

DECEMBER 2009

December 2009 saw Colin Boocock return to Burton for his third visit and this time with a digital show with an intriguing title – “A Thousand Eggs on a Bicycle”. This show first saw the light of day in the millennium year and has gradually been extended to cover 62 years of photography (1947 - 2009). Colin does not ask for a fee, instead he hopes that the audience will be generous towards his favoured charity the "Railway Children". Burton Railway Society members did not disappoint and a record £90.07 was put in the container that was passed around, and this was topped up with a donation from Society funds. There are a staggering 120 million children in the world who are abandoned and many of them end up on railway stations. The charity aims to get to these street kids before the streets get to them, and so prevent them suffering abuse and exploitation by individuals who view them as commodities to trade.

To keep everyone on "their toes", Colin brought along a box of sweets with the audience being encouraged to spot slides with locos having three noughts in the number (your reviewer was the first lucky recipient spotting 6000 'King George V').

Colin became a member of the Bournemouth Railway Club at the age of ten and an early shot featured 792 at Bournemouth Central Station which we were informed was the only "Scotch Arthur" to be fitted with a Lemaitre chimney. Later we learnt that in 1993 Colin was able to join in the 50th celebrations of the Club when 30053 hauled a special train on the Swanage Railway for members. Other Southern material shown included 35018 'British India Line' both in unrebuilt and rebuilt style. This loco was memorable for the reviewer because it was the first Merchant Navy he saw - passing over the road bridge at Meyrick Park in Bournemouth c.1961. Mr. Boocock's first published picture was of two SR 4-6-0s which had collided in the station area in Bournemouth in 1955. I believe our presenter said that he had been born at Ryde on the Isle of Wight, but of significance was the railway there - the only place where pre-grouping stock had carried on until being replaced by electric stock, also of the vintage era! 1956 saw Colin at Eastleigh, starting his railway apprenticeship at the time that 35018 was chosen as the first Merchant for rebuilding - it subsequently handled the "Bournemouth Belle" for most of that year.

Numerous pictures from around the country followed and my chosen highlights are:

A Castle Class loco entered Reading with spotters sat on a nearby platform edge with their legs dangling over the side, (a health & safety nightmare today!)

An overall view of Bolton Shed taken from the top of the coaling tower - perhaps his best photograph of all.

The Grimsby & Immingham Tramway where he was fortunate to ride over the whole length of the line before it disappeared into history.

A 9F scuttling over the superb viaduct at Monsal Head

47000 inside the roundhouse Derby Shed

Again in Derby, 'Thundersley' and 673 having been dragged out into the open prior to transfer to the museum at Clapham.

92133 on an iron ore train at Wellingborough - the stark contrast of the scene when a modern diesel was shown in the same area later on.

35029 'Ellerman Lines' having been sectioned ready for display at York Museum, but photographed in pure rust prior to its painting.

Finally, a mention of the Tay Bridge and Colin reminded us that Queen Victoria had travelled over the original bridge, (I wonder how she felt when hearing of its destruction?).

A railway career often means a nomadic existence and over the years Colin worked in Eastleigh; Cardiff; Doncaster; Scotland; Birmingham; and Derby. With steam having gone from the mainline he was able to turn his camera on to the colliery scene. Examples included: the big Peckett at Maerdy; 7754 and 'Sir John' at Mountain Ash; and 'Primrose' number 2 at Peckfield, Doncaster on air-braked wagons! In 1996, Colin retired from full time work on the railways and this was the year of the first fruits of privatisation with Gatwick Express and the Docklands Light Railway coming to the fore. Part-time work continued for him and, by 2004, 50 years service had been completed. Colin and his wife, Mary, celebrated by travelling around the world by train, but with the added purpose of raising the profile of the "Railway Children" (I remember reading the updates that featured in the Derby Evening Telegraph at the time).

We ranged far and wide around the world. And in Marrakesh, Colin took the slide which gave him the title for his show - a man on a bike somehow managing to balance a staggering number of egg boxes whilst cycling! The sheer number of countries in which we saw photographs taken was incredible: Belgium; Austria; Switzerland; Portugal; Germany (West & East); Holland; Poland; Ireland; Spain; U.S.A.; Denmark; South Africa; Egypt; Ukraine; Greece; India; Burma; China; Rumania; Slovenia; New Zealand; Argentina; Peru; Sweden; Latvia; Lithuania; Jordan; Syria; Lebanon; Corsica; and Japan. No doubt there are some I have missed out.

For the first time ever, the show was completed with a couple of photographs taken on the same day of the show and featured St. Pancras and Derby, Colin having travelled down to London to be part of the BBC Children In Need Appeal.

