

**2016**

**December 2016 : Tony Bowles, "Steam in the British Isles - A mix of main line and industrial 1963 - 1970"**

It was good to see Tony Bowles and his wife for a third visit to Burton Railway Society, this time it was Tony's own material that featured - previous visits had been dedicated to the work of the late Paul Riley). Tony had synchronised the digital images with a recorded. Hand he started off with a few black-and-white shots taken in Wales before moving across to Ireland where he switched to colour images. Next he took us to Scotland for a visit to colliery lines followed by the preserved Scottish pre-grouping locos on the main line. Many in the audience were pleased to see A4s during their last working days and ancient 0-6-0s in action on freight. Personally, I enjoyed seeing 46140 crossing Larbert Viaduct on Easter Monday 1967. A feature that was appreciated was that all the images appeared on the screen with the date that they were taken. The show was a lovely mix of main line and industrial. Moving down to England, we were taken to the Settle & Carlisle line and Shap. The shots taken here were recorded in superb lighting conditions. We had a look at the Manchester Ship Canal system before going to the Buxton area. There were some lovely snow scenes and Tony reported that "there was only one 180 degree skid in the car!" On next to the Cromford & High Peak Railway before it closed down. Then it was back to Wales for extensive coverage of the Welsh narrow gauge system. Tony remarked that he had covered much of Wales using his bicycle.

The beginning of the second half was devoted to the Southern with scenes around Weymouth and a session on the Isle of Wight On one occasion Tony was off to Hayling Island and this caused some consternation to an officer of the law who demanded to know what on earth Tony was doing out on his cycle at 4-00am! The result was a shaking of the head and a muttering of madness! Tony however got some great photographs and that was all that mattered to him. So what else did we view, well quite a lot! Thus the Sittingbourne system was recorded, ironstone quarries, the Great Central - with 9Fs, Black 5s, a V2 and an 8F, and a good smattering of Great Western action at Harbury, Honeybourne and Stratford prior to the diesel take over. Finally it was to Gloucester to see diminutive 0F 41537 in action in the dock area.

Tony had DVDs of the show for sale at £5 a go (an absolute bargain) and he did a brisk business. A great souvenir of a super show to round off the year!

**Mark Ratcliffe**

**November 2016 : Bill Chapman, "Last days of S.R. steam and the 'Withered Arm' in diesel days"**

Bill chose the above subject for his second visit to Burton Railway Society. He started at Waterloo with Merchant Navy 35030 'Elder Dempster Lines' and moved down to Portsmouth for a visit to the Isle of Wight. One of the locations he used there was Newport and he informed us that all five operating areas of B.R. had a "Newport" so it was possible to collect five different totems! Back to the mainland and it was off to Southampton and Bournemouth with vivid memories for me of observing the loco shed from the station

platform at the latter location. Further down the line at Poole we viewed lots of Bulleid Pacifics. Then it was off to the Somerset & Dorset with visits to the following locations: Shepton Mallet, Pylle, and Henstridge. Bill made good use of his bike, a hand built Mercian, when he was in this area. Also featured were shots taken at Salisbury, Corfe Castle and Swanage. Bill included the remains of the three-foot tramway on the quay at Swanage.

The second half started with un-rebuilt Pacifics 'Salisbury', 'Lapford' and '249 Squadron' all in the Upwey area near Weymouth before treating us to lots of views in the Weymouth area. Near Radipole, Bill discovered that his pocket had been picked and that the thief had taken all his money and his travel tickets. Together with Bill we looked at the remains of the Portland Railway after closure before venturing down the Weymouth Quay line with D2295 as the motive power. A visit to the shed to look at Bulleids at rest included a lovely side view of 34002 'Salisbury' - what a shame that this loco wasn't saved.

Time then for the diesel section and DMU's on the Bridport Branch and at Axminster. The long lost curving bridge at Barnstaple was remembered as was as the terminus at Ilfracombe. Thus it was to the "withered arm" section with views at Callington, Bude, Padstow, and Halwill Junction with three separate DMUs on view.

