

DECEMBER 1999

The end of a Century! The dawn of a new Millennium! How does the Society celebrate the event? The latter was the question posed by event organiser, Mark Ratcliffe, about 18 months ago. Responding to the challenge, Society member Phil Eames, exclaimed, "That's simple! Why not ask three presenters who have previously given shows on the subject of Burton and its railways to present a combined effort for the final meeting of 1999." His idea led to Messrs Phil Waterfield, Ken Woolley and Robin Jeffcoat accepting the invitation to present a finale entitled "Millennium Celebration - Burton in the Past." What a finale it was!

Society members and visitors always enjoy presentations relating to Burton's past. This event therefore was by no means an exception as many very favourable comments from the attentive and appreciative audience could be heard whilst the show was in progress and also afterwards. Over 120 people had packed Marston's Social Club for this special presentation, many of whom ably recalled events that fittingly paid tribute to Burton's past and a bygone era. At the end, there could not have been anyone who had been left disappointed. Throughout the show, photographic evidence portrayed how the scene once existed and, although some of the illustrations had been screened before at the time when the trio had previously made visits, it was pleasing to have the chance to view them again

Phil Waterfield began the evening's proceedings, looking firstly at the former North Staffordshire Railway line that branched out of town over the Derby Road crossing next to Horninglow station before heading towards Stretton and Clay Mills. The presenter had selected from his collection a combination of splendid examples dating from the early 1960s. These illustrations included: a Stanier Class 5 4-6-0 heading a passenger train, bound for an east coast resort, passing the delightful signal-box located adjacent to both Derby Road and Horninglow station; a powerful Class 9F 2-10-0 with a freight heading south towards Burton-on-Trent; and numerous other everyday freight workings. Mr Waterfield proclaimed that he had pursued the 9F on his Raleigh bicycle, pedalling in earnest along Derby Road and Derby Street in the hope of reaching Burton station ahead of the train. As could be seen by the following picture, he had been successful in his efforts and had captured another admirable photograph as the loco stormed towards the station a short while later. Freight trains also featured further along the ex-North Stafford Railway near to Stretton Junction and in the vicinity of Stretton station and Clay Mills.

Comparatively, he produced transparencies to illustrate the scene as it appears today - long after the section of railway line had disappeared. It is now difficult to imagine the sight of heavy freight trains pounding their way along the route we all know today as Princess Way, Station Walk and, of course the Jinnie Trail, let alone the infamous push 'n' pull "Tutbury Jinnie", a service that once plied its way between Burton and Tutbury.

Another gem screened was the picture of two Stanier Jubilee Class steam locomotives at Moor Street, captured on trains passing one another just south of the station platforms - No. 45699 'Galatea' heading north whilst sister locomotive, No. 45682 'Trafalgar', accelerated southbound on a passenger train bound for the west country. The presenter explained that in over 30 years of railway photography this was the only occasion when he had achieved a composition of this kind. He said it was a matter of being in the right place at the right moment to be successful.

Following a short break, the second of the trio, Mr Ken Woolley, a railway professional, continued the review of Burton in the past. The first instance of modern traction featured a passenger train leaving Burton station hauled by a 'Peak' Class diesel locomotive. This picture, taken sometime during the mid-1980s, epitomised the scene following the demise

of steam power even though this type of locomotive was entirely dispensed with shortly afterwards. The next picture comprised a brace of Class 20s heading the "Jolly Fisherman" - the summer-only Burton to Skegness train, seen passing Wetmore Sidings on its outward journey. The next picture screened was a classic! Yet another modern traction photograph but of a heritage vintage that depicted a pair of green-liveried BRCW Class 104 3-car diesel multiple unit sets passing through Tutbury with a Crewe-bound service. The overall scene was complemented by the extensive infrastructure that included the 'old' Tutbury station before its closure and the array of sidings that dominated the area of land flanking the north and south sides of the main line.

Nevertheless, it was not modern traction that was the main subject as his photographic portrayal took us to the gypsum works of J Staton and Company, where a 'Peckett' 0-6-0 saddle tank was actively employed. A delightful scene showing a loaded train traversing the river crossing on its way to the BR exchange sidings was screened.

