

DECEMBER 1998

A pictorial journey entitled “All Aboard the Pines Express - Bath to Bournemouth” was enjoyed at the December meeting, when memories of the former Somerset & Dorset Railway were recalled.

The slide show presented by Chris Youett from Coventry comprised around 250 colour slides, a collection that included many from the Colour-Rail collection. These pictures showed scenes at many locations along the steeply-graded line, the majority being pictured on the northern section between Bath Green Park and Templecombe. However, photographs of trains on the branch line which ran between Evercreech Junction and Burnham-on-Sea also featured.

Because trains operating over the line were steam-hauled right up until its complete closure in March 1966, the vast majority of slides depicted steam locomotives. Therefore, our members who tend to prefer the steam era would not have been disappointed as no one other form of traction was included: in fact it was all locos except for a couple of images showing maps of the route. The transparencies included locomotives resting on the respective sheds of Bath Green Park or Templecombe awaiting their next turn of duty, and other locomotives hauling a variety of passenger and freight trains.

The Somerset & Dorset line was abandoned over 30 years ago following a gradual run-down which included the transfer of services such as “The Pines Express”. However, anyone who was fortunate enough to have travelled over the route during its final twenty years of existence will certainly have had their memories of the line revived.

The presentation was much as expected, an illustrative recall of an important and memorable stretch of railway that ran through the neighbouring counties of Somerset and Dorset, hence the name of the railway. It was a pity, however, that the presenter was not more selective in choice by reducing the number of images shown and allowing more time to digest the tremendous historical interest in those remaining. That option could have well have been just as effective by the impact created and have led to a better portrayal of the line.

Nevertheless, the content of the show was extremely interesting and certainly very nostalgic. Those present will have therefore enjoyed a pictorial insight into one of the most picturesque railway routes in the country and left wondering why it could not have been saved from its unfortunate fate.

John Tuffs

NOVEMBER 1998

No report available

NOVEMBER 1998

“Trains in the Snow” set the theme to a slide presentation made by renowned railway photographer Dr Les Nixon. The show was a compilation of around 170 colour slides photographed at numerous locations in the United Kingdom and abroad and was complemented by

the presenter's excellent commentary. Undertaken with sheer professionalism, Dr Nixon did not leave anyone without their expectations being totally fulfilled, just like he has done on his previous visits. Accordingly, the attentive audience was kept interested right until the end of the show, even though many of the slides did not contain images of steam locomotives. However, this may have been the result of the presentation being directed from a photographic point of view as well as that of a railway enthusiast!

The slides mainly portrayed scenes of steam, diesel or electric locomotives, all photographed in conditions when many people would have been less likely to have made any attempt to venture outside, let alone making journeys to the railway track side. Dr Nixon did, however, comment in his introduction that it was a challenge to photograph trains in the snow, but emphasised the pitfalls that existed in doing so. Residing near to the border of north Derbyshire and south Yorkshire he cited times of snow falls when chaos was brought to all types of transport. Invariably roads get blocked by drifting snow and railways are seriously affected too - scheduled trains failing to appear at the expected time, forcing the avid photographer to wait for a long time. However, if the sun breaks through, any wait is certainly worth making as the sun is the vital ingredient to bring life to any pictures taken in the snow.

Dr Nixon was decidedly honest in admitting that some of the transparencies did not reach the desired standard, due mostly to the atrocious conditions when they were taken. These had, however, been included in the show as they depicted items of interest or they formed part of a sequence. This was the case when slides exposed during a railway photography trip to the north of Scotland were spoiled by the inclement weather. After journeying so far, it was a case of making the best of the situation, even though the weather conditions failed to make any great improvement.

Several members of the audience may have learned some new techniques for taking railway photographs as the presenter offered a few ideas. Using his vast experience and expertise he suggested looking closely at the results of using the same vantage point in differing conditions. Dr Nixon's fine example was a location close to the line between Grindleford and Hathersage, where a sequence of photographs had been taken at the same time of day over a four-day period. The result proved very interesting, especially with his comments as the slides were screened.