Bill spoke of his slides as a "living collection" to be viewed and not stuck away in a box. We were certainly pleased that he was able to share them with us.

### **Mark Ratcliffe**

*September 2016: David Wright & Dave Richards, "Modelling a small brewery layout based on Horninglow Wharf"*

### **October 2016: John Dagley-Morris, "Pre-1968 British steam"**

It was a pleasure to welcome John to Burton for his first visit to BRS. Unfortunately this report will of necessity be brief because the reviewer was busy operating the projector for John, so he could not take any notes.

John has spent a long time scanning his old slides and correcting them when necessary so that they could be viewed digitally. He is very well travelled so we had a far ranging series of superb photographs to remember and record those days of half a century ago. One image in particular stuck in my mind and that was of an 8F-hauled goods train passing over Crumlin viaduct: in all other views I've seen of this once fine edifice it was always much smaller locos that featured.

High quality was certainly the order of the night and thanks go to John for providing such a fine show that was so well-received.

### **Mark Ratcliffe**

## **September 2106: Paul Chancellor, “A 5<sup>th</sup> ColourRail journey”**

For this session Paul concentrated on specific areas to illustrate the far ranging and incredibly well stocked archive that Colour Rail holds.

The first area covered was Crewe and many of the images were in black & white to illustrate the way Paul is now moving the collection forward. Thus we viewed an ex-works Garratt 46202 in August 1952 (shortly before its tragic demise), and diesels 10000 and 10001. Sadly 47190 was in for scrap.

Oxford, a real cosmopolitan city, welcomed all the various BR regions and in particular its wooden engine shed which incredibly managed to carry on until the end of steam. Rewley Road Station was also covered, but in this case it was being dismantled for a new life at Quainton.

At Dundee the former B12 8531 featured along with a 1949 shot of J36 65330 in apple green livery plus photographs of Dundee’s famous trio of A2 pacifics: 60528, 60530 and 60532. Looking fine on Perth shed was 46252 ‘City of Leicester’. Paul featured several rail tours that took place in this area all hauled by lovely clean engines.

The city of Exeter was illustrated by visits to both stations, Queen Street and St. David’s. Highlights there were: Merchant Navy 21C2 in original condition; Castle Class 5058 at Exeter St. Thomas; 30582 inside Exmouth Junction shed; 34081 which had obviously been on fire; and Warship diesel D835 was shown along with A4 60024, the latter being on rail tour duty.

Shed shots were the order of the day in the north-east here visualise B16 61412 at Stockton shed, Q6 62428 at Newport, 69860 at the open air shed of Middlesborough, 63375 with a ship in the background and some panoramic views of the then new Thornaby shed.

The evening was rounded off with visits to London Sheds. Old Oak Common featured a R.O.D. 2-8-0 and much later on three Western diesels and a Warship posed around the steam-age turntable. At nearby Willesden 46240 positively glowed. Camden displayed Princess 46207 whilst at Kentish Town Scot 46112 caught the eye. Neasden had brand new standard 73000 whilst Cricklewood had an unusual visitor in the shape of B1 61105. At Kings Cross, front ends were the order of the day with ‘Flamboyant’ and ‘Lord Farringdon’ on show. At Finsbury Park D9003 was brand new and there was also a lovely night time view of six Deltics in a row. At Stratford J70 68220 resembled a garden shed rather than a loco, whilst a 1956 photograph of 43020 showed what Devons Road was like. Bricklayers Arms displayed E1 31507 and Stewarts Lane had on show a magnificent 30915 with white -walled tyres! This view dated back to 1953. Going further out we arrived at Hither Green to look at 31899 and at Norwood Junction a Q 30533 was the subject. Finally back to the city and Nine Elms: here panoramic views recorded the end and included 35008 dumped and ready for the scrap man.

As always another fine evening of entertainment was provided by Paul - Colour Rail never fails to deliver top quality images.