The early years of Mr Woolley's career were spent working in several of the local signal-boxes. In this respect, opportunities may have existed for him when not on duty to capture on film some interesting workings, or maybe, the facility to photograph from a location deemed 'out of bounds' to the general railway enthusiast. Leicester Junction, situated on the Derby to Birmingham railway line about half-a-mile south of Burton station was one location that provided a vantage point to offer this different perspective. Several workings were captured in this vicinity, such as an ex-LNER 'V2' 2-6-2 No 60828 pictured hauling a southbound express. This particular interloper was thought to have been deputising for a non-available diesel. Other illustrations included a Standard Class 4 4-6-0 No 73096 also heading a southbound passenger train; and an unidentified Stanier Class 5 4-6-0 was caught on camera heading in the opposite direction as it passed the former 17B locomotive shed prior to the latter's partial demolition. The elevated position of the signal-box window had also provided a good vantage point to photograph a Bass-owned brewery saddle tank locomotive that was seen venturing onto the BR tracks at the south end of the sidings, adjacent to the Crown Maltings.

However, one particular photograph brought laughter from the audience when Mr Woolley explained the reason for the train to run. Comprising a single brake van, hauled by an ex-LMS 'Jinty' 0-6-0 tank, this special Fridays-only trip working was commonly known by railway staff as "The Wells Fargo." Mr Woolley told members it possessed this identity because it carried the wages for all the railway staff at Wichnor, a location where, as well as the exchange sidings, two signal-boxes also existed and these workers were also entitled to their pay.

Towards the end of Mr Woolley's contribution, there was a deviation from the subject of railways. This was much to the delight of the audience. His final images of the evening showed the scene at the Anglesey Road/Branston Road junction where both single and double decker Burton Corporation buses stood on their respective duties at the terminus. The Ashby Road then provided the location for yet another double decker bus. A number 7 was seen progressing up the gradient close to the town's boundary whilst on a Winshill-bound service.

Following another interval, Mr Robin Jeffcoat, who had travelled from Matlock, took over to conclude the celebration. His presentation changed perspective and produced a fitting epitaph to Burton's past. Mr Jeffcoat's photographic journey began in Shobnall Road near to Marston's Brewery before proceeding on a trip around the town which incorporated the non-railway scene as well as that of railway-orientated subjects. This trip finally ended with a picture illustrating the present day scene at the Shobnall Road and Wellington Road

junction, a location where a previous picture had highlighted the once familiar sight of the large signal-box and crossing.

Mr Jeffcoat mindfully balanced his selection with contributions that portrayed some of the historical characteristics of the town to supplement his railway contributions. It was evident shown by his enthusiasm when narrating each image that he had well researched the subject. The audience, which by this time was engrossed in nostalgia, greeting every picture with anecdotes of their own, welcomed this. The vast majority of the selection had been recorded over the period prior to when major redevelopment had taken place in the town, but there were, however, more recent examples included too.

He explained that he had been lucky enough to have gained access to a flat above the former Martins Bank on the corner of High Street and Station Street. It was from that location he secured several interesting views pointing in different directions across the rooftops of the town centre. The presenter also mentioned that some of the buildings included in his selection of photographs had been demolished with undue haste. One such example being the Maltings that once fronted Shobnall Road opposite Marston's Brewery. Moreover, other casualties included the Bass Building in High Street, gutted by fire in about 1975 and the New Street Baptist Chapel, yet another fire victim that necessitated its complete demolition. As the trip progressed, it became evident that the run-down state of the town had necessitated the need for modernisation. However, it is a pity that so many of the characteristic buildings had to be demolished to make way for the less aesthetic structures that have since been constructed as replacements.

"Burton in the Past" was portrayed from different perspectives - the enthusiast, the professional, and the historian. Interestingly, each of the presentations contained an element of how steam power had played such an important role during the period under review. Likewise, the railway infrastructure, that can now hardly be remembered, was full of interest. The various arrays of semaphore signals that once dominated the line-side have been removed in favour of colour lights; many of the 'bonded' warehouses and other buildings have also gone as rationalisation of the network took place. This east Staffordshire town was once an important railway centre, but has been subject to a transformation that has seen closures take place, consequently leading to vast lengths of railway sidings being taken out of use and eventually ripped up. This was highlighted by one of Phil Waterfield's slides, which had been taken from the upstairs front window of the Derby Road home of his aunt, which overlooked the allotments and railway sidings at Wetmore. Actually, hundreds of railway wagons were featured in the picture, as well as an ex-LMS 0-6-0 'Jinty' tank locomotive, the latter being almost 'lost' amongst the enormous number of freight wagons.