Scenes in the snow can make the most mundane subject come to life: consequently, modern traction becomes extremely photogenic. This situation was highlighted in several instances, none more so than when an impressive photograph of an IC125 high speed train at Clay Cross junction was shown. The image captured the train speeding northwards towards Chesterfield, where a previous fall of snow was seen being forced upwards from the track side along the side of the carriages with just sufficient sunlight on the train's side to give enough illumination. However, many other fine examples were screened - the area around Sheffield and the Hope Valley line featuring prominently but others had been captured on celluloid in other parts of the United Kingdom as well as in several other countries across the world.

Nostalgia made a contribution to the show, too! As the contents of the illustrations spanned a period of three decades or more, the audience was able to reminisce when picturing the many changes that have taken place in that time. The picturesque Woodhead route, between Sheffield and Manchester, closed to all traffic in July 1981, was one such example. Furthermore, the elimination of BR steam as well as the withdrawal from service of the first generation of main line diesel and electric traction has taken place during this period.

Overseas, however, steam traction does still exist in some countries. The Chinese Republic is one country that Dr Nixon visited a couple of years ago along with a group of like-minded associates. He described one incident of this visit when he and a colleague ventured from their hotel before breakfast to explore the possibilities of railway photography later in the day whilst the other members of the party remained behind. After trekking through several inches of snow to reach a suitable vantage point close to the railway line, they were rewarded with the fantastic sight of a double-headed freight train approaching in the distance. He described this scene as being totally incredible, the train itself being in sight for over three quarters of an hour as it wended its way up the grade amongst the snow covered landscape. During this time Dr Nixon used his photographic expertise and exposed a total of 34 frames in the process, without any duplication being made. Needless to say, those who had not ventured out were disappointed when informed of the event.

Trains in the snow may have been the theme, but the presentation was also very much a graphic lecture on railway history, incorporating both geographic and photographic elements. Therefore, coupled to the excellent narration, a thoroughly enjoyable and interesting evening was, I am sure, enjoyed by all those present.

John Tuffs

OCTOBER 1998

The ex LMS 'Jubilee' Class 4-6-0 locomotive was the subject of a talk and slide presentation given Mr Bob Goodman and Mr Graham Booth, who had journeyed from Lincoln for the evening. Mr Booth gave assistance as projectionist after the interval when the presenter's selection of around 90 transparencies depicting 'Jubilees' was shown to the audience.

During the first part, Mr Goodman whetted the appetite for later with his quips and anecdotes from those people whom may have been at some time been associated with the 'Jubilee' Class. His narrative was and kept the attention of those present. During this time prior to the interval he gave a complete overview of the class and also explained the reasons why he had become associated and fascinated by this type of locomotive all those years ago. There was also mention of Burton Shed (17B) due to the fact that during the latter part of 1961, a contingent of 18 locomotives of the class moved to the town's depot. Never before had such a block transfer of the class taken place so this became an important part in their history. Mr Goodman recalled many events relating to the 'Jubilees' spanning the time from their introduction in 1934 to their final withdrawal from service in 1967. However, some events were not dwelled upon for various reasons; one such case was the times when they had been involved in accidents of some kind. Nevertheless, the presenter was coerced into mentioning the Harrow and Wealdstone accident in 1952 which led to the demise of 'Jubilee' No 45637 'Windward Islands'. As a consequence to this tragic accident, that claimed the lives of over 100 people, the locomotive became the first of the class to be withdrawn.