**Mark Ratcliffe**

## **August 2016: John Bagshaw & Friends, "UK Railway photography the digital way - heritage and modern"**

This was a very well worked presentation featuring slick audio visual sections, both in colour and black & white, along with individual shots which John commented on.

The Duchess looked very fine in the snow on Shap and better still in a reflection shot taken at Wychnor. The black & white audio visual section took us back to the early 1990s and featured the 'Duke', 75069 and 60532 'Blue Peter', the latter being recorded at Scropton. A preserved railway section followed and covered: Butterley; the NYMR; Nene Valley; both sections of the GC; the Welsh Highland; and the SVR where 46100 looked very fine.

In the second half "young" Kurt, at age 43, was introduced! Kurt specialised in bringing the railway scene up today for our more modern biased members. Thus we were treated to 68012 at Kings Sutton on the Marylebone service, blue-liveried 66750 on a biomass working and 37s working D.R.S passenger trains on the Cumbrian Coast services. Kurt reminded us that many diesels in use now fit the heritage tag. He explained that many of his photos were taken by mounting his camera on an extending pole. Diesels on heritage lines followed in a class by class section and featured: 03; 08; 11; 20; 25 (both early & late); 26; 27; 31; 33; 35 (Hymek); 37; 40; 43 (proto-type); 44; 45; 50; 52; 55; 56; and 58.

Thanks to John, Jarad and Kurt for a very entertaining evening.

## **Mark Radcliffe**

## **July 2016: Les Nixon, "1978 - That was the year that was!"**

We were highly delighted that Les Nixon was able to come and join us following the sad news that the scheduled presenter, Terry Curzon, had died.

Les started the journey back to 1978 with shots from his own locality, thus Tinsley Yard featured with a Class 31 and one of the specialised Class 13 shunters. The complete scene there has now gone and Les recalled the time that he wanted a particular photograph of all the stored Peak diesel locos that had congregated in the yard: but how to do it? Answer, wait till Christmas Day when no one was around, climb a gantry and job done! Next it was into Derbyshire and he took us along the Hope Valley line, moved on to Great Rocks before going to Chesterfield. At the latter he obtained a lovely glint photograph of a Peak diesel just after it left the station taking a freight train along the old line. Of course in 1978 line-side photographic permits were still available and everything was painted blue. His final Derbyshire location was in the "v" at Ambergate. Although 1978 may not seem that long ago to most of us, since then there have been major infrastructure changes on the railway and many lines, signals and signal boxes have closed. As Les constantly reminded us, it's important to keep making photographic records because what's here today won't be around tomorrow. A case in point was at Loughborough where you'll no longer find a diesel shunter working in the yard nor see a brake van on the end of a train. He also illustrated the value of 180 degree shots i.e. take a shot one way, but don't forget to turn around and capture the view

the other way. Les rounded the first half off with a quick tour of the London area featuring Cricklewood (lots of Class 45s there), Paddington, Liverpool Street and even Broad Street. Finally, it was the turn of the Great Northern main line in the time before the wires. This included three HSTs at Kings Cross - they of course being relatively new then.

In the second half Les turned to preserved steam and his selection included the following: 5305 at Harrowgate, 4472 at Neville Hill cutting, 4498 by the old Midland shed at Carnforth, 6000 at Wrexham, 92220 at Horton, and 35028 at Chinley East. 1978 was the year that 6115, in LMS black, made just two forays out on to the main line and Les captured 'Scots Guardsman' at Nunnery Sidings (Sheffield), on a trial run. The loco was fully painted, but the tender was a patch-work quilt of rubbed down filling areas. Next, it was a series of Deltic photographs, plus the then "new kids on the block" the HSTs. This section also included the classic shot from the top of Newcastle Keep. Then followed 23 slides of Taiwan with its variety of track gauges. There was one splendid shed shot with around 20 locomotives in view with very many shades of the old days in the UK. Most of the steam stock in Taiwan was Japanese-built. Les's real reason for going was to see some Shay locomotives at work and he even managed a cab ride. Today these locomotives can still be seen in preserved state in Taiwan with three working examples.