In another view, the 'old' 1883 station had a short local train standing at Platform One. A comparison was made with a more recent picture of a two-coach 'Centro' Sprinter train on a local service. Many people have said that the former structure should have been 'listed' to prevent the building being demolished in 1971! The grandeur and prominence of the Victorian structure certainly produced a more delightful appearance than its replacement.

There have also been suggestions that some of the changes that have taken place during the past three decades may not have all been for the good. However, the run-down state of the town that was clearly evident in the late 1960s must have surely done very little to encourage any investment had modernisation not progressed. Nonetheless, it would have been interesting to see the outcome of where the 'new' roads and roundabouts would have been positioned had the brewery railway system have been retained. The former scene around Shobnall was compared with that of today and certainly high-lighted the changes

where complete removal of all the railway infrastructure has allowed its replacement to consist of a new road traffic scheme, aimed at reducing congestion in the area. Sadly, from some aspects, it could easily be seen that the view of this area is now far less pleasing than it was some 40 years ago. However, one cannot stop progress being made!

NOVEMBER 1999

Images of steam locomotives operating throughout the United Kingdom during the mid-1960s set the scene for the November meeting. This was the occasion when Mr Fred Butler, a Birmingham-based photographer, made his inaugural visit to present a selection of his collection. Mr Butler explained that he began to capture the railway scene on film in earnest during April 1964 and he indicated that the primary objective of his photographic expeditions was to record the location visited rather than any particular locomotive. Nevertheless, he was pleased to capture both whenever the occasion arose.

The presenter referred to a fact that many lines at the time were in the process of being taken out of use, therefore it was important not to leave a proposed visit until it was too late to obtain a photographic record, as may have been the case if the section of railway track had subsequently closed before a visit could take place. Mr Butler, making regular treks to the railway line, irrespective of the weather condition prevailing at the time, pictured many a scene that has since become an historically important event. Thankfully, due to his forethought other railway enthusiasts can share the nostalgia that is generated at slide presentations when this type of photographic archive is screened.

For the benefit of those with a special interest in the local railway scene, Mr Butler had kindly included a few transparencies that he had taken in the Burton and South Derbyshire area. The last surviving ex-Midland 4F 0-6-0 No. 43953 was seen hauling a special train towards Burton station. Another special, hauled by BR Standard Class 2MT 2-6-0 No. 78028, was photographed at Castle Gresley and at Market Bosworth on the section of line between Moira West Junction and Nuneaton.

Mr Butler's selection included illustrations of steam locomotives at work nationwide taking in every region of the former British Railway network. Well-known locations such as Basingstoke, Crewe, Worcester, Doncaster, Stirling and Nottingham featured along with lesser known locations like Woodford Halse, Honeybourne and Gnosall, as well as the very picturesque railway on the Isle of Wight. Although most of the transparencies screened showed locomotives at work, there were some exceptions. One example of this was the former Midland Railway 2F 0-6-0s captured on celluloid whilst stored at Coalville shed in 1964, a short while after withdrawal from service and prior to being despatched to a scrap yard.

John Tuffs

OCTOBER 1999

Mr John Spencer-Gilks, author and photographer, presented a slide show and the images revealed an array of Charter Trains and VIP Specials, many dating from the early 1950s. Accompanying each photograph was a narration that eloquently complemented the visual presentation.

The audience was given an insight of how, why and when these types of special trains started and reasons why they have become established as part of railway operations since their inception during the middle of the last century. Interestingly, in 1839, the first excursion train was chartered by the firm of Thomas Cook and a year later the inaugural VIP special was a 'Royal' train conveying Queen Victoria to London.

The presenter's selection of around 200 transparencies provided a great deal of interest to the large audience as his photographic images portrayed a wide-ranging variety of special trains that encompassed the use of steam, diesel and electric motive power at numerous locations throughout the United Kingdom. The extent of historical information extracted from many of the early examples made an interesting contrast too from those taken more recently at the same location. The former tended to include detailed infrastructure against similar photographs taken in more recent years. Nonetheless, each slide possessed something of interest for everyone: motive power, location or perhaps the individual characters that had been captured on film.

Mr Spencer-Gilks explained that he too had been involved in organising special trains. These excursions were mainly organised in connection with his 'Talking of Trains' evening classes and his activities as Secretary of the Friends of the National Railway Museum. Appropriately, some of these special trains had been included in the show featuring the use of various types of motive power although many were composed of the versatile diesel multiple unit. A number of the itineraries that had been compiled included railway lines that no longer exist; one local example included in the show was the Great Northern side of Egginton Junction station where a couple of trains had been photographically recorded.