Nevertheless, the presenter gave a splendid insight on how the class performed and described the various duties the locomotives undertook during their life span of over 30 years. As a mixed traffic type they found themselves utilised on a variety of duties; this was superbly illustrated after the break when transparencies were shown depicting their use on top link Midland main line services between London St Pancras and Sheffield or Manchester, as well as on the West Coast main line services operating to and from London Euston. However, not being confined to just those routes, they were also common performers on inter-regional services which passed through Burton - one example being the "Devonian". Conversely, the 'Jubilees' found themselves also working a

variety of freight turns too, such as the daily Burton to London 'beer' train. Mr Goodman informed the audience that the 'Jubilee' Class could be found at work in most areas of the network but for some reason were rarely seen in East Anglia.

The selection of transparencies provided excellent pictorial coverage of the locomotives and helped in illustrating the variety of turns the locomotives worked as well as depicting some of the line-side infrastructure, some of which has now also disappeared from the railway scene.

Nostalgia took over when illustrations depicting scenes of the 1960s at Burton's engine shed were shown. Not even the presenter's comment regarding the cleanliness of some of the locomotives detracted anyone from reliving that scene of the past. 'Jubilees' pictured on the shed highlighted the external appearance of many of the Burton-based contingent, but there was no one in the audience who wanted to take up his challenge to give an alternative reason for their condition, other than had already been stated.

However, although the presentation was not aimed at events since the demise of the class from British Rail in 1967, there was reference to the individual members that have subsequently been preserved. No. 5593 'Kolhapur' based at Burton for several months between December 1963 and September 1964, has been one of the lucky survivors, saved from the scrap yard and restored to its former glory. This locomotive was captured in its restored condition at Branston whilst returning from Derby to Tyseley in April 1987, nearly 20 years after being withdrawn by BR.

John Tuffs

SEPTEMBER 1998

No report available.

SEPTEMBER 1998

Recollections of the industrial railway scene during the 1960s and 1970s were given by former Burton resident Mr Tim Jeffcoat in a talk and slide presentation. His selection of photographs depicted the era extremely well especially as some of the 140 slides had been taken by using a very inexpensive camera.

The presenter, who as a teenager, had the foresight to specialise in capturing the diminishing number of steam locomotives at work in industry and in doing so he has enabled this bygone age to be preserved on celluloid. His numerous journeys made on his bicycle took him a considerable distance from Burton with the British Gypsum works at Tutbury, the Cawdor Quarry at Matlock, the Derbyshire Stone Quarry at Wirksworth, a foray onto the Cromford & High Peak Railway line; and the unique and delightful narrow-gauge railway, which just had to be seen to be believed, located at Friden Brickworks. These were just some of the places he had visited.

However, visits to collieries in the Midlands in search of industrial steam engines were made too. These included the pits at Cadley Hill where steam power lasted until the early 1980s, Bagworth, Nailstone, Measham, Littleton, Cannock Wood, and Baddesley where a 'Beyer Garratt' loco named 'William Francis' was captured working. Although the majority of those locomotives found during his travels had been used purely for private industrial work, a trip to the North

Derbyshire colliery at Williamthorpe, produced a trio of working ex-LMS 3F locomotives, one of which had been previously allocated to Burton Shed.

Other industrial establishments visited included: the pipeworks at Riddings in Derbyshire, where a steam crane-tank locomotive was seen in operation; and Alders paper mill in Tamworth, where two steam locomotives were seen which included ex-GWR 0-4-0 ST No 1340. To conclude the show, there was a further viewing of the brewery railway system in our hometown. This selection highlighted how things have changed over the years - the numerous railway lines and exchange sidings having been replaced by the building of new roads which now link the ever-increasing number of roundabouts.

Perhaps there is one thing which should not be forgotten. Mr Jeffcoat, at the time obviously had limited resources as he was just a teenager, therefore it should be appreciated that his foresight to record the scene then has enabled others, such as ourselves, to share in the recollection of those bygone days which otherwise would have been lost.

AUGUST 1998

No report available

JULY 1998

Annual Fun Quiz

JUNE 1998

Mr Stan Hinbest made the lengthy trek from Wickford in Essex to give an interesting account of what "A Running Shed Apprenticeship At Stratford Shed" was like throughout the time he was learning the many skills of the profession. The former locomotive fitter described his personal railway reminiscences of the time he spent as an apprentice.