A delightfully different, extremely varied and very entertaining show - thank you Colin, and thanks to members for donations towards the Railway Children Charity.

Mark Ratcliffe

NOVEMBER 2009

Brian Staniland was accompanied by his wife on this his second visit to the Society from their home in Sheffield, having moved there from Derby in the early 1960s.

Despite the title of the show, "Hope Valley in Transition", the first slides featured that other station in Sheffield at the eastern end of the Trans-Pennine route from Manchester, namely, Victoria. Blue EM2 electrics were seen in the station environs and crossing the then-recently (1967) cleaned arches at Wicker seen from street level. These lovely shots also showed

period road transport, including the cream and blue Sheffield Corporation buses for which Brian evidently had a soft spot. Steam featured mostly B1s. Green diesels, in the shape of Class 37s, were seen on the Harwich boat train and on the well-known inter-regional train that used to traverse the old Great Central route, York to Bournemouth, code 1042.

Switching to the Midland station, 60051 'Blink Bonny' was shown in immaculate condition on "The South Yorkshireman" rail-tour from Halifax to Derby and Crewe works. Another Eastern pacific seen here was 60145 'Saint Mungo' on a WR special from Birmingham to Carlisle. This loco had not been enthusiastically received by Brian as he had caught the train in the expectation of seeing 60004 'William Whitelaw'. I can sympathise with him on this as I caught this train from Derby and was also expecting the A4! Jubilees 45562 and 45593 were seen on an inter-regional holiday train and a rail-tour respectively. The latter was the "Derbyshire Dawdler" which Brian caught and took many shots from along the Hope Valley route to Chinley, where 3442 'The Great Marquess' took over. Before leaving the Midland station, there was a glorious slide of an Ivatt Class 2 in the bay platform on the 09.39 local to Chinley with a porter alongside releasing racing pigeons from baskets. This was a photograph taken on a whim, but it is now unrepeatabe.

Between Sheffield Midland and Dore & Topley station, a real mixture of trains featured – from 1960s dmus through Peaks and Class 40s to relatively recent steam-hauled rail-tours. Some of the earlier shots included the remains of Millhouses loco shed and associated buildings, but Brian said that Tesco and Sainsbury now dominate each side of the line!

On the Hope Valley proper, the 09.39 ex-Sheffield local was seen at many locations. Some of the intermediate stations then had buildings sympathetic to their surroundings but nowadays have just 'bus shelters'. Slides of the 1970s showed rarely photographed dmus in the form of Inter-City and Trans-Pennine units and, going back earlier, 'Peaks' with brake tenders on freight trains.

Brian had a line-side pass in the days of steam and whilst waiting to photograph an 8F and brake van west of Hathersage station where it had stopped for signals, he looked up on its passing to see his wife in the cab! The crew duly stopped to pick him up and off they went to Greaves' siding to pick up cement wagons. This train featured heavily as it was the last steam-hauled one along the line and was seen many times on the climb up to Edale station.

Another train that was steam-hauled almost to the end was the pickup freight from Grindleford, invariably 8F-hauled and this was shown on many occasions. However, a more recent shot of an 8F here was on a rail-tour – 48151 heading west through the station, taken from high up the hillside above the tunnel at twilight, with the station lamps glowing below.

In the days of steam, Brian combined his railway photography with walking in the Hope Valley, and the show was rounded off by shots of Kinder Downfall, the Kinder plateau and the dams and reservoirs in the Ladybower district.

This was a thoroughly interesting show from the depths of the Don Valley to the 2,000 foot contour.

Paul Forbes

OCTOBER 2009

The meeting started with a minute's silence for Derek Atkins, vice-chairman and a prominent Burton Railway Club member who had recently died.

After this sombre note, Mark Ratcliffe introduced the presenter for the evening, David Cross, who was on his fourth visit to Burton, to show another selection of his father, Derek's, slides. The theme of the slides was the year 1959, which David remembered for being one of the last really good one for steam photography, when there were still clean engines, and fine summer weather. He started by reminding the audience of what was happening 50 years ago - the Prime Minister was Harold MacMillan, Fidel Castro took over in Cuba, Walt Disney produced the first full-length cartoon film 'Sleeping Beauty', and the first hovercraft crossed the English Channel. Several members contributed their own memories of that year.