Overall, it was a very well presented show that created the climate for an excellent evening of railway orientated entertainment. Those present must have been well pleased with what they had seen and heard from this experienced presenter. Hopefully, Mr Spencer-Gilks will make a return visit in the future so that we can all gain further benefit from his photographic collection.

John Tuffs

SEPTEMBER 1999

'Medium-Format Miscellany' was the title of a slide presentation given by Gloucestershire-based photographer and author, Mr Peter Skelton. The title was chosen by the fact that all the transparencies screened had been exposed by using this type of photographic format.

The well-attended meeting viewed some of Mr Skelton's photographic work that he had undertaken during the past 35 years, beginning with an array of slides portraying the latter days of steam on BR. The presentation began with a fine portrait of a Standard Class 9F 2-10-0 resting on Newton Heath shed and this was followed by images of steam locomotives pictured during the rundown of steam traction on BR. Later in the show preserved steam working on the main line, scenes at preservation centres up and down the country, and railway operations overseas were screened. Not content with just the railway scene, he included a number of general interest photographs such as images of ships berthed in Gloucester Docks during darkness and a picture of the 'new' Severn crossing whilst under construction.

Furthermore, other forms of motive power infiltrated his final selection too. Although steam traction was certainly the most dominant there were several exceptions and this

provided a pleasant variation. Examples of this occurred when spectacular scenery was taken into account or dramatic lighting and weather conditions prevailed at the time of the exposure. The intrepid photographer proved beyond all doubt that it was certainly worth the effort trekking to the line-side to record an event by the results he had achieved.

Mr Skelton explained that his appetite for railway photography and especially the steam locomotive had been rekindled during a trip to Poland with his wife in 1973. Since then, he has travelled to other countries to capture the ever-changing railway scene - China, the USA and Germany being just a few of them.

The presenter deserves credit for his excellent narration too as he went to great lengths to give a comprehensive description of each transparency. This provided the audience with some very useful information about each photograph as it was projected. This task was not made any easier by the fact that he had to change each slide manually.

John Tuffs

AUGUST 1999

Winners of the Annual Photographic Competition.

JULY 1999

Annual Quiz.

JUNE 1999

“Men of All Sorts Who Ran the Railway” was the focus of a talk given by Richard Hardy who had made the journey from Amersham in Buckinghamshire. This was Mr Hardy's fourth visit to the Society in as many years, but sadly it is likely that it may also have been his last for the foreseeable time. On this occasion, his talk revolved around the human element of his long career that had brought him into contact with around 25,000 men and women who were employed by the railway.

Mr Hardy spoke about the men and women who ran the railways. Much of the time it was directed in a humorous manner just as he had done on his previous visits to the Society when he had given accounts of the days he had spent as shed master at Stratford, Stewarts Lane, South Lynn and Woodford Halse, as well as a period of time based at the Edge Hill depot, in Liverpool. As expected, there was the occasional reference to a person who had been mentioned during his previous visits that helped to make the talk all that more interesting.

The men and women who helped in running the railway all had their own personality and Mr Hardy was extremely respectful when he described some of the people he had been associated with during his career. As on his previous visits, the audience found his talk interesting as well as entertaining, especially when he told of the occasions when he was called upon to solve differences of opinion before any further misinterpretation could take place. He gave an example that highlighted the latter when he gave an account of the times when disputes arose between stores issuing staff and footplatemen: the former rigidly carried out their duties and as such were not prepared to issue a new sponge cloth unless at

the same time the old item was given in return. In his senior role, he explained that it was his responsibility to oversee the smooth running of the depot under his charge and this was not an easy task!

He told of a wide range of events that he had been involved with during his career. On some occasions he had to use his discretion wisely or perhaps make a crucial decision that may well have resulted in a person under his command being seriously affected by his judgement. Nevertheless, if the enthusiasm he has shown during his visits to Burton are anything to go by, it is clear that he enjoyed a long and exciting railway career and since retiring from active service has found pleasure sharing his experiences with any appreciative group. Society members have been honoured by his Mr Hardy's presence and fortunate to have gained such a great deal from his visits. Therefore, we hope that sometime in the future he will be able to make another visit. However, we will just have to wait and see!

John Tuffs

MAY 1999

The Society welcomed for the first time Mr Tommy Tomalin from Northampton, whose slide presentation entitled "Along the GC from Marylebone" created a pictorial journey northwards along the former Great Central Railway from Marylebone.