Mr Hinbest's presentation comprised a selection of transparencies to complement his portrayal of the east London depot including the many people who were employed there at the time. Many of his comments were amusing, even though some of the antics of the apprentices may have been questionable. Nevertheless, the evening's entertainment was a cocktail of historical interest supplemented by an element of humour to make it a presentation well received by all. Although many changes have taken place since those days it was incredible that some of the buildings seen in the photographs are still in existence today and remaining in use. However, the conditions of working have since changed, hopefully for the better, if Mr Hinbest's account is a reflection of the past.

He said shed workers always had to be on their guard to protect themselves from sustaining injuries when working on locomotives in the running shed. Even though safety was regarded as paramount some forty years ago, there were instances when accidents occurred as a result of 'enthusiastic' drivers placing locomotives on shed, especially when positioning one at the end of a row. Sometimes this manoeuvre caused the complete line of locomotives stabled in that row to move forward as the result of force prevailing at the time when the preceding locomotive came into

contact. As could be expected, when these instances occurred, anyone working on other locomotives on that row was certainly placed in danger and all too often accidents with serious and, sometimes, fatal consequences happened. Thankfully, these instances are now considered to be quite rare; perhaps this is as a result of the legislation that has been subsequently introduced to combat occurrences of this kind.

Mr Hinbest brought along a number of items locomotive fitters used during their everyday work, explaining the use of each in detail and giving reasons why some had to be specially made for a particular job. He said that many had been made by the on-site toolmaker as they could not be purchased off-the-shelf. This claim was easy to see when taking a closer look at examples as some of the audience did.

John Tuffs

MAY 1998

No report available

JUNE 1998

A photographic journey over part of former Great Central Railway metals was taken when Mr David Webb gave a slide show complemented by an informative narration. The routes covered comprised the ex-GC line from the former Victoria Station, in Sheffield, to the coastal resort of Cleethorpes, and some of its branch lines.

The transparencies illustrated the ex-Great Central routes in South Yorkshire, Humberside and North Lincolnshire over a period of some 50 years. The show encompassed the historical interest of an area that has seen many changes take place during that period. In this respect, diesel and electric traction replaced ageing steam locomotives and, because of the ever-changing transport needs, rationalisation of the infrastructure has taken place and these were portrayed in the show.

An explanation was given on how the port of Immingham developed and why it plays such an important role, in conjunction with the railways of the area. Oil, coal and iron ore are the main raw materials which are needed both in the UK as a whole and also that of the immediate locality. The railway therefore plays an important part in transporting these minerals - coal to power stations, iron-ore to steelworks, and oil, once refined at the local refineries, moved in block loads to various distribution depots across the country. In fact, some of the trains which carry these products can be seen passing through the Burton-on-Trent area on a regular basis as they make their way to various destinations.

A number of the transparencies showed the many signal-boxes which control the various sections of railway route - one such example being the largest remaining ex-GC signal-box at Wrawby Junction, located where routes from Lincoln, Retford, and Sheffield join each other on the outskirts of Barnetby. Nevertheless, some of the smaller boxes which control the level crossings were also shown as were those positioned at places where very few trains now pass.

The very many slides that complemented the talk certainly illustrated the overall presentation but it is felt too many similar pictures were shown at the expense of too little time being allowed to

view some of the images. Most pictures have a story to tell and being allocated only a few seconds for each one did not allow the photographs to be appreciated. This is rather a pity as the presenter was indeed very knowledgeable about the ex-GC in that area and therefore an authority on the subject.