Another British diesel interlude followed with Red Bank Sidings, Manchester being one location where Les was able to include a somersault signal still in use at Barkston East. In conclusion he took us to Pakistan to observe British steam locos at work both in urban locations and along the Kyber Pass.

Les certainly made full use of his photographic permit in 1978 even if it didn't include climbing signal posts and gantries! He finally admitted that there were occasions when his wife was less than pleased with his many photographic forays, but 1978 certainly for him was "that was the year that was!" He packed more into one year than most of us would do in ten years.

## **Mark Ratcliffe**

### **June 2016: Chris Eaton & Dave Hook, "Annual Quiz Night"**

Thirty-two members and guests from other railway societies joined in the fun of the Annual Quiz Night. There were 10 rounds in all and the sections were as follows:

- 1 : Flying Scotsman.
- 2: The birds and bees!
- 3: Games & pastimes.
- 4: Odd name associations.
- 5: Railway faces.
- 6: Station(ary) pictures.
- 7: Noughts & crosses.
- 8: Climbing in the counties.
- 9: The Royal Scots.
- 10: The games the name.

Thus round 5 was a pictorial one and featured faces of railway personalities for contestants to guess, one being Michael Portillo. Round 6 was similar and photographs of well-known stations appeared and had to be identified. To add to the entertainment each team was able to play a “joker” on a round of their choosing and so double the points for the group of questions chosen. Between the 8 teams participating the scores ranged from 89 to 148 and everyone agreed it was an evening of great fun. The evening was rounded off with two further competitive sessions - “Last man standing” and “Nearest the bull”.

Thanks to Chris Eaton and Dave Hook for providing an entertaining and lively evening. Perhaps next year a few more will take a chance and join in? The teams of four are chosen at random and it’s a great way of meeting other society members.

## **Mark Ratcliffe**

### **May 2016: Michael Clemens, "Atlantic Coast Express/Shropshire/1963 in the N.E./4-8-4s in New Zealand"**

It is always a pleasure to welcome back Michael as he has such an exhaustive collection of archive railway film taken by his late-father Jim. However, on this particular evening he started, just for a change, with films bought by Jim.

The first purchased film featured London – Dover in the 1950s. Here we viewed railwaymen at work and Bulleid Pacifics thundering by. Next was the short clip of the first ever film of a moving train, taken by the Lumière brothers in 1895. This was followed by parallel running of trains in LNWR days. For this particular evening Michael had brought with him long lengths of wire so he could connect up to the speakers in order to provide sound. Thus, after “Animal Express” featuring circus animals in the USA, it was across to New Zealand to view 4-8-4s at work. There was some really impressive footage of engines working hard which was enhanced by the sound track.

Next Michael produced footage of the “Withered Arm”. We started with 35028 ‘Clan Line’ leaving Waterloo at the head of the A.C.E. (Atlantic Coast Express) on 1st March 1964. The action in between included 34006 ‘Bude’ on Salisbury shed. Many other locations were featured as far as Exeter where the M.N. came off and was replaced by light pacific 34072 for the journey via Barnstaple to Ilfracombe. Back at Barnstaple, the Torrington line was traversed and other locations now devoid of track included Halwill Junction, Launceston, Bodmin, Wadebridge, Padstow, and Callington. Locos seen included T9s and the well-loved Beattie well tanks.

The second half commenced with footage taken on the N.E. region in August 1963, where the Clemens family holiday that year was based in Scarborough. I don’t think the seaside was visited very much there, but locations such as Northallerton, Darlington, Newcastle, and Gateshead were! Michael’s first sighting of a Q6 was on Gateshead shed. The holiday also included a visit to York for a filming interlude with Britannias, a visit to Hull, and then Whitby via the NYMR, but in B.R. days. The final film of the evening was entitled, “A Shropshire Miscellany”. This included the delights of Llyncllys and Oswestry, but the latter, apart from the shuttle service to Gobowen, was by then a freight-only line. The shuttle passenger service was DMU- operated and lasted till November 1966. Steam specials marked

the end of the Paddington – Birkenhead service with Castles 7029 and 4079. Other areas included in the footage were: the Wrexham Branch, Ellesmere, Bala, and Llangollen.