The nostalgic journey began at the London terminus prior to proceeding through the northern suburbs of the capital. The photographs showed scenes of both the infrastructure and services that operated along the route during the period prior to and following the gradual run-down of services as well as after the passenger services north of Aylesbury ceased to operate.

Much of the presentation surrounded operations on the section of line from London to Aylesbury, which parallel the Metropolitan Line of London Transport. Since 1966, when through services ceased, Aylesbury has been the most northerly passenger station on the former Great Central and as such the majority of the pictures screened had been captured within that territory. Nevertheless, some workings had been pictured on supplementary routes such as the line through Princess Risborough.

Considering it was his first visit to the Society, Mr Tomalin was aware that many BRS members have an affection for the steam age rather than the modern scene, and he had included a few steam locomotive interlopers in his selection in order to break the monotony of a continuous flow of diesel multiple units. The latter were captured on film at various locations along the line. However, later in the show, passenger services hauled by various classes of steam locomotive complemented the pictorial story as a number of variations were shown at different locations along the 'London Extension' of the former Great Central Railway.

Mr Tomalin made some interesting comments during the two-hour show that brought laughter and smiles from the appreciative audience. He also commented on the lengths he had taken in his efforts to record many of the scenes on celluloid. This mostly took place at the time when a particular picture was in the process of being projected on the screen.

John Tuffs

APRIL 1999

“Steam on Shed” was the title of the show when Chris Banks made a return visit to Burton. Firstly, Mr Banks acknowledged that much of his colour transparency selection had been collected from a number of sources. However, his chosen selection on the night had also included some of his own in order to give a balanced portrayal of steam locomotives on various sheds.

The presenter explained that his show was to take a photographic visit to nine sheds located around the country: Darlington, Derby, Doncaster, Dorchester, Dumfries Dumfermline, Dundee Tay Bridge, Duffryn Yard and Eastleigh. Interestingly, the initial three sheds also had relatively major railway workshops situated in close proximity. Consequently, they often housed 'foreign' locomotives that were either on their way to the works for repair or immediately after they had been out-shopped and awaiting a return to their home depot.

Nevertheless, the vast majority of his selection made excellent portraits of individual steam locomotives that depicted the engine shed scene as it appeared during the post-war years until the demise of steam traction operating on the national railway network. One example captured was 0-4-0ST No. 41523, once a popular Burton-allocated locomotive that was often seen working along the railway tracks within the town, such as the Bond End Branch. However, the image screened pictured it on Derby Shed awaiting scrapping after it had initially been sent to the adjacent works for overhaul. Consequently, this locomotive never returned to Burton.

Considering the entire presentation consisted of steam locomotives resting on engine sheds at nine different locations, it was incredible that so many different classes were observed. We are thankful they had been recorded on film as many of the photographs depicted locomotives that were the last remaining examples of their class. Fortunately, some had been captured before they had made their final journey to the breakers' yard whilst others had been pictured in operation during the twilight of their working life.

Overall, Mr Banks' show appealed to the steam enthusiast and professional railwayman alike. Once again memories of a past era will most certainly have been recalled. In particular, the scenes that included Derby Shed (17A) proved very interesting, especially with the variety of steam locomotive classes that had been photographed whilst on shed.

John Tuffs

MARCH 1999

No report available.

MARCH 1999

The title “Branch Lines with Bacon and Eggs” left one wondering what to expect prior to Mr Hugh Davies' visit when he presented a slide show. Mr Davies, who had travelled from Surrey for the occasion, gave an interesting talk, supplemented by around 150 vintage monochrome transparencies. The images illustrated the visits he and his like-minded friends made during the 1950s to numerous branch lines that once could be found spanning the railway network. Many of these rural and industrial branches were in the process of a gradual run-down at the time of their visits.

The presenter explained that 'branch lines with bacon and eggs' emanated from a trip to Cornwall. The phrase was borne after a freight train guard learned that the party had missed breakfast in order to travel on one of the early morning freight trains along the branch line. The guard suggested that the next time a trip was embarked upon at such an early hour, they should take their breakfast ingredients (bacon, eggs, mushrooms etc.) along as well. All brake vans possessed a fire and stove and the latter therefore could be used to cook the food as the freight train progressed along the line. The participants could then consume their breakfast at a more convenient time.

The talk complemented by the photographic illustrations depicted the branch line scene as it was in the 1950s. There were some occasions when the trip along the line aboard the freight train was, in fact, the very last journey being made with the line closing for good shortly afterwards. Appropriately, therefore, it was easy to view from the photographs the very sad event as various scenes portrayed how the railway line was in the continuous process of decline prior to its inevitable closure.