John Tuffs

MARCH 1998

Archive ciné film taken in the 1950s and 60s by railway enthusiast Mr Bill Garbutt was shown to a very appreciative Burton Railway Society audience. Mr Garbutt's theme was a comprehensive trip taken around the Midlands that started and finished at Birmingham New Street station. However, in addition to this, there was some excellent footage screened of scenes taken on the ex-Somerset & Dorset railway line a few years before its closure.

Mr Garbutt's ciné depicted the 'working railway' and how it operated during the period when the majority of trains were still steam-hauled. However, some early types of diesel and electric traction including the luxurious 'Blue Pullman', a train considered the fore-runner of the modern-day high speed train, as well as the Derby-built pioneer ex-LMS diesel locomotive No. 10000, also featured.

The film journey around the Midlands incorporated shots captured on the Lickey Incline, together with scenes at Worcester, Gloucester, Oxford, Banbury, Leamington Spa, Birmingham Snow Hill, Wolverhampton Low Level, Shrewsbury, Stoke-on-Trent, Stafford, Nuneaton, Rugby, Leicester, Loughborough, Nottingham, Derby, and Burton-on-Trent before arriving back at Birmingham New Street.

The two-hour trip included many scenes that have long since disappeared, such as those of the Bass railway system in this town, as well as numerous buildings that have been razed to the ground. Interestingly, however, one line to feature was the ex-Great Central route between Leicester Central and Nottingham Victoria. Much of this has been saved from destruction and a comparison was made to how it was in the 50s and 60s to that of today.

Unfortunately, there was no soundtrack to complement the images screened, but there was no evidence of this spoiling the evening of reminiscing the past era. How pleasant it was to see numerous steam-hauled trains running over the tracks of Midlands area railways once again; these included express passenger trains hauled by Castles, Kings, Coronations and Britannias whilst the slow moving freight trains were in the charge of a wide variety of steam locomotive classes.

John Tuffs

MARCH 1998

The railways of South Devon featured prominently in the presentation given by Mr Peter Gray, who had travelled from Torquay in the West Country Riviera. Mr Gray not only projected a superb selection of 150 colour transparencies, he also gave a splendid and informative narration to complement the photographs that depicted railway operations in that area during the latter years of steam operation..

The route between Exeter and Plymouth, famous for both the picturesque coastal stretch of railway line near Dawlish and the steeply-graded Dainton and Hemerdon banks, was chosen to illustrate main line workings. In addition, visits were also made to branch lines and secondary routes in the area. In all cases the excellent locations provided the vantage points to photograph many of the day-to-day operations. The well known locations such as Dawlish, Newton Abbot and Totnes witnessed numerous workings of all types. This was especially the case on summer Saturdays when express trains emanating from many places journeyed through on their way to Torquay, Paignton, Plymouth, Newquay and Penzance taking thousands of holidaymakers to their destinations.

In addition to the 'main' ex-GW line between Exeter and Plymouth, the ex-Southern route linking the two cities which ran by way of Okehampton and Tavistock also featured, as did the several branch lines in the area which included the following: Newton Abbot to Kingswear; South Brent to Kingsbridge; Totnes to Buckfastleigh; plus the delightful Teign Valley line which once operated between Exeter and Newton Abbot. As would have been expected, the motive power on branch line trains usually comprised a small tank locomotive hauling one or two carriages; however, there were occasions when an alternative formation was used instead. In hindsight, perhaps the closure of the Teign Valley line should not have taken place; suitably upgraded to take main line trains, it could have been used as a diversionary route to the coastal line through Dawlish which at times has to be closed because of high seas that seriously affect the infrastructure.

In contrast to the branch lines, Class One passenger trains, in some instances comprising up to as many as 14 carriages, were hauled by ex-GW 4-6-0s; 'Kings', 'Castles' and 'Hall Classes'. But there were of course exceptions to this when other types appeared instead. Ex-SR Pacific's of the 'West Country' and 'Battle of Britain' Classes were the regular performers on the services operating between London Waterloo and Plymouth via the Southern Route whilst the ex-GW locomotives were confined to services operating to London Paddington.