A splendid evening's entertainment with many past memories being brought back to life. A thank you to Michael for persevering with the long lengths of cable to ensure it was possible to have the sound footage.

**Mark Ratcliffe**

### **April 2016: Ian Krause, "The 1960s in black and white"**

BRS members were very pleased to welcome Ian for his first ever visit to the Society. He started off with photographs taken on the Cromford & High Peak. These featured 68006 and 47007 in 1962. Ian revealed that at that time he was aged 14 and he wrote requesting permission to visit on the grounds that it would be the subject for his thesis at university! Very cheeky! So let's look at a few high lights.

His first *avant-garde* shot was taken inside Old Oak Common. Next was a location familiar to your reporter and where Ian used to live, Kenton on the West Coast main line, and featured rebuilt-Royal Scot 46144. Then to places more local and a visit to Coalville Depot and station, where 8F 48646 was the back ground for the lamp lighter at work – most impressive. Heading up into Derbyshire we were treated to four views of Staveley Works and the small Midland locos in action.

The next destination was Edinburgh where Ian had managed to travel to from London on his scooter purchased for a fiver! As he said, he had a shot of Killin Junction Shed, but not Overseal, so to put matters right we introduced him to our own Dave Fleming (the last fitter-in-charge at this depot). Ian visited all sorts of fascinating nooks and crannies. He was rightly proud of his composition featuring Q1 33009 which was having its smoke box emptied on Guildford Shed. This photograph won first prize for him in the "Railway World" photography competition and the prize money enabled him to buy a new and much better camera.

The second half started with a shot of a Southern "Spam Can" on a special train by the M1 and, better still, there was only one car in the frame, unbelievable today! Now where was Ian on the day when England won the World Cup? Well, at Low Moor Shed Bradford. It sounds like a good deal to me! Then it was back up to Scotland with A4 60024 'Kingfisher' framed by a bridge. He managed to get onto W.J.V. Anderson territory with a visit to the Leslie Branch home of W.J.V.A.'s paper works. Once steam finished working the branch Mr. Anderson cancelled the contract and went over to road transport.

Ian broke away from the traditional style of photography: he was of course influenced by Paul Riley and in particular Colin Gifford. He told us he was once on the S & C with C.G. when a fellow they didn't know came up and introduced himself as Colin Gifford! No, they didn't put him right!

Then to Tyne Dock shed which was Ian's particular favourite establishment. I quite agree as it had a particular appeal although I only visited it once. Trying to get away from the

maddening crowd was his description of being back on the Cromford & High Peak on the last day of its operation. We really came to appreciate his new style of approach with the different angles he used as steam drew to a close. As Ian said, "There are only so many dirty black 5s you can photograph the traditional way."

In the North East, I loved his take on 65894 as it crossed the River Wear and was framed by the bridge portals. We were all surprised to hear that Ian had negatives taken in the Tebay & Scout Green areas in 1967 which had remained untouched till early this year. Thanks to the power of the scanner it was now time for them to be viewed and we were grateful to witness them. 1968 loomed and he was there for the last days of steam around Buxton and in particular on the Hindlow branch. Ian was also able to capture 70013 on Monsal Head Viaduct and then it was onto the last-day-specials and the final knockings at Lostock Hall.

It was an excellent evening; Ian's timing was superb with just the right amount of information without dwelling too long on each slide nor moving on too quickly. Above all what really amazed me was that the entire dialogue was from memory - not a single note was to hand. Thank you very much Ian.

## **Mark Ratcliffe**

### **March 2016: Dave Harris, "An illustrated tour of signalling and signal boxes in and around Burton"**

What a show this was! Listed below are the 'boxes that were illustrated in the order they appeared.