The show started on the Southern Region of what was then British Railways, with a view of the "Brighton Belle" electric multiple unit at East Croydon. David then moved around the region with various views of mostly steam traction with green or black and red stock, with a few Pullman cars thrown in for good measure. However, a few diesels and multiple units also made an appearance, although yellow front ends had yet to make their mark. Most views were on main lines, for example: Bromley South, Petts Wood, Tonbridge, Shorncliffe (now Folkestone West), Brookwood and Southampton Central. Branch line scenes were, however, not neglected with the lines to Allhallows, Tilmanstone, Folkestone Harbour, Westerham and what is now the Bluebell Railway all featured. There was also a good selection of scenes from the Isle of Wight. An amazing variety of steam classes were featured: Schools, King Arthur, Lord Nelson, Battle of Britain, West Country, Q1, L, L1, D1, C, C2X, H, K, N1, U1, 01, Q, R1, S15, T9, 02, Terrier, 57xx Pannier, BR Standard 4 tank, and BR Standard 5. Diesels were represented by Class 24s, a Hastings demu. and an EPB emu. There was also a Ryde tram.

Moving on to the Western Region, the views were all in the West Country, and included many on the former Southern lines known as the 'Withered Arm', starting at Aller Junction near Newton Abbot, and Dawlish. Evocative views were seen of expresses hauled by Manors, Halls, Castles, a County, a King, and even a BR Standard 9F on a Cardiff to Paignton working. There were also a number of early diesels to be seen, namely Warships (both the B-B and A1 A-A1A types). The show then moved on to the 'Withered Arm', where views of Padstow, Camelford, Wenford Bridge, Morteheo and Calstock were among the locations seen, with locos from Classes T9, 0298 (Beattie well tank), Battle of Britain, Ivatt 2-6-2 tank, N and M7 providing the motive power.

After the interval, David brought us to the foot of Shap Bank, at Tebay on the London Midland Region, and to a feast of slides taken in that area, with many of the locos working hard up the steep climb. An early Class 40 in all-over green livery was the sole diesel seen. There were many impressive shots of steam traction from the following classes; Duchess, Princess, Jubilee, Patriot, Black 5, Fowler 2-6-4 tank, Britannia, BR Standard 4 (both 4-6-0 and 2-6-0), BR Standard 3 2-6-0, Ivatt Class 4 'Flying Pig', Ivatt Class 2 2-6-0, and WD Austerity 2-8-0. Scenes were included from the Stainmore line and the Keswick branch, plus a few from the Settle to Carlisle route.

We then moved into Scotland for a short while, starting at the now vanished Glasgow St Enoch station and travelling down first the Glasgow & South Western main line to Carlisle via Dumfries, and then down the line to Ayr and Stranraer. We carried on with two views on the Ayr to Lanark via Muirkirk line, and finished the Scottish Region section with some views on the Caledonian main line from Carstairs south. Motive power was very much as seen on the London Midland Region, with the addition of a fine photograph of two Caledonian 0-6-0 locomotives heading a train of mineral wagons at Belston Junction.

We then found ourselves back on London Midland territory at Chester and entered North Wales, with further views at Llangollen and Barmouth, with Ivatt 2 2-6-0s, a 74xx pannier, a 22xx 0-6-0 on the Cambrian Coast Express, and a Manor featured. Then we moved south to the London end of the West Coast Main Line, with views of Duchesses, Princesses, a Britannia, a Royal Scot, and an LMS 4F 0-6-0 being displayed between Euston and Watford. There was also a rare slide of the early Southern Railway 1-Co-Co-1 diesel 10203 hauling a semi-fast from Rugby to Euston.

The concluding part of the show dealt with the Eastern Region, on the East Coast Main Line between Kings Cross and Potters Bar. Classes A4, V2, Austerity 2-8-0, N2, J50 and a BR Standard 9F represented steam traction, while the diesels produced slides of Classes 27 and 29.

Mark Ratcliffe then wound up the show with an appreciation of the very high quality of David's presentation, after which there was prolonged applause from the audience.

Summary of Locos Seen (please note that not all numbers were recorded):

ex-Southern: 10203, 30044, 30506, 30533, 30585, 30715, 30717, 30719, 30797 'Sir Blamor de Ganis', 30803 'Harry Le Fise Lake', 30856 'Lord St Vincent', 30915 'Brighton', 30923 'Bradfield', 30934 'St Lawrence', 31258, 31520, 31528, 31588, 31749, 31778, 31789, 31838, 31878, 31890, 31904, 32349, 32535, 34003 'Plymouth', 34027 'Taw Valley', 34058 'Sir Frederick Pile', 34060 '25 Squadron', 34064 'Fighter Command', 34067 'Tangmere', 34089 '602 Squadron', 34092 'City of Wells', 34093 'Saunton', 34094 'Mortehoe', and 'Stepney'

ex-GWR: 2255,4073 'Caerphilly Castle', 4610,4978 'Westwood Hall', 5054 'Earl of Ducie', 5069 'Isambard Kingdom Brunel', 5557,6019 'King Henry V, 7431, 7803 'Barcote Manor', 7813 'Freshford Manor', 7816 'Frilsham Manor'