Interestingly, some of the slides screened did not show any train. Instead they portrayed the scene as it appeared at the time. An example of this being where photographs had been obtained depicting a former mineral carrying line that had been closed but the formation was still in existence many years later.

The show illustrated the railway operations in the South Devon area in the days of steam even if there was the inclusion of the occasional photograph of 'first generation' diesel locomotives hauling either the "Torbay Express" or "Cornish Riviera" expresses. Sadly, something that became apparent during the presentation was the fact that many of the photographs included in Mr Gray's selection could never be repeated. The reasons for this would include: steam motive power having been replaced; the line had closed; the environment had changed in such a way and to an extent the scene would be unrecognisable for some reason.

John Tuffs

FEBRUARY 1998

Professionalism and expertise was portrayed in Dave Richards and Karl Jauncey's 1997 Preserved Steam On Video presentation at the February meeting. Their exceptional knowledge and skill ensured a superb display of main line steam operation. This had been recorded on camera by trekking a vast area of the United Kingdom in search of numerous steam hauled special trains that had taken to the tracks during the year; occasions made possible through the kind co-operation of 'Railtrack' and the various tour operators. It was PSOV's seventh visit to the Society and was considered by those present to have been the best to date, for it included many 'new' routes where steam locomotives had been permitted to run. For instance, a number of the routes had not seen a steam hauled passenger train since the demise of steam on BR nearly 30 years ago. However, visits had also been made to established territory, such as the Settle to Carlisle and the North Wales coast railway lines in their quest for steam.

The presentation was narrated exclusively by Dave Richards with Karl Jauncey in charge of technical operations. In the descriptive commentary, mention about 1997 being the year of the 'Mogul' was made. The comment was very true, as many different versions of this type did return to the main line scene during the past year: ex-LMS 2-6-0 'Stanier' version No. 2968 spread its wings far and wide, breaking new ground in doing so and journeying to many parts of the country. Some times it was joined by the ex-GWR 2-6-0 'Churchward' version No. 7325, itself called upon to deputise for the non-availability of another locomotive. One such instance was in late November when the duo stormed the 1 in 37 Lickey Incline whilst hauling a special train emanating from Bristol. That memorable occasion was the first time in over three decades that a steam hauled passenger train had ascended one of the steepest main line gradients in the country. How pleasing it was for members to capture the atmosphere of the day seeing the train as it made a fine assault of the famous bank. Video shots had been taken from at least two vantage points and these created a very impressive sight, indeed!

The presenters' skills in camera technique were exceptional: multiple cameras positioned at different locations gave continuity and enabled the specials to be recorded showing an alternative perspective. This was depicted on the occasion when No. 2968 tackled Sugar Loaf Summit on the Central Wales Line: the team used the method effectively when they captured the train progressing steadily along the lengthy section of continuous gradient on the approach to the tunnel, the locomotive itself working extremely hard; entering the tunnel; and finally filming the train as it emerged once again into the daylight.

On reflection, each sequence had something of interest: steam along the picturesque line to Kyle of Lochalsh; A4 Pacific 'Sir Nigel Gresley' at speed along the East Coast main line, near Grantham; ex-Southern Region 'Bullied' Pacifics 'Taw Valley' and 'Clan Line' on the Great Western Main Line; a splendid view across the Lancashire town of Accrington, where an ex-LMS 8F was caught on camera passing through the industrialised setting with another special; the same locomotive hauling a train across the impressive viaduct at Arnside, in Cumbria; and where a local angler appeared to take no interest whatsoever in anything but his own pursuit; plus many more clips of the multitude of steam-hauled specials that took to the rails last year and, of course, too numerous to describe in detail.