Clay Mills – MR type 2B and in existence from 1899-1987.

Wetmore Sidings dating from 1949.

North Stafford Junction.

Horninglow Bridge (photo: M A King) - box ex-Guild Street No. 1.

Burton Station North 1915 -1966.

Burton Station South.

Leicester Junction.

Branston Junction 1923 and opened on 23 January.

Branston Sidings Number 1.

Birmingham Curve Junction.

Leicester Junction Sidings – abolished 1956 and after that in use as a shunter's cabin.

Dale Street..

Uxbridge Street – 20 levers in the box: Wood Street, Peach & Co., and Thornewills controlled by it. Branston Road.

James Street Junction – the name board is in the Brewery Museum.

Park Street Number 1 – the name board is also in the Museum.

Burton New Street No. 1.

Duke Street – (photo: "Barking Bill" Flickr site).

Park Street Number 2.

Lichfield Street.

Burton New Street Number 2 - (note aerial view of this and the box above.

Wellington Street Junction.  
Shobnall Junction.  
Shobnall Crossing and cross bar signal.  
Shobnall Maltings – ex-Swadlincote East bought by Bass for £200 and now at Bill McAlpine’s private railway.  
Allsopps Sidings (LNWR).  
Stretton Junction – both old and new boxes illustrated.  
Horninglow.  
Hawkins Lane Sidings.  
Hawkins Lane Junction.  
Horninglow Goods Yard.  
Anderstaff Lane.  
Salt’s Engine Shed.  
The Hay.  
Trent Bridge Signal Box – established 1908 and gone by 1934.  
High Street Crossing.  
Church Croft.  
Guild Street.  
Allsopps Crossing – details shown of the crossing on the flat.  
Brook Street Crossing – very small!

Oddities! Harlows, never a signal box although it resembles one. Dave speculated – could it be left-over parts from Burton North and South boxes when they were renewed? This is still in existence and can be viewed today. It is situated off High Street.

Finally, Dave showed three brewery-owned boxes:

Allsops  
Station Street in art deco style  
Blue Posts Box on High Street

A thoroughly entertaining evening, thank you Dave for a first rate show which revived many memories. What a collection Burton upon Trent once had. Dave has asked that I acknowledge the following people who provided the bulk of the photographs. These were: Pat Larkam, Brian Whitehouse and Roger Newman. Without them the show would not have been possible.

## **Mark Ratcliffe**

### ***February 2016: Dave Fleming, “Engines I have known: Part 2”***

After the AGM, Dave was in good form for part 2 of his show. He carried on from the Hughes Fowler Crab locos and quickly got into his stride. The tales that followed were of his time with each loco that he had been called upon to attend to in his capacity of a fitter. As an example, a discourse of problems with a run-down Holbeck ‘Royal Scot’ lasted for ten minutes. With time against him, Dave managed to get to the LNER B1 class and he still had 35 slides to go. It was a pleasure to listen to him, and so part 3 beckons.

**Mark Ratcliffe**

**February 2016: Dave Richards & Karl Jauncey, "PSOV: A review of 2015"**

As usual the opening sequence revealed what we could look forward to seeing and Dave told us that most unusually the footage would be a Black 5 "free" evening.

46233 'Duchess of Sutherland' kicked off the evening in fine style and was followed by 4965 'Rood Ashton Hall'. We then had an extended session with black-liveried 5690 'Leander' on the Settle & Carlisle line. Dave Oldfield was the cameraman on the footplate and captured "rock steady" footage using four cameras. The fireman, a butcher by trade, was totally on "top of the job" and it was good to watch him in action. I particularly enjoyed my brief contribution to the day with footage from Helwith Bridge. It wouldn't be a P.S.O.V. DVD without an A55 roadside pacing session and 5043 'Earl of Mount Edgcumbe' dutifully obliged! Shades of the good old days had 45699 'Galatea' on duty on Shap being followed by 70000 'Britannia'! Unfortunately it was a laboured journey up the bank for the Jubilee on an overloaded train and the Brit. was in the shot in close proximity. The first half drew to a close with B1 61306 and 60163 'Tornado' both in LNER green or 'undercoat' as Dave described it! The Forth Bridge featured prominently, first with a superb firework display and then with 60163 crossing over it.