ex-LMS: 41204, 42404, 43009, 43049, 43136, 43585, 44182, 44769, 44788, 44953, 45033, 45160, 45275, 45511 'Isle of Man', 45515 'Caernarvon', 45566 'Queensland', 45629 'Straits Settlement', 45657 'Sierra Leone', 45703 'Thunderer', 45728 'Defiance', 45730 'Ocean', 46154 'The Hussar', 46205 'Princess Victoria', 46207 'Princess Arthur of Connaught', 46221 'Queen Elizabeth', 46225 'Duchess of Gloucester', 46227 'Duchess of Devonshire', 46228 'Duchess of Rutland', 46230 'Duchess of Buccleuch', 46232 'Duchess of Montrose', 46245 'City of London', 46247 'City of Liverpool', 46253 'City of St Albans', 46255 'City of Hereford', 46446, 46447, 46504

ex-LNER: 60025 'Falcon', 60027 'Merlin', 60028 'Walter K Whigham', 68966

BR Standards 'Firth of Forth', 70016 'Ariel', 70022 'Tornado', 70031 'Byron', 73103, 73113
'Lyonnesse', 76024, 76096, 77002, 77015, 80008, 80103, 92191, 92193, 92228

WD: 90394

BR Diesels: D216, D603 'Conquest', D805 'Benbow', D809 'Champion', D5000, D5010, D5309, D8000, D8005

Rod Nelson

OCTOBER 2009

Approximately 70 members turned up on 16 September for Malcolm Crick's show "Slides of the Local Area and Scrap Yards Nationwide". Fortunately, I had asked Malcolm to do a "dry run" prior to the evening and what a wise move it turned out to be. Mr Crick was keen to use his own slide projector, which by his own admission had not been used for nearly ten years, and tragedy struck when the fan did not work and melted the casing! Because the slides were in a carousel, it would have taken the best part of half an hour to transfer them to the more modern tray holders, so all was well for club night.

A career railwayman (he is currently a signaller at Lichfield) his early training involved a stint at the Derby Locomotive Works. Fortunately Malcolm took his camera with him and he obtained some rare shots of the Derby 4 engine shed being demolished. He also took lots of images of the annual Locomotive Works Flower Show/Open Day. Engines featured included 46245, 70028, 70013, 'Kestrel' and the sad shot of the last BR steam engine to grace an open day prior – excluding preserved examples. This was Black 5 44888 and our presenter was featured in the cab in the "full flower of youth" - most appropriate for a Flower Show! D5383 looked very woebegone after an accident. Later in the show a return was made to Derby, when Peak 44002 (some members thought it was 44007) was shown being scrapped and whilst Jubilee 45690 'Leander' was in the works being restored from scrap yard condition.

Malcolm treated us to some great shots of Burton area, many of which are worthy of note. First was a couple, taken from the station platform, of 17B's very own 48254 fitted with a Fowler tender which showed up very well on the going away image. A forlorn sight was 45464 abandoned in a siding, well away from its shed, by then coded 16F in November 1966 (the shed closed to steam in September of that year). Two shots featured diesel 5374 on the spur from Shobnall Sidings leading up to the main line - a rare location for photography. From inside the shed, a Class 25 was caught passing by. Many of us who visited 17B will remember the cast plate on the wall which commanded that: "ALL ENGINES REQUIRING TO ENTER THE SHED MUST BE BROUGHT TO A STAND BY THIS NOTICE." Dated 1922. Malcolm had enquired about buying this plate, but he could not get it off the shed wall. Two more transparencies from inside the number one shed showed it completely empty with even the rails lifted, whilst glimpsed from within it were a pair of Class 27s passing by.

Moving away from the shed area, Malcolm had the good sense to venture on to the footbridge at Derby Road East when it used to extend towards Brook Street. Here he captured three Ind Coope locos - a Sentinel, a battery example, and Baguley diesel shunter. Ivo Peters used to include his car in many of his photos, but Malcolm was a little more down market and many of his included his push bike! This venerable machine was used to good effect one Sunday

morning when Malcolm carried out a tour of the borough to photograph as many signal boxes as possible after the brewery system had closed. Looking sad and derelict the following examples appeared: Wellington Street Junction; Shobnall Makings; New Street Number 2; Uxbridge Street; Anderstaff Lane; Park Street Number 2; Duke Street; Dale Street; and James Street. The latter box was most unusual in having windows on all four sides. Today its location is the site of the island by Asda Supermarket. Main line boxes shown included Leicester Junction and Drakelow. I was reminded of our presenter's former projector when the old Burton Station was shown being demolished with redundant parts set on fire!

Trusty bike power got Malcolm and his pal to Tamworth where he was able to obtain views of former GW loco 1340 'Trojan