Unfortunately, the presentation did not include any recordings of steam passing through Burton-on-Trent, something that is always welcomed by BRS members. However, this did not spoil the evening's entertainment as this omission was proficiently made up by the series of shots on the ex-North Staffordshire line, where ex-LNER Class A2 Pacific No. 60532 'Blue Peter' passed through

Scropton, Sudbury Crossing and Uttoxeter, on Easter Saturday, in charge of a Cleethorpes to Chester charter. Maybe steam hauled specials will pass through our town during the coming months, thereby enabling inclusion into the forthcoming PSOV's 1998 selection!

JANUARY 1998

The presentation by Mr Rob Foxon of Coventry, 'Railways Remembered', was based upon the LMS Film Unit.

The show commenced with a film, now over 60 years old, made in connection with the visit of the legendary 'Royal Scot' train to Canada and America in 1933. This showed the Derby-built LMS 4-6-0 No. 6152 that was renumbered and named to masquerade as No. 6100 'Royal Scot' for the visit. The film captured scenes of the locomotive in a dismantled state being loaded on to the 'SS Beaverdale' at Tilbury Docks prior to its trans-Atlantic journey. On arrival in Chicago, two weeks later, she was reassembled and reunited with the LMS "Royal Scot" rolling stock prior to undertaking a mammoth tour across Canada and the northern states of America. Not surprisingly, it was this visit that initiated the setting up of the LMS Film Unit in the first place. The team who formed this new unit utilised a converted railway carriage to make journeys across a wide area of the UK which allowed films that promoted the London Midland & Scottish Railway to be shown to interested persons.

Coincidentally, the concept of Mr Foxon's show was in principle very similar to that of the LMS Film Unit of over half a century ago, but thankfully, careful editing achieved a more appealing content to the railway heritage contained in the footage. Therefore, only the more interesting aspects of LMS operations at the time were shown. In this respect, the railway company had an involvement in many forms of transport and incredibly they could well have been a pioneer of rail/road co-operation in excursion traffic. An example of this were the LMS trips to Derbyshire, where rail passengers were met by a contingent of single decked motor coaches at Sheffield station prior to participating in a delightful trip along the quiet country roads and through the quaint villages in the Peak District before rejoining the train later. These trips took place through co-operation between the LMS and the UMS (United Motor Services) coach company. Shipping services operated by the LMS featured too; the company had 54 ships under its control, operating from a number of ports in the UK to locations in Ireland and Scandinavia as well as the operation of steamer services on Lake Windermere and ferry services in the Glasgow area.

During the entertaining evening, several short films featured - the construction of LMS Pacific No. 6207 'Princess Arthur of Connaught' at Crewe Works in the 1930s, "Sentinels of Safety" showing the concepts of railway signalling, graphically illustrated and complemented with a superb film of the London to Windermere "Lakes Express" as it made its journey northward, and the LMS railway's involvement in the UK food and drink industry. This latter film, also made by the Film Unit, was considered to contain excellent promotional material, and was subsequently used by British Railways.

In a fitting epitaph to the LMS, main line diesel, LMS No. 10000 was seen being constructed in the company's locomotive works at Derby, in the final film to be shown. This depicted scenes inside the erecting shop as the locomotive evolved right through to it emerging into the daylight for the first time to an array of enthusiastic spectators, many of whom were company employees. This locomotive, always considered to have been the first main line diesel, was subsequently used on passenger trains operating between London St Pancras and Derby and later on the West Coast

route out of London Euston. Consequently, excellent footage of this historic locomotive was captured on both lines. On the West Coast line, it was pictured in charge of the “Royal Scot” accompanied by sister engine, No. 10001, a locomotive built slightly later than the prototype.

In conclusion, it is most fortunate these vintage films have survived the elements as long as they have, thereby enabling them to become a valuable and important part of our railway heritage. This will ensure enthusiasts can enjoy the scenes of a bygone era for many years to come. Even taking into consideration that no original soundtrack existed, something that nowadays would never happen, the general atmosphere of the period was not lost in any way whatsoever for extremely appropriate instrumental music was included in its place.

John Tuffs