It was good to see the second half start off with a 'proper' engine - re-built Scot 46115, not that your reviewer is biased of course! The lads had film of it leaving Holyhead and we were informed that this was the first time for 40 years that a Scot had left this Welsh port. Then we were transported back to late 1950s with 'Britannia' leaving Paddington. Meanwhile a return was made to the S&C to enjoy the sights of 'Leander' and 'Galatea' working the "Dalesman" trains whilst Ben Collier went into "mountain goat" mode to get to a high vantage point to capture 46115 at speed through some beautiful scenery. Soon we were enjoying more David Oldfield cab footage with 70000 'Britannia' charging along the sea wall route through Dawlish & Teignmouth. There was a particular evocative film of the Brit crossing the Royal Albert Bridge at Plymouth with the whistle wailing long and loud. It was also refreshing to see 'Galatea' at work along the Cumbrian Coast Line before we were taken back to Shap to witness Castle Class 5043 tackling the bank. More footplate footage, this time on 60009 'Union of South Africa' heralded the celebration of the re-opening of the Waverley route as far as Tweedbank. A brief foray was made to the Highlands to see K1 62005 on the Mallaig trains before the evening drew to a close with 46100 'Royal Scot' itself on its test run on 22 December 2015.

As usual superb footage to commemorate preserved steam in action on the mainline. Karl and Dave always manage to come up with new ideas and, as I said at the end, they are often imitated, but never bettered.

**Mark Ratcliffe**

**January 2016: John Calton, "Forty years of railway photography"**

We expressed our grateful thanks to John for stepping in to fill the breach with this show. He said that he had taken his first transparencies in 1961 including Carlisle Canal's A3 'Sir Visto'. He was particularly pleased that he had captured Royal Scot 46115 'Scots Guardsman' in its final year of service at Carlisle Kingmoor in 1966 and again in 1978 when it made a very brief appearance in preserved condition on the main line. He was also around for the last knockings of steam in the North East in 1967. Then it was down the eastern side of the country visiting Low Moor in Bradford, Doncaster and Skegness. Next it was via Essex to Kent and in particular for scenes on the fearsome bank out of Folkestone. Slides taken on a photographic charter in Southampton Docks paved the way for a visit to the Isle of Wight. We were then whisked off to the London area which included St. Pancras and Kings Cross stations and the bank at Camden. 1985 loomed and John went to record the last year of semaphore signalling and associated infrastructure accompanied by steam of course.

After the interval we went back in time to view the last rites of the Cromford & High Peak Railway with J94 68006 leading the charge. Then there was a leap forward to 20 March 1999 when John attended a charter at the Shelton Steel Works in Stoke on Trent with three industrial locos from the Foxfield Railway. Your reviewer remembers seeing this charter in action on a returning from Crewe and thus made a detour to watch the proceedings from the Asda car park! 6233 'Duchess of Sutherland' was recorded in action on royal train duty in Wales before John crossed the sea to visit the Isle of Man. Back to pre-1968 and we observed: an ex-Crosti-boilered loco at Birkenhead; signal gantries at Preston; and 46257 'City of Salford' inside the burnt out Preston depot. Meanwhile up in Scotland, 68098 was captured in McWilliams scrap yard. It was here that John was offered a nameplate for £5, but he was travelling light and so couldn't carry it! The evening ended with: 5690 'Leander' and Midland compound 1000 in the snow; 70013 light engine on the last day of steam; before concluding with visits to Wolsztyn in Poland and a Swiss tour with steam.

It was very pleasing that John included so many infrastructures that have long gone, views that showed steam in the landscape and a lovely mix of archive and preservation days.

**Mark Ratcliffe**