As could be expected, the vantage point from where the photographs were recorded provided a welcome change from those which are often shown. In addition, Mr Davies' anecdotes helped to make the evening enjoyable — especially when he went on to give examples of various experiences that were encountered before each journey was undertaken. He went to great lengths that approval for travelling aboard the respective freight trains had been granted beforehand by the appropriate department of British Railways as otherwise it would have been against regulations.

John Tuffs

FEBRUARY 1999

An audience of around 130 came to the presentation given by Dave Richards and Karl Jauncey of "Preserved Steam On Video" which featured preserved steam running on main line metals during 1998. The professionalism and expertise of PSOV makes the annual visit to the Society one of the highlights of the year. For the eighth successive year we were not disappointed at the content of PSOV's video show as yet again the duo presented two hours of action packed steam operation. Dave and Karl travel literally thousands of miles in all weathers every year in their challenge of capturing steam workings in as many different locations as possible. Therefore, the areas visited in 1998 ranged from Cornwall, the south coast, the Midlands, Wales, the north of England and Scotland in their quest for steam operation.

Maybe it was the year of the King! In this respect the steam locomotive that featured prominently during 1998 was ex-Great Western 'King' No. 6024 'King Edward 1' that was captured several times as it worked special trains over many routes ranging from the South West to the north of England. A further occasion was the time when it changed guises and headed a special along the East Coast main line from Leeds to London Kings Cross as No. 6018 'King Henry VI' in recognition of the 50th anniversary of the famous locomotive exchanges of 1948.

However, other steam locomotives were also active during the past year with 'Taw Valley', 'Clan Line', 'Sir Nigel Gresley', 'Green Arrow', and Nos. 45110, 48773, 73096 being some of the examples that demonstrated their paces along the main line. Burton-on-Trent was itself honoured by the passage of both the 'King' and 45110 on separate occasions of which footage was included in the show. Consequently, the former was captured passing

the redundant wagon repair shops at Wetmore whilst the latter was seen passing through the station during the hours of darkness on an evening in early December.

The show was excellently narrated by Dave Richards who made reference to the change to the use of digital technology in video recording which had taken place during the year, resulting in an improvement in the recorded image. Meanwhile, Karl Jauncey had monitored the highly technical projection equipment to ensure everyone acknowledged the quality of viewing the show on a full screen. What will this duo come up with next year, one asks?

John Tuffs

JANUARY 1999

“Steam on the Southern” set the scene as Mr Trevor Owen, paying his third visit in as many years for the benefit of the Society, showed around 200 colour slides taken mainly during the late 1950s and early 1960s depicting steam locomotives operating over Southern metals.

The tracks of the Southern incorporated a large area, spanning the majority of southern England from the Kent coast across to Cornwall in the West. Not surprisingly, therefore, a vast selection of differing scenes was offered: ex-SR locomotives operating within their own territory; locomotives from other regions; the occasional diesel locomotive or electric train that nowadays would be classed as a ‘heritage’ example; and several images of railway-operated shipping services - the latter including a couple of steam-driven paddle steamers. All these proved to be very interesting.

Mr Owen detailed the photographic images as they were screened to ensure everyone was aware of the location, date and sometimes the time of day the actual photograph was taken. Whenever possible he also gave an account of train's description and explained in detail some of the other items he had decided to include in his selection. Consideration had been made to satisfy the need of not losing any continuity by including several special workings to illustrate a particular location or section of railway line.

Many of the photographs had been taken during the period when the railway network was under threat with many of the rural routes facing an uncertain future. Not surprisingly, numerous locations where Mr Owen had once photographically recorded the passage of a train, are now without a railway. These include famous holiday resorts, especially those in the South West of England where Seaton, Sidmouth and Ilfracombe are prime examples. Nevertheless, on a brighter note, the former LSWR branch line from Wareham to the seaside town of Swanage is now in the throes of reconstruction after being derelict for nearly 30 years after closure by British Rail in the early 1970s. A sequence of illustrations showing the scene at both Swanage and near Corfe Castle made an excellent comparison of the scene as it was then to how it now looks all these years later.

The show gave the opportunity to once again recapture and reminisce over experiences of a past era. The presenter is therefore thanked for allowing those present to share with him some of his memorable adventures of photographing steam locomotives at work.

John Tuffs