at Beeston Castle at sunset. A slide which caused much laughter was taken looking down on 34027 and 80080 double-heading at Folkestone. The reason for the laughter was that Malcolm said that it was the only shot he had ever taken standing in a bath wearing wellies. In the autumn, we saw 80080 at Barry Docks and Tonypandy. The year's events

concluded with 5029 'Nunney Castle' at Westbourne Park and Bearley, and 'King Edward I' at Seer Green, Harbury and Hatton.

The opening slides for 1992 were taken in Warwickshire with 'Flying Scotsman' at Seer Green, Fenny Compton on the GWR line (where it ran next to the former S&MJ line), Wilmcote and again at Fenny Compton. That concluded the first session.

The second half started with 'King Edward I' at Bearley junction and Souldern viaduct. Then down to Banbury where Malcolm said that he had arranged for the fireman on 'Nunney Castle' to put his shovel in the coal at the fifth arch of Banbury viaduct for a special effect. In May, 'Truro' was on its last run of the year on the mainline and its driver was on his last turn and was "really shifting" near Kingsbury to produce a spectacular picture. In the same month, 75069 was seen at Watford and 44932 on the GC & Metropolitan line at Chorleywood – and this was the only shot Malcolm ever took of it. Then came 'Sir Lamiel' at Sherbourne with the abbey in the foreground. 46203 'Princess Margaret Rose' was seen at Tysley picking up the last of light and with people lining the bridge. The last slide of that year was 70000 'Britannia' with a white roof at Hatton.

The first slide of 1993 was 'Burton Agnes Hall' on its last run on mainline for some time at Bearley. 'Nunney Castle' was seen at Worcester on an Open Day and then approaching Shrub Hill station. There was a large circular hole in the bridge brickwork and Malcolm commented that they must have big mice there! At Sugar Loaf summit on the Central Wales line, 80079 and unique Black 5 4767 were seen double-headed. A good re-creation of a Great Western scene at Eckington was spoilt for Malcolm by 'Nunney Castle' carrying the wrong headboard. Another interesting double-heading was of 80079 and 80080 at Sugar Loaf

Early in 1994 came two shots of 'Bahamas' at Stokesey. At the same location 'Nunney Castle' and 80080 were seen passing Stokesy Castle - a castle passing a castle! The pairing of 80079 and 80080 was seen again in a high shot of Bristol Temple Meads. On the same day, 80080 was photographed at Lapford station on the Barnstaple – Exeter line. To the east, 828 was at Salisbury on a June Sunday morning. The unusual combination of 46521 and 80079 was recorded at Defford south of Pershore. The last two slides for 1994 were taken at Budbrooke, featuring 'Nunney Castle' and 'Britannia'.

Of the slides taken in 1995, we saw the combination of 46521 and 80079 this time at Detford. 60009 'Union of South Africa' was seen going through Clapham Cutting. In February, 'King Edward I' was caught in an easterly gale at White Ball in smoke and cloud and in March at Goring Troughs. March also saw 46203 at Sutton Bridge junction and 7802 at Bristol Temple Meads, Dawlish, Torre and Huntspill – with a perfect reflection in the river. The next month, 'Sir Lamiel' was at Battledown Flyover and 828 was at Fratton, Portsmouth.

The next location for 'Union of South Africa' was Worcester Shrub Hill. Another 'reflection slide' was of 34027 at Crofton at the Kennett & Avon Canal. Then there was another high shot, this time of 2968 at Copy Pit with Burnley in the background. May 1997 saw 80079 at Fenny Compton on some lucky individual's 60th birthday treat. Later in the year, 2968 crossed the swing bridge on the Swansea avoiding line at Neath – a good thing to do said Malcolm! The same loco was photographed on Cynghordy viaduct at a dead stop, but it finally made it to the summit of Sugar Loaf where it was shot again. At Malaga Vale, Bristol, we saw 2968 and Mogul 2-6-0 9303 running as 7325. Then the pair was seen double-headed attacking the Lickey, the first proper assault since the end of steam days said Malcolm. After

a shot of 2968 taken near Shifnall appeared in a magazine, Malcolm received a letter from a farmer giving him permission to stand in any of his fields in the future.

'King Edward I' re-appeared at Culham and then went to Kidderminster and was seen on Hoo viaduct at the beginning of 1998. Then came a series of slides taken between Fort William and Mallaig. 48151 was photographed at Fort William with Ben Nevis in the background; over Lochty bridge with a "1 in 300 days blue sky"; and at Glenfinnan with the loch in the background. And, 75014 was seen at Lochty Bridge and Corpach. A shot of 8F 48773 thundering along belied the fact that it had only just made it to the top of the Lickey unaided after virtually stopping. On recollection, Malcolm thought he had been lucky not to have had his wheels nicked when he had gone through Walsall to photograph 5110 at Ryecroft junction. A sight I would have liked to have witnessed was 'Flying Scotsman' at Hatton.

When Malcolm travelled to Dawlish he had problems with locals telling him the tide was in, nevertheless he took a good photograph of 80098. His photo there of 1450 had a seagull in the exhaust and he said that the bird gave up smoking after that. His last shot in Devon was of 80098 at Horze Cove.

His next locations were at Chorleywood and Croxley station where B12 61572 was on the mainline with an engineer's train. 4965 'Rood Ashton Hall' was shown at various locations - Danzey Green, Banbury station, Bishopton and Blunts Green. Re-built West Country Class 34016 'Bodmin' was shown at Hatton with a green train. Then there was a splendid slide of 'Green Arrow' thundering through Leamington Spa. In May, 'Rood Ashton Hall' was again out on the mainline at Bishopton and then at Henley in Arden complemented by the signal box and signal there. Later in the year 'King Edward I' was at Tysley and Malcolm asked the rhetorical question, who says that GWR engines don't clag?

The first shot from 2003 was 'Nunney Castle' at Langstone Rock, Dawlish on the sea wall - a superb location. In March 34067 'Tangmere' was at Tysley and 'Flying Scotsman' at the old GWR goods shed at Stroud. 4936 'Kinlet Hall' visited Washwood Heath with its gasometers in the background. In October, Malcolm returned to Scotland to photograph 61264 at Glenfinnan. With the rugged mountain scenery in the background, he commented, "it looked very reminiscent of Norwich!" He followed this with 61264 still at Glenfinnan again in beautiful scenery and 62005 at Loch Dubh and Kinloird.

In March 2005, 'King Edward I' was seen in Lancashire at Standish, and then at Kentford Farm working the West Somerset Railway. Another visitor to popular Hatton was 45231 'Sherwood Forester'. In December, Malcolm photographed 'Flying Scotsman' from an over-bridge at Dorridge on its last run of the year.

5690 'Leander' was seen at Bishopton, West Ruislip, Harefield and High Wycombe on some of its first runs of 2005. Then came another local shot - 'Union of South Africa' at Sibley Sidings near Loughborough. This was followed by 'Lancashire Fusilier' on Coldrenwick viaduct at Menheniot and 6233 'Duchess of Sutherland' at Hatton. Then it was time to go back again to scenic Washwood Heath, to see 4936, but this time the gasometers were empty!

A series of slides taken on the scenic Fort William to Mallaig line followed. It began with 'Lancashire Fusilier' at Fort William. Then there was a Ranieri speciality, a long distance (a very long distance) shot of a train in beautiful scenery, which still retained its essential

railway interest. This was 61264 trailing smoke on leaving Fort William photographed from Corpach over four miles away. Malcolm joked that he had “moved the boats to get them into shot”. The B1 was seen again at Loch Eilt Causeway and ‘Lancashire Fusilier’ on the Glenfinnan viaduct. Then 62005 masquerading as 62011 was seen in the same beautiful scenery. These slides were followed by a view of steam but not on rails when Malcolm showed the steam tug VIC32 in the Caledonian Canal at Corpach.

In November, the K1 and B1 passed through “delightful Rotherham a scene almost as good as Glenfinnan”, a comment which caused more laughter. The last slides of mainline running were of ‘Rood Ashton Hall’ at Hatton North and ‘Flying Scotsman’ at Stratford on Avon. The last railway slide was of Malcolm’s first shot of ‘Tornado’, in undercoat, on the Great Central near Loughborough. The actual last slide was the most amusing: it was of a sign outside an eating establishment with the enticing words “Ugly Staff; Terrible Food; Lousy Service; etc”.

So we came to the end of a most enjoyable presentation. There was a varied selection of locomotives and locations and the accompanying commentary and asides were helpful and amusing. The photography was of a high quality and I particularly enjoyed Malcolm’s use of high vantage points and long-distance shots. Mark Ratcliffe summed up the presentation most aptly as “wall to wall delight”.

Rodger Smith (with thanks to Malcolm Ranieri and Mark Ratcliffe)

SEPTEMBER 2008

On the 3rd September the “Devonian” arrived in Burton – not the post-war express - but renowned railway photographer Peter Gray from Torquay, to give his sixth slide show for the Society.

The evening’s event was entitled “Southern Steam in the South and West”. However, the subject was widened somewhat to include early BR diesels and first generation dmus, albeit in the steam era. Peter arranged the slides to be shown from the south-east at Dover across the southern part of England to finish in the south-west, at that extreme part of the ‘withered arm’, at Padstow.

So the show began with a shot of 34085 ‘501 Squadron’: it was in immaculate condition (before it was rebuilt) at Dover Marine awaiting to depart for Victoria on the “Golden Arrow”, with blue sky, blue sea, and a shirt-sleeved cyclist on the quay. This was the only slide shown that was in the extreme south-east, as steam finished there at an earlier date and was some distance from Peter’s home in the West Country.

In fact, the next shots featured the Guildford area and down the ex-LSWR line to Southampton where, as an aside, a lovely shot showed the “Rothesay Castle” from Cape Town in the Western Docks with the three-funnelled “Queen Mary” in the distance.

This acted as a link to the next two-dozen slides which were taken across the Solent on the Isle of Wight and, without exception, featured Adams 02 class tanks working from Ryde to Ventnor or Cowes. One particularly interesting photograph was taken from a carriage

window when passing the small junction signal box at Smallbrook. Peter informed us that the double track here was in fact sometimes used as two single lines to Ventnor and Cowes. The familiar situation at Ventnor showed the 02 running round its train on the short head-shunt and passing the red telephone box and Southern Railway 'Ventnor' sign – an amazing survivor, 15-years after that company's demise.

Back on the mainland, the mainline from Southampton to Bournemouth and Weymouth featured heavily with, en route, pictures of the curious arrangement at Dorchester South. Up-trains stopping there had to reverse into the up-platform and set off again for Bournemouth, a manoeuvre that was not eradicated until the 1980s. Atmospheric shed shots were shown at Weymouth, with two visitors on separate occasions being 44691 from Nuneaton shed (2B or not to be!) and 4498 'Sir Nigel Gresley'. The latter had arrived on a rail tour from Waterloo and the shot showed enthusiasts sitting on the coal stage, on an open wagon, and traversing the mainline alongside. Peter noted that Health & Safety was more relaxed in those days! One of the few diesel shots was of an 'Hymek' leaving Weymouth on a van train being banked by 73080 'Merlin'.

Moving up country, the Somerset & Dorset line featured next with one memorable shot at Stalbridge station showing 40563 on a down stopper and the guard of which was retrieving the token from the 'four foot' – the up "Pines Express" having failed to make contact with the Whittaker apparatus, with the token narrowly missing the photographer! One crepuscular [*of or pertaining to twilight. Ed*] shot on the line was of the last day, last special approaching Devonshire tunnel behind 34013 and 34057 in near darkness. Despite being slightly blurred, it is of great interest because few photos of this train have been published: most last day pictures usually feature the two 'spam cans'.

Back to the LSWR mainline again, Yeovil Junction and its environs were seen next. One particular shot of note was of the down Surbiton – Okehampton car-carrier speeding through with 'French Line CGT' at its head, passing 73161 on an up stopper. Then 6435, bathed in steam, was seen waiting to leave on its auto-train for Town station. This was followed by views of the depot there containing a surprisingly large number of Pacifics.

Railway scenes of the 1950s and early 60s which show contemporary train-spotters lend an evocative air to the total picture. This was certainly the case of the shot of 34002 on a down express approaching Yeovil Junction with the adjacent embankment littered with local number-takers. An added attraction here was the Bristol – Weymouth line which passed underneath the LSWR.

The Lyme Regis branch from Axminster was seen next with the Adams tanks and latterly Ivatt Class 2s. These were followed by scenes of almost unimaginable manoeuvres at Seaton Junction, where trains were split - added to - reversed - shunted - and eventually sent on their way. Light Pacifics, S15s, M7s, and, unusually, an N class Mogul (running tender first on a train to Seaton branch) were all seen here before heading further west towards Honiton bank. At Honiton, interspersed by SR Pacifics, 60024 (on an LCGB special) and D818 (on a down express) were seen.

One of only two images shown on the night not taken by Peter was of Adams tank 30582, immaculate on Exmoor Junction shed, and this was taken by Dick Riley. Exmouth Junction, of course, was where the branch to the eponymous seaside resort of Exmouth left the mainline and a variety of motive power was seen, including a first generation dmu near

Lympstone and 50036 at Topsham. This theme was continued at Exeter St Davids with 31912 and 4996 on the centre road about to attack the climb up to Central on a freight, with 34002 alongside on an up passenger.

Cowley Bridge Junction could be termed the 'Shoulder' of the 'Withered Arm' and from there light Pacifics were featured at most of the local stations to Ilfracombe. These included 34065 at the little-used Morchard Road, and, either side the gable at Morteohoe, trains being banked or piloted to reach the summit there, including 34067 'Tangmere' banked by 31856, and 6346 piloting 41298.

There was an unusual shot of Meldon Viaduct from below showing that it was in fact two viaducts braced together, the second being added due to the doubling of the line. The next slide showed Meldon Quarry Halt – about twenty-feet long and three-feet wide – packed to capacity with Peter's contemporaries awaiting an RCTS dmu special that was approaching from the viaduct.

Finishing in north Cornwall, one line that had to be shown was the Wenford Bridge branch. This featured the delightful Beattie Well tanks between Boscarne Junction and Wenford clay dries and 1369 (which superseded these tanks) in ex-works condition. The final loco shot was of preserved T9 120 at the far-flung end of the 'Withered Arm' at Padstow on rail tour duties. But to close the show was a slide of Boscarne Junction Halt, smaller than that at Meldon Quarry, open for less than three years, constructed of wood, but supporting perhaps two dozen intending passengers – very intimate!

Peter W Gray is one of your reviewer's favourite railway photographers, and at the end of the evening, I was delighted to hear, as I suspect were most of the audience, that Mark invited him back to the club for a seventh visit - I await it with eager anticipation.

P A Forbes

AUGUST 2008

Our August Show was presented by Graham Briggs and Derek Penney of G B Productions. Graham and his team have visited us before so we knew we were in for a film treat of steam activity on both preserved lines and, of course, on the mainline. The first half was dedicated to the preservation scene and involved visits to 14 different railways.

The start was at the Bodmin & Wenford with shots of the static T9 on loan from the NRM - the railway hopes to restore this engine for use on its lines. Now to the action, Beattie well-tank 30587 was seen on Boscarne Bank; 5552 stormed up from Bodmin Parkway banked by 4612; and 5552 doubled-headed with 32670 the guest engine from the Kent & East Sussex Railway.

At Llangollen, the Patriot (Rebuild) Gala was the theme, with action from 44806, 3802 and 7822 'Foxcote Manor'. The visiting locos were Stanier "crab" 42968 and 4F 44422. The 4F was in action near Berwyn Tunnel and 42968 worked the demonstration goods train. Then 6430 featured on the auto-train sandwiched between 'blood and custard' and 'chocolate and

cream' carriages on what must be the leading contender for the most scenic line in preservation.

From Wales to Bowness in Scotland, where first we saw the Caley tank having its tubes cleaned whilst 246 'Morayshire' worked a train that rather sadly seemed to be very lightly loaded with paying passengers.

At the Severn Valley for the re-opening special, it was so good to see after the devastating flood and with a bonus of newly restored 7812 'Eriestoke Manor' in service. (This reminded me of a photo I took of it at Welshpool in BR days using a Brownie 127 and sadly I forgot to wind on! Photographed on top so to speak was 2-6-0 5322 which was standing in the bay platform, little did I know at the time that both locos would survive to be preserved!) Graham also captured 5164 leaving Bridgnorth, SD 7F number 88 departing Hampton Loade, 4566 on Erdington Bank and, nearing the end of its active working days, Black 5 45110 with plenty of sheep for company.

On to railway number five, Churnet Valley, to see a home-coming visit from the wandering 44422 by the 'Black Lion' at Consul Forge (one wonders just how many BRS members have paid a visit to that establishment over the years?). It was also good to see 4771 'Green Arrow' at work before it is likely to become a lifeless museum-bound future.

That doyen of steam railways, Bluebell, demonstrated 1450, on loan from the Dean Forest and working on the Metropolitan set. Also in action were 'Dukedog' 9017, 32473, 65 and 'Fenchurch'.

At the Midland Railway Centre we glimpsed home-based Caprotti 73129 and 53809 working across the reservoir at Butterley. I was pleased to see the grain wagons along with some loaded ballast wagons in action in the demonstration freight train. The grain vehicles were so much a part of the former railway scene here in Burton.

The Great Central was right up to date with 70013 'Oliver Cromwell' newly-restored to action: like many others I never thought it would leave the constraints of Bressingham. Yes, and there was the wandering 4F 44422 yet again. Others on show in this extended section included 48305 working in the snow, 4953 'Pitchford Hall', 'Sir Lamiel' 30777, 4141, 78019 and 42085. The latter was a surprise visitor from the Lakeside Railway, having never left that railway before: it was at the Great Central for new tanks to be fitted.

34028 'Eddystone' and 30053 provided the entertainment at Swanage. 30053 looked just the part in worn and faded BR livery with Corfe Castle in the background.

North York Moors provided a great selection of LNER material for the camera with Q6 63395, 65462 (a great pity about the gentleman on the footplate wearing an orange jacket), 61264 and 4771 both on the demonstration goods trains at separate times. In addition, three A4s - 60007, 60009 and 60019 were in action. Perhaps the best shot was on shed, where all three were together with whistles blowing.

At the West Somerset Railway, 5553 and a goods train started the sequence, but there were goods trains galore with 4160, 5619, 45110 and 49395 all captured in this mode. Whilst working more normal trains were 5542, the "mongrel" 9351, 5224 and a real treat 45110 and 49395 double-heading.

A vintage car entering the station site at South Devon complemented 5526 and, from across the river, 1369 was seen on the goods. Newly-restored 3803 ambled by on the passenger working.

The Gloucestershire Warwickshire Railway had light engine 5619 which was followed by 3440 'City of Truro' cautiously leaving Winchcombe. 'Lord Nelson' 850 was a lucky capture, working only two trains prior to failing. Once again 44422 appeared. 34007 'Wadebridge' hauled the goods around Chicken Curve - nice to see this back in action after the footplate fire. The next goods trains had 7903 'Foremarke Hall' followed by 92203. Then 5619 and 3440 double-headed the passenger train.

61994 and 80002 were lined up on shed at Keighley & Worth Valley. 41241 worked a two-coach local followed by 47279 and the Taff Vale loco 85 double-heading the next working. 62005 left Damens Loop and was later seen being banked by 80002. L&Y 957 got into the action prior to 41241 working a recreation of the opening special of the line 40 years ago with very mixed stock. 45212 (remember the wallpaper advert?) was next on the scene along with 61994. Finally 90733 a recently recreated WD loco closed the first half of the show.

The second part was devoted to mainline workings and kicked off with 45407 and 76079 on the "Cotton Spinner". Next, the same pairing appeared at Edale on their way to Buxton. 4965 'Rood Ashton Hall' showed up at Collingham working the "Lincoln Imp". The first run of 60019 'Bittern' filmed at Abbots Ripton and Tallington was followed by an excellent night shot at Newark. Riley's pair again was seen at Chesterfield also featured in the night.

Time next for Western action in the shape of 6024 'King Edward I' on the "Christmas Chester Chuffer" in the mist. Then for some snow with 71000 at Bolton Percy. Back to 76079 on the "Cotton Mill Express" and a two-and-a-half minute sequence of the bank climb at Todmorden - well worth the 25 minute it took Graham to get into position! April 18th saw 48151 on the "Welsh Dragon" at All Stretton, whilst the next day saw 6201 in action on the North Wales coast and banked by a blue class 47. 'Nunney Castle' was seen at The Rowe and Beeston Castle. 6233 'Duchess of Sutherland' worked the "Welsh Dragon" and here Graham was fortunate because a class 158 nearly blotted out the action.

Moving to Guildford and the magnificent 'Clan Line' 35028 departed the station whilst 'Sir Lamiel' was filmed at Vauxhall. Still on Southern territory but with 60009 'Union of South Africa' departing London Victoria was next on the agenda. 4965 made a sedate entry to Didcot, but then was shown storming through Oxford. Again on the Southern with first 'Tangmere' and then 35028 evoking memories of the past as she left Southampton Docks in the twilight. Back to Tangmere and film of the alleged last run from Folkestone Harbour complete with exploding detonators. Graham's next location was amongst the gorse at North Queensferry for a run by 61994 on the Fife Circle. From Scotland to Wales to see 71000 first rock and roll through Bridgend and then pass more sedately through Ferryside and Crockett. The same loco was seen on the "Devonian", but due to problems it had to have a Class 67 inside to help out. 'Nunney Castle' appeared again, this time at Water Orton. Once more back to Scotland with Black 5 45231 on the "Jacobite" shown at Fort William and various locations along the route to Mallaig.

45407 worked the KWVR 40th Anniversary Special before attention switched to 9466 on the North Warwickshire Line Centenary Special at Wootton Wawen. In July it was the turn of

“The Coronation” powered first by 60007 then 60009, with a freight train just getting out of Graham's way in time, and finally by 60019 ‘Bittern’. Back to 5029 and this time she was on the “Shakespeare Express”. Yet more Great Western power, the date July 19th with 4936 ‘Kinlet Hall’ on the “Ely Explorer”. Having picked up most of her passengers at Burton, Graham filmed her on the freight-only line at Stenson. Now it was time for the “Scarborough Spa Express” with the featured motive power being 34067 and 5690 ‘Leander’.

To round off the evening, Graham concentrated on the “North Briton” which on day one included motive power in the shape of 60019 and 71000, the latter looked really good on the Royal Border Bridge at Berwick. It was also captured at Grantshouse with the coal pusher in action. Day two started with 60009 on the Forth Bridge, she was later joined at Perth by 45407 for the journey to Inverness. On day three, 45407 was used for a trip to Kyle of Lochalsh. However on the return journey and working tender first 45407 slipped to a standstill on Luib Bank. The train had to be split to enable the line to be cleared, the loco later returning to rescue the two coaches that had been left behind. The return workings south over the next two days were also filmed and rounded off a splendid evening's entertainment.

Thanks to Graham and Derek for their hard work.

Mark Ratcliffe

JULY 2008

On Wednesday, July 2nd we were once again pleased to welcome Martin Bromley to address members of Burton Railway Society. The title of his show was intriguing: "Is the Master Cutler a South Yorkshireman?" Martin was quick to point out that although Sheffield is the home of cutlery, the train with the name "The South Yorkshireman" actually started in West Yorkshire at Bradford, hence the reason for the title! The train when introduced in 1948 was the first named train instigated by the new British Railways.

Mr Bromley's slides naturally started at Bradford Exchange and featured 44912 bearing the headboard. A pleasant view depicted 45589 ‘Gwailor’ with Rosebay Willow Herb in bloom by the track to compensate for a dirty locomotive - the location was Dryclough Junction. It reminded me of the first time I saw this particular locomotive at Findern. There was general excitement among the spotting fraternity because this locomotive was one of the rarer Holbeck based Jubilees in this "neck of the woods".

Further down the route at Holme Lea there was a view from the cab window of a "bog unit" and Martin continued with slides at Huddersfield, Denby Dale and Penistone. The unusual signal box featured here, but is now sadly no more along with the electric locomotives that were shown. Arrival in Sheffield Victoria and at last the train could properly be called the "South Yorkshireman". Here there were more photographs of the Woodhead route electrics both the 26000 Bo-Bo series and the 27000 Co-Co series. Your reviewer was particularly taken by the fine portrait of B17 61620 ‘Clumber’ flanked by a pair of Bls, rudely referred to by one of our presenters as Thompson's answer to the wheel-barrow! As a former fireman he much preferred the Black 5s. A picture of 61194 with what appeared to be an extra chimney seemed to back up that view. True G.C. locos also were shown in the shape of 62663 ‘Prince Albert’ and now preserved 62660 ‘Butler-Henderson’. As a young spotter, I at first wondered

why the first of a class of locomotives with such important sounding names was called after a butler! Then one of my older colleagues explained to me about double-barrelled surnames. Also worthy of mention was the slide of the white-liveried diesel test engine called 'Lion' on the Sheffield Pullman service to Kings Cross.

Martin pointed out that the "Master Cutler" ran for 11 years each on the Great Central, then the Great Northern, and finally the Midland. Darnall Shed loomed up next with 62664 'Princess Mary'. All of this class had originally been allocated to that shed. 'Clumber' appeared again, but at Woodhouse this time, and then 61641 'Castle Hedingham'. Nearby was Beighton where the only level crossing between Manchester and Marylebone was situated. At Killamarsh a further "Director" appeared, but this one was very dilapidated. Of interest was the shot here of a Class 20 on a passenger train, thought to be a seaside special.

The shed at Staveley Great Central was illustrated with 63702. (I well remember my one and only visit to this shed, the locos inside the dimly lit shed were so filthy, both cabs and smoke-boxes, that I had to climb on to the cab steps of each locomotive to read the numbers!) The famous spire of Chesterfield church in the background was to be seen first with a freight train and then a local passenger train hauled by L1 67800. Today the track here forms the Chesterfield road by-pass. Moving on, Martin described the "whistling" bridge of Pilsley so named because of the sound of the wind blowing through the steel lattice-work. The railway here was on three levels and of course has now all gone. Carrying on through Kirby South Junction we came to the depot at Annesley, I remember the sad sight of withdrawn Royal Scots here waiting the call to the breakers yard. Martin illustrated this area with 63768 and ex-Croft boilered 92027 and 46251, the latter in sparkling condition ready for rail tour duty. Soon we were viewing Hucknall Central and Bulwell where the only item left today in the picture shown is the pub called "The Golden Ball". Appropriately 73053 was shown bearing the "South Yorkshireman" headboard.

After New Basford it was time to emerge from the tunnel into the cavernous Nottingham Victoria. Today this is just a shopping centre with only the station clock remaining. Martin produced shots of an 8F and then a 9F coming out of the tunnel. Other slides featured the preserved B1 61264 and 70014 'Iron Duke'. Two super scenes followed. First of all was a Western Region 6911 'Holker Hall', in disgrace with the tender wheels derailed on the edge of the turntable. This was followed by 70054 'Dornoch Firth' (one of the only two of the class I didn't see!) depicted at 2-30a.m on a newspaper train. This was an appropriate time to take a break.

The second half started with a superb shot, by Doug Swales, of a Class 31 diesel coming out of Week Day Cross Tunnel. After Nottingham Victoria closed, Arkwright Street station reopened for the sparse "bog unit" service that remained between Nottingham and Rugby. Wilford featured 44717 and another Black 5 was shown coming under 50 steps bridge at Ruddington onto the section of track preserved today. A W.D. in typical condition appeared at Rushcliffe, whilst at East Leake another Class "5" 44936 with "Colk" stencilled on the smoke-box door and a Derby "heavy weight" dmu were to be seen. Passing through Barnstone Tunnel arrival was made at Loughborough. Allotments once adorned the trackside where the present day shed is located. So passing swiftly via Quorn & Woodhouse, Rothley and Belgrave & Birstall, Leicester Central was reached. This station had the rare feature of staggered white lines to mark the platform edges. Locomotives shown here included 92010, V2 60842 on the Master Cutler, 6929 'Whorlton Hall' and 73045. The latter was one of five once allocated to Leicester Central shed. On the last day of services to London a loco

carrying a wreath on the smoke-box was used. This was a very dirty Black 5, another member of the class had been specially cleaned, but unfortunately failed prior to leaving Colwick shed. A different type of locomotive, B.R. standard 76052, was used to illustrate the depot at Leicester.

After Whetstone, V2 60967 was depicted on a freight working at Ashby Magna. In 1961 a freight hauled by 6902 'Butlers Hall' came to grief at Newton Village and Martin had a slide of the locomotive stored in a siding at Lutterworth. Needless to say the engine was too badly damaged to be repaired and so was withdrawn and scrapped. The main feature at Rugby was the "birdcage" bridge, sadly only recently removed. There was a slide of it being built, then with V2 60961 travelling over it and, better still, a Black 5 inside it. To illustrate Rugby Central, Martin showed slides of an A3, a Royal Scot and 9F 92120. Catesby Tunnel was shown in typical fashion with a 9F blasting out of it. (Three nameless members of Burton Railway Society had a "hair raising" walk through this tunnel several years ago and their experience was described in a past Society newsletter.)

A general view of Woodford Halse shed demonstrated the layout of the establishment very well. A further slide showed 70017 'Arrow' before views of the station were shown. A Royal Scot appeared at Brackley and then it was the turn of the viaduct. A slide showed this enormous blue brick structure being built. Not long after the line was closed there was a world-wide shortage of these bricks and so demolition was swiftly decided upon! At this point Martin was "encouraged to open the regulator" and so slides were quickly shown of the following locations: Calvert, Grendon Underwood, Quainton and Aylesbury. At the latter a B1 and then a Black 5 were shown on different occasions in charge of the train named after the subject of our talk. At Wendover a clean B1, 61106, featured on a suburban train. Swiftly moving through Great Missenden, Chalfont - where the Chesham branch joined - Amersham, Harrow on the Hill and Neasden, we arrived at Marylebone. The preserved V2 'Green Arrow' and a 4-car dmu illustrated the station in its decaying days. Personally I thought the slide of three Black 5s on the station stabling point was very impressive. The 1948 locomotive exchange trials were not forgotten with shots of apple green B17, 61661 'Sheffield Wednesday' and a shining Black 5. Martin ended with general views of Marylebone station, a once "sleepy" terminus with only four platforms which is now a bustling six-platformed set up and incredibly busy. Only a few years ago closure was being talked about. Now if only the main route of the Great Central had not closed, just think what a great asset that would be!

Mark Ratcliffe

JUNE 2008

The tradition of the Annual Railway Quiz has been to present it in June - light nights do not lend themselves to film or slide shows - and 2008 was no exception, when Marston's Social Club saw Dave Hook ably present the 18th quiz.

So, on the night, 29 stalwarts presented themselves for an evening of quiz entertainment. The now accepted format was applied, where teams of four were drawn 'from the hat', to provide a random chance element in the teams, and spread the railway 'swots' randomly amongst the teams.

Question master Dave confirmed the format - ten rounds each of eight questions. A very early taste of the standard of questions was revealed when he advised that they were sufficiently 'hazardous', that they required him to wear the compulsory 'hi viz' orange vest. This he suitably donned and maintained throughout the quiz. Never underestimate the power of the microphone!

Opening bowling from the quizmaster for Round 1 was a set of questions on "The Deltics", with everything on these from racehorse names to engine configuration - somewhat of a speciality round for any of the anthracite and shovel brigade.

Round 2 came up as "Change of Name", and was mostly oriented to steam loco name changes - typically GWR Castles into Battle of Britain aircraft, and renaming of the Royal Scot H.L.I. into its full title, (Highland Light Infantry, City of Glasgow Regiment), in BR days. The odd question on which city station was renamed from Queen Street to Central caught some of us out though.

Round 3 was entitled "First Names", and Dave concentrated this totally on railway engineers' first names - the teams having to supply the surname. Unfortunately for most of us, Isambard Kingdom only figured as Dave's example.

Round 4 was announced as "Narrow Gauge" - lots of concern and dismay abounded! However, all the questions were such that the answers were somewhere available in the grey matter. Are you sure it was 'Pet' that's preserved at York Dave, and not 'Wren'?

Five was a picture round depicting named steam locos. All were bamboozled by a duplicated picture for questions 1 and 2 - of a swan flying against a bright blue sky. Most of us concluded 'Wild Swan' as one of these, but in a first for Dave, no one got the second - "Airborne" - I ask you!

Resuming after the break, "Preservation Names" formed Round 6. A good interesting round, 'Joem', 'Goliath', 'Mayflower' (well done Steve, I believe you got this one right this year), and 'Magpie' featured amongst the namers. But 'Beaumont' on 53808 defeated me.

Round 7 arrived - "Railway Personalities" and surprisingly, none of the BRS Committee featured in this - why is that, I ask? This was, to me, the most difficult round of the quiz, but as they say, "they're only hard if you don't know the answers". Danny Hopkins, Richard Steinheimer and Philip Hawkins to me were all musicians fronting that well-known pop group of the sixties "Foo Chow and the Hotshots". Ah, well that wasn't the answer, though Lemaitre's and his blastpipe were recognisable.

For the next round, "Year of Decade", Dave had come up with a novel idea for scoring. All answers were based on the year of a particular event, and the teams could go for the correct year for two points, or for the safer option of the decade for one point. A good idea, well done Dave. The answer to the Quintishill disaster was 1915, and there is no truth in the rumour that John Tuffs and I got the correct answer 'cos we were both there at the time taking photographs!

By this stage, the leaders had emerged from the pack and it was going to 'full regulator' to the finish.

Round 9 was entitled “More of Less”, and this was another imaginative round giving at least a 50/50 chance of being correct even with a guessed answer. A typical question was, “Were there more Caprotti Standard 5’s than named ones?”. However, I thought the question ‘Were there more wheels on a Big Boy than on two Duchesses – including tenders?’ was somewhat reminiscent of the 1993 ‘get ‘em going’ joke question of the total number of loco axles absorbed into BR in 1948. I understand that one of our members (who shall remain nameless) is still working on the 1993 answer!

With Round 10, Dave Hook surpassed himself, with “What would you get if..?”: a really imaginative set of questions, ‘get at able’, and a fine end to a quiz. What would you get if Jubilee 45730 ran as a 4-4-2? or 45577 double-headed with D854? or a railway was operating with 34038 and 34005 operating? Answers on a ten-pound note, please, direct to the Treasurer.

So, as tradition dictated, the quiz finished with the knockout round. Team F finally emerged triumphant on the third question, estimating a total of 7297 locos built at Crewe being nearest to the actual figure of 7335.

From the seven teams who competed, B (136) won the main quiz, with runners up F (134), and E in third place (123). The other scores were: D (120), G (109), A (81), and C (58). At least, that’s what my notes say, because by this time I was on my fourth pint of really excellent ‘Old Empire’, so statistics and results tended to become a bit hazy, and the winning team’s score in my notes is totally illegible! *[The scores above were confirmed by a sober Mark Ratcliffe. Ed]*

Thus ended the 18th Annual Quiz, and what a fine night it was too. The entertainment was excellent, (there is always a part for Dave Hook, with his dry sense of humour, in my next community pantomime), the beer was superb, and even the weather stayed good. So, why were there only 29 people competing? We have a healthy Society with somewhere near 200 members. Stalwarts came from afar afield as Coventry and Leicester. So why don’t more attend?

These events do not just happen: as with everything else, a lot of hard work goes into presenting them and all the other show nights. I know from experience how difficult and time-consuming it is to create a quiz both entertaining and fun to be participating in, and congratulations to Dave Hook for presenting this, his eighth consecutive quiz event.

It **was** enjoyable! You don’t have to be a mastermind to enjoy it - even I managed to answer some of the questions. So next time, come along and try it out: you never know, you might enjoy it too!

“Crofter”

MAY 2008

The speaker for the evening was David Webb from Uppingham and his subject was ‘Industrial Steam around North West Leicestershire and South Derbyshire’.

David's interest in industrial railway systems stemmed from a topic studied at school after the 11-plus exams, which was 'Coal'. This involved watching a number of films being shown at school, as well as scholarly research, and what he read and saw made him determined to explore local industries. This was helped enormously by a book on industrial steam from a railway club in Birmingham, because the book listed lots of industrial locations which had their own railway systems. David subsequently spent a great deal of time at weekends visiting many of these locations.

The slides presented started at Croft Quarry on the Nuneaton to Leicester line, which is one of only a handful of such locations that still survive and use rail. The massive area of the quarry, which is not apparent from the train, was well illustrated by some aerial views. Also illustrated was some of the quarry's machinery, including the 'Blondin' machine, which was used to lift stone out of the depths of the quarry. The name 'Blondin' was bestowed upon the device in memory of the famous tightrope walker of the 19th century, as the machine utilised a very long steel cable which hung across the quarry. The quarry had both standard gauge and narrow gauge (3' 1½") systems, the latter surviving until the late 1950s. On the standard gauge system, a number of locomotive manufacturers were represented, including Manning-Wardle ('Laura' and 'Nipper'), Hunslet ('Victoria') and Barclays ('Elizabeth'). On the narrow gauge system, which went into the quarry itself, 0-4-0 tanks were used, being from the Hudswell-Clark company, and examples were named 'Ethel', 'Crystabel' and 'Gwendolen', these locos lasting until around 1947. A Ruston & Hornsby narrow gauge diesel appeared during World War 2, and diesels such as 'Edwin', again from Ruston & Hornsby, and Sentinels from Rolls-Royce, also appeared on the standard gauge system around 1954.

Then David moved on to Enderby Quarry, which lay at the end of a branch from Narborough, which like Croft had standard gauge and narrow gauge systems, the gauge of the latter being 2-foot. Of the standard gauge engines, one of the original locos was 'Trot' from Hunslet. We also saw slides of Peckett 0-4-0ST 'Elizabeth', which was transferred in 1956 to Mountsorrel, 'The Countess', and 'Doris', which was built in 1928, but only appeared at Enderby in the early 1950s. It became clear during David's talk that industrial concerns frequently bought second-hand engines, and borrowed them from other systems. This meant that a small industrial locomotive could have a complicated history. Later on at Enderby, the diesels started to arrive, including a 48 bhp loco from Ruston & Hornsby, and 'Bunty', which was an 0-4-0 manufactured by John Fowler. The 2' gauge system at Enderby was populated by four Bagnall locos, three of these being 'Buller', 'Kitchener' and 'Leicester'.

Earl Shilton Quarry, in the same area, started out with a 2' gauge system using horses, but later graduated to steam, using a Bagnall 0-4-0 which came from Enderby, and well tanks, also 0-4-0s, of unknown origin named 'Coppell', and 'Chesham'.

Two further quarries in the area, at Stoney Stanton and Huncote, were then covered. Stoney Stanton had around four Hunslet locos, such as 'Charlie', 'Walter', 'The Earl' and 'Robbie', then came two 0-4-0 48 bhp diesels from Ruston & Hornsby. Huncote, which had a 2' gauge system, had two diesels from Muirhill, and Ransome & Rapier.

David then turned to the Swadlincote area, firstly to John Knowles, which manufactured earthenware pipes, and was located on the Swadlincote standard gauge loop. Used there were three Hunslet 0-4-0 tanks, named 'John Knowles', 'Marjorie' and 'John Knowles No.4', as

well as 'Dover', which was an 0-4-0 tank from Barclays. They also had an 18-inch gauge system, which opened around 1898, 'Jack' being the first locomotive there. Over twenty years later a sister loco was delivered in 1921, named 'Gwen'. Both these engines have been preserved. 'Jack' is at Armley Museum, and 'Gwen' is in California.

We then moved to Wraggs at Swadlincote, which had three Hudswell Clark 0-4-0T locomotives, as well as a Peckett 0-4-0T, which arrived around 1930. There was also a Sentinel diesel, which is now preserved at Coalbrookdale. Moving on to Ibstock Brick & Tile Company, 0-6-0 saddle tanks were used instead of 0-4-0 locos. Two were from Hawthorns, one was from Henry Hughes, and one from Fox Walker.

Part two of the talk started at Snibston Colliery near Coalville, with some most interesting slides of the colliery's standard gauge line, three locos being visible in the same picture. This colliery lasted until recent times, and many of the wagons were of the 32-ton Merry-Go-Round variety introduced by British Rail in the late 1960s. The first slide however showed one of the company's wagons at Harborne in Birmingham, and this was a typical wooden planked Private Owner wagon of the early 20th century. The locos shown were all 0-6-0 saddle tanks, apart from one 0-4-0 Peckett on hire. The 0-6-0 saddle tanks came from Fox Walker, Manning Wardle ('Snibston No.2' and 'Ellen'), and Peckett. Inevitably the diesels duly arrived, and an 0-4-0 from Ruston & Hornsby, named 'Snibston No.1' was seen, as well as a Hunslet 0-6-0.

Swannington Opencast Collection Point was unusual in that its three Bagnall 0-6-0 saddle tanks came from Africa, with suitably African names - 'Mombasa', 'Kilindini' and 'Thika'. There were also two ex-WD J94 saddle tanks at Swannington.

Located off the Coalville – Loughborough LNWR line was the Whitwick Granite Company, which had two 0-4-0 tanks built by Brush of Loughborough, more famous for building diesels. Both of these were scrapped in the 1940s, being replaced by a Fowler 0-4-0 diesel. The system closed in the 1960s.

Another system which still survives is at Bardon Hill Quarry to the east of Coalville off the Swannington line, although its 2' gauge system closed years ago. The current locomotives, one being bright green and the other bright yellow, are named 'Duke' and 'Duchess'. Earlier locomotive stock comprised 0-4-0 saddle tanks from Manning Wardle, Robert Stephenson & Hawthorns, and Coalbrookdale, this last one surviving in Coalbrookdale Museum.

To the south east of Bardon, also off the Swannington line, is Cliffe Hill Quarry, which David did not visit at first since it looked too modern. However a local newspaper article about two locos there being saved for preservation alerted him to the fact that steam existed, and the following weekend saw him cycling through the snow with a friend to visit the system. The railway opened in 1897 and closed in 1946. The first locomotive was a Bagnall 0-4-0 named 'Cliffe'. The next arrival was another Bagnall 'Isobel', which is now working at Amerton Farm near Stafford. Further Bagnalls followed, including 'The Rocket', 'Edith', 'Jack', 'Mary', 'Peter', and 'Mabel'. 'Jack' and 'Mary' were 0-4-2 tanks, the others being 0-4-0 tanks. Also appearing in the line up were 'Sampson' from Sentinel, and 'Kashmir', an 0-6-2 tank from Kerr Stewart.

Ellistown Colliery was then briefly covered. This system had a Sentinel diesel, and an 0-4-0 Bagnall named 'Wellington'.

The Groby Quarry system, which also came off the Coalville line, was then covered. The system had four Hunslet 0-4-0 tanks, and later a larger 0-6-0 Hunslet tank, 'No.5', arrived. The quarry then acquired a larger Hunslet 0-6-0 tank, which was not successful, and was subsequently sold to South Wales. Hudswell Clark 0-4-0 engines were also used, the last one arriving in 1917. A diesel 0-4-0 arrived in 1962 but had a short career there, as the whole system closed in 1966. Groby Quarry also had a narrow gauge system, using Hunslet 0-4-0 and 0-6-0 tanks. Of the 0-4-0 variety, there were 'The Junior' and 'Lady Madcap, the latter later moving to Dinorwic in North Wales. 0-6-0 locos included 'Nonus', 'Sextus' and 'Junior' (not to be confused with 'The Junior'). All these were scrapped in 1947.

A look at three collieries concluded the talk. Desford Colliery still had an 0-6-0 saddle tank in 1958, and had also used three Peckett 0-6-0 tanks, as well as a WD J94 tank. Later it acquired a Sentinel diesel. Also shown were various 0-4-0 tanks from the Moira Coal Company, including Manning Wardle locos 'Rawdon', 'Marquis', 'Donington' and 'Newchurch', plus a Yorkshire 0-4-0 named 'Gresley'. Finally two saddle tanks from Netherseal Colliery were featured, one being an 0-6-0 and the other an 0-4-0.

Throughout the talk David demonstrated a very deep knowledge of his subject. He also peppered the evening with numerous anecdotes, including the time he was locked in an engine shed! At the end of the talk he announced that this was to be his last presentation, having done a great many of them. On behalf of all present, Mark Ratcliffe congratulated him on an entertaining and informative talk, and wished him well in his retirement.

David Webb has written a book in the British Railways Pictorial series, entitled 'Railways of Leicestershire and Rutland'.

Rod Nelson

APRIL 2008

The Annual General Meeting preceded the evening's entertainment, so let's report on that first. As usual the Committee was re-elected en-bloc. The Chairman thanked members for their continued support and with the Society in its 23rd year it remained one of the largest railway appreciation clubs in the country. The Society remained financially sound and the policy of obtaining good quality presenters would be continued. The formal business concluded at 7.55pm.

The speaker for the evening was Mr Alan Sainty from Kidderminster who was on his first visit to Burton. His show was entitled "The Four Regions Namers Show". Over the years Alan has amassed a vast collection of slides from many famous railway photographers several of whom have now sadly passed on. A recent acquisition has been a large part of the prolific collection from the late Chris Gammell.

Many loco spotters in the past were obsessed with "underlining" named locomotives in their Ian Allan "ABC Combined Volume" books and so tonight's show was a chance to relive some of those memories. Naturally Alan started with examples of named locos that appeared at the start of the Combined Volume these being the Great Western locomotives. Forty slides

were shown representing the following classes: Castles, Halls, Granges, and Manors, but not the Kings,

Alan then turned his attention to the Southern Region with super slides depicting King Arthurs, Lord Nelsons, Schools, and, of course, the Bulleids.

The London Midland was the next logical step and Alan did not disappoint with examples of Patriots, Jubilees, Scots, Princesses, and, of course, the Coronations. There were ten examples of each class, but he does have slides of just about every named locomotive and indeed has colour slides of all 71 Royal Scots for example.

Eastern region examples featured A4s, A3s, A1s, and A2s. I had originally requested Alan to include the named V2s, but here he decided to deviate from the script by missing them out altogether. Instead he had brought along examples from the B.R Standard range; so we went on with those.

Alan included Britannias, all the Clans, and then came another deviation from the script with un-named examples, these being the Standard Class 5s, one or two of which were named and included and then the 9Fs. I think we all expected to see the only named example "Evening Star", but interestingly that was left out.

All in all it was a very entertaining evening.

Mark Ratcliffe

MARCH 2008

The first "Natter Night" of the year took place in the Marston's Social Club lounge when around 35 members gathered for a slide presentation titled 'Signal Boxes' by Richard Binding.

Signal boxes are an essential part of the railway scene, but are easily overlooked or simply taken for granted. The small box is rapidly disappearing as control is handed over to large signalling centres such as Derby and Saltley. Richard ably demonstrated the charm of the small individual box and he said that although attempts had been made to produce standardised designs, location often demanded radical departures from the original template.

He started the evening with examples from independent suppliers which included Saxby & Farmer, McKenzie & Holland, the Railway Signalling Company, and Duttons. A rare surviving example of the latter provider is situated at Caersws on the Cambrian system, being one of only three left. As the years went by, however, the larger railway companies started to do most of their signalling work in-house.

During the evening Richard revealed his bias towards the Great Western. He was particularly pleased that the large signal box from Exeter had been saved and reconstructed at Crewe. A computer program simulates what it would have been like to work inside it on a busy bank holiday weekend. A shot of his own demonstrated just what it was like at Exeter in 1984 when a work to rule situation resulted in every line being occupied by trains. He also

illustrated how surviving small signal boxes are changing with double-glazing and plastic cladding radically altering the appearance as a result of refurbishment programmes. Whilst he regretted this, he was happy that the life of the various installations was being extended.

A signal box familiar to all of us, Lichfield Trent Valley, is due to be demolished this month - nothing lasts forever as they say. Next time you are out and about with your camera, take a photograph of the signal box, it may be your last chance.

A great deal of thought and preparation, not to mention expense, had gone into Richard's show. These general views of signal boxes were interspersed with fine examples from the late Keith Pirt Collection and also from the Colour Rail catalogue showing both steam and diesel motive power passing various control points. Richard also has a very understanding wife - not only were several photographs obtained whilst on honeymoon, she also postponed taking in the delights of Blackpool whilst Richard obtained his shot of the town's signal box! In my summing up afterwards, I made the comment that he must have spent hours looking through the brochures to find appropriate pictures to add to his own collection. This along with Richard's clear and informed commentary made it an excellent evening's entertainment.

Mark Ratcliffe

MARCH 2008

The subject of the meeting was the Leslie Hyde Collection, which was presented by Michael Harvey.

The late Leslie Hyde was a Swindon man and in his early years he worked as a BR fireman at Swindon (82C) depot. In later life he moved into the railway works. Leslie made full use of his privileged rail travel, and although many of his pictures were of Swindon and the local area, his travels took him over much of the British Isles. He never went without his camera and consequently he has left a host of colour slides as a legacy. His earliest pictures were taken in the mid-50s, but many were taken in the early 60s and to the end of steam.

The evening's show was a kaleidoscope of steam. As to be expected, Swindon and its works featured strongly. Nothing escaped his camera. There were lines of old tank engines – panniers and saddle tanks – all awaiting their fate on the scrap line. In contrast, ex-works locos were looking immaculate having had full treatment in the paint shop. 7023 'Penrice Castle' was an example. This contrasted with the sorry state of 6011 'King James I', minus its cab, as the breaking up process had started. On another occasion, also being broken up was the unusual sight of a number of LNER locos awaiting their fate at Swindon.

One aspect of the works overlooked by the average enthusiast was seen in a number of shots of queues of local buses outside the works waiting the knocking off call and the workers journey home.

Other GW locations included main centres such as Shrewsbury, with pictures of 6000 'King George V' and 7814 'Fringford Manor', the much photographed Sonning Cutting near Reading, the sea front at Dawlish, and an immaculate 4073 'Caerphilly Castle' on Old Oak Common Shed. 6018 'King Henry VI' was seen at Oxford and 1011 'County of Chester' at

Didcot. Out in the sticks, a diesel rail car was photographed at Ruabon, where 9024 'Dukedog' was also seen. These were only a few of the many GW examples shown during the evening.

There was also a varied selection of LMS locos and locations. These included 45620 'North Borneo' under the arched roof of St Pancras Station, and 46127 'Old Contemptibles' seen near Preston. In the Burton area, an unnamed Patriot, 46228 'Duchess of Rutland', and 46138 'The London Irish Rifleman', were all seen at Lichfield Trent Valley and 73016 was photographed passing Water Orton on its way north towards Burton and Derby. A spotless 46203 'Princess Margaret Rose' appeared on shed at Crewe North (5A), and in the same condition was 58271 on Monument Lane shed (3E). This latter loco had been specially prepared for the last trip on the Harborne branch in Birmingham. 46236 'City of Bradford' was seen speeding north alongside a nearly empty M1 at Watford Gap.

Scotland featured strongly too. A wide area was covered, ranging from 55053 with a very mixed train on the Dornoch branch, to a Jones Goods in its original yellow livery on shed at Inverness. 44798 was seen at Callander and 61995 'Cameron of Lochiel' was at Crianlarich on the former Caledonian and North British Line. 42275 was seen leaving Glasgow Central on a local passenger. At Coatbridge, a grimy 67713 appeared in a sorry state. Way up in the north-east at Forres, 40663 appeared on a special passenger working.

Back in England, there was a fair representation of LNER locos. Examples included a highly polished 60017 'Silver Fox' on Kings Cross Shed (34A) in readiness for working the Flying Scotsman to Edinburgh. 68619 also appeared in excellent condition working as station pilot at Liverpool Street Station, as did 68723 at Newcastle on Tyne. There was a number of shots taken at York. Both 60157 'Great Eastern' and 60048 'Doncaster' appeared approaching the well-known cross-over to the north of York Station. Eastern England was represented by shots of 62589 at March and 62428 'The Talisman' at Harwich.

There was also a number of Southern Region shots, ranging from a Southern Mogul and a West Country class at Barnstable, to 30930 'Radley' at Reading, 'King Arthur' at Bromley, and 30511 near Basingstoke. Leslie Hyde even found his way on to the Isle of Wight, where he photographed 26 'Whitwell' on Ryde Pier. Other places he visited included Stewarts Lane (73A) and Nine Elms (70A) sheds, and Eastleigh where a number of locos were seen. At Exeter Central, 30956 was seen on banking duty up from Exeter St David's.

Interspersed among the railway slides were variations including a shot of an illuminated Blackpool Tower together with highly decorated and colourful trams. A visit was also made to the Tramway Museum at Crich. There was also a shot of GW 0-6-0T 1363 working as a stationary boiler in the shed at Laira (83D) – different! Narrow gauge railways featured at Bicton Gardens near Exeter, the Vale of Rheidol Railway, and, not to be outdone, Leslie Hyde included a shot of his own garden railway.

In conclusion, Michael Harvey has to be thanked for taking over the collection of the late Leslie Hyde. From the original collection of nearly 380 slides, Michael painstakingly converted 230 of the best examples to plastic holders and, in so doing, cleaned up many of them. Today they form the "Leslie Howard Collection".

Author?

FEBRUARY 2008

The Derby in June, rain on a Bank Holiday, Christmas in December, PSOV in February – these are the constants that punctuate our lives, and so it was on 6th February that Dave Richards and Karl Jaunsey presented their annual steam-fest on the big screen.

The atmospheric introduction was a précis of what was to follow and was accompanied by music reminiscent of the ‘Shadows’ – although Dave said it was Karl on the guitar. Locos that were to feature in the night’s show were 4936, 4953, 5051, 6024, 7802, 30777, 850, 34067, 45231, 45407, 6201, 6233, 48151 (who named this, and what?), 60009, 60019, 4771, 61994, 62005, 71000 and 76079.

The opening shots were of 45407 on a Lancs & Yorks trip in January 2007, firstly passing Ashton Moss Junction with a few of its remaining semaphore signals intact. The only evidence of any winter weather was in the next sequence of shots of 6201 on a West Midlands – Liverpool special in February with a light covering of snow on crossing Bushbury viaduct and then passing the listed pumping station at Cranberry (a place committee member C J Tuffs would remember, as he broke his foot there in the 90s).

71000 followed, losing its footing on Lindal Bank in Cumbria and was then seen passing Harrington and Workington on its way to Carlisle.

Dave bemoaned the lack of heavy industry in the UK as a backdrop for filming steam specials, and so it was good to see that from an elevated position the cameraman had made a special effort to obtain a shot of 5051 passing Margam Steelworks.

Next, to the other side of the country to see 4771 threading through the maze of semaphore signals at Barnetby on one of its last mainline excursions.

Two loaded test runs were next on the agenda, with 850 on the S&C en route from Carnforth. This was followed by 7802 on its last mainline outing on a run from the SVR to the West Country in glorious spring sunshine. This was probably the best time of the year in 2007, before the monsoons started, although I cannot recall any wet weather featuring on the whole video – perhaps they put their cameras away in summer! *[I recollect that there was one mention in the commentary of heavy rain but it was not readily apparent on the screen. Ed.]* The GWR and sunshine combination continued with fine action sequences of 5051 and 6024 double-headed in the West Country.

The 7th April was the first day of the epic ‘Great Britain’ rail tour, steam-hauled throughout from Penzance to Thurso, re-enforcing my recollections of a superb spring throughout the UK. This tour was shown, first, passing Truro behind 5051 and 6024 which worked as far as Bristol, to be relieved by 71000 shown crossing the Dee viaduct – it was good to see this leg was formed of a complete maroon rake with a sensible headboard for the loco.

In Scotland, 60009 worked the train on its own to Perth from where it was piloted to Inverness by 61994. The Highland scenery looked at its best as the train threaded its way over Druimuachdar Summit and down through Aviemore to Inverness.

After an overnight stay, the participants took an optional diversion behind 61994 to Kyle of Lochalsh: there being no turning facilities there, the tour returned behind the K4 tender first and this was on the video, although Dave said that they rarely did such shots but the rarity of the occasion combined with good smoke effects and superb scenery was too good to miss.

For the final leg to Thurso, 48151 worked the train north from Inverness and this was shown en route, the most northerly shot being of it crossing Invershin viaduct with Carbisdale Castle as a backdrop.

The concluding item of part one showed 60009 now heading the K4 southbound over Findhorn viaduct: Dave Richards said that this was his favourite shot on the entire video.

Part two commenced with 6024 heading a patchwork collection of coaching stock in South Wales. Staying in the principality, the next tour was behind the two Black 5s heading over the Central Wales line with fine shots crossing Knucklas and Cynghordy viaducts. It also featured footplate sequences and views from the forward window of the support coach, right behind the tender.

71000 was then shown taming the South Devon banks, and this was followed by 45407 in Lancashire again and 6024 on the Torbay Express. A Southern sequence came next with 850 on Honiton and Upwey banks, the latter requiring rear-end assistance from a class 37 that sounded quite impressive (for a diesel anyway).

Ian Riley's 'pocket rocket', 76079, was seen next on the Cumbrian Coast with a rake of six maroon coaches in tow on the Machynlleth – Portmadoc trips, the shots being enhanced by the glorious coastal scenery and lovely weather.

A return trip to Scotland was then shown with 62005 on the Fort William – Mallaig service with an old Clydeside 'puffer' steamboat in the foreground sailing the loch. Dave said that Karl had bribed the driver, sorry – captain, to sail alongside the railway when the steam special was due! Apocryphal or not, it was a pleasing addition.

6233 featured on a southbound S&C trip with the lovely tartan 'Royal Scot' headboard; after it had passed the camera, within a few seconds, 48151 was seen heading the opposite way – "How about that for timing?" asked D R, adding, "If you believe that, you'll believe anything!" – obviously a bit of editing licence was involved.

A rare occurrence was seen at Glaisdale in the Esk Valley in the autumn when steam-hauled excursions headed by 61994 and 62005 passed in the station, with both trains departing simultaneously.

Spam can 34067, was seen towards the end of the show, climbing Sapperton Bank passing St Mary's crossing signal box, a location that often featured in pictures of the much lamented 'Chalford Auto'. On the 24th November, 6201 headed south from Carlisle along the WCML. There were two particularly fine shots of it, one rounding the curve at speed from the up platform of Penrith Station, and later, at night, taking the through-road at Lancaster Station.

The final tour on PSOV 2007 was of the much-awaited return to the mainline of 60019 which occurred on 1st December. It worked from Kings Cross to York where it arrived 50 minutes

early. Your reviewer managed to cadge ten minutes on the footplate there, chatting to the friendly crew.

Many thanks to Dave and Karl for presenting this annual feast that is always eagerly anticipated and never disappoints.

P A Forbes

JANUARY 2008

Les Henshaw of Matlock Railway Club was the guest presenter at Burton Railway Society's first meeting of 2008. Les was making his fifth visit to Burton and was warmly welcomed by members and guests. The theme of his show was 'Railway Films of Britain and China'.

Following a brief introduction from Les, the evening's entertainment was soon underway. DVD was to be the format for the evening and the first film, entitled 'Giants of Steam', was about British railways. The film, approximately an hour long, told the story of the early attempts at rail transport, the men who pioneered the railways, the railway building, the infrastructure and of course, the development of the steam engines that were to haul the trains.

The early attempts to build a steam locomotive were shown and no film would be complete without covering Richard Trevithick. George Stephenson, the Rainhill trials of the Liverpool and Manchester Company and of course Rocket, produced by George and his son Robert, were covered in depth.

George Stephenson's career was discussed at length. His triumphs, not only in designing and building locomotives, but the building of the railway systems were a great reminder of what one of the greatest railway pioneers achieved. His Liverpool to Manchester railway was built in four years.

Robert Stephenson's career was also covered and we were reminded that he built the first main line, from Birmingham to London, and the artist J C Bourne recorded much of this event. Robert Stephenson went on to construct railways all over the world. He also built bridges, including those that crossed the Tyne at Newcastle and the Menai Strait.

The achievements of Isambard Kingdom Brunel were also included. Tunnels, bridges, broad gauge track and locomotives and of course the Great Western Railway were brilliant achievements of this 'Giant of Steam'. The line from London to Bristol was open by 1841.

The film then went on to show how rapidly the railways developed. In fact, in twenty years they had changed the face of Britain. The building of these first railways was ruthless and the film showed how dangerous this could be. The navvies, their work and living conditions were also covered as was their pay (2s and 6d per day).

The latter part of this film showed the railways in the early to middle twentieth century with footage of A4s, A3s, goods trains and engine sheds. Scrap yards and the cutting up of

locomotives completed the full circle that steam had taken and ended the story of steam and the film.

The second film was entitled 'China Steam Quest'. Featuring the nine hundred plus miles of the Ji-Tong railway in China, this excellent film showed some of the last working steam locomotives in the world.

With superb commentary by Nigel Harris, the film showed the mighty QJ class 2-10-2 locos at work on passenger and freight workings. The footplate scenes, with the crew at work, and the awful coal they had to use were particularly interesting, as was the beautiful mountain scenery of the Mongolian landscape. The temperature during the making of the film was as low as -30° C, a point made by the commentator many times, but it did make for some excellent exhaust from the locos!

The sheds were used for repair but all preparation and disposal was carried out outside. Locos carrying circular crimson smoke-box decorations were of interest especially when there were two or more together. A rare QJ class loco failure was soon corrected - another QJ was plundered from a passing freight!

Double-heading and steep gradients were a feature of the line. One marvellous shot showed a double-headed (QJ class) freight train being banked by two other QJs! Surely one of the rarest banking scenes ever filmed. Shangyang with its passing loops and semaphore signals was of particular interest.

The commentator mentioned that he felt that he was watching technology that we (in Britain) had invented. He said that the steam locos would soon be gone, to be replaced by diesels. Perhaps this was the reason for one of our members, Phil Waterfield, to be on the trip and featured in the filming in the dining car!

Finally, a walk around the markets of Beijing unveiled the mouth-watering prospect of *boiled stomach* on the menu.

So, we saw two excellent films from our good friend Les Henshaw. Speaking with him after the show revealed that he had more films for us but just did not have enough time. We can only look forward to his next visit.

Jeff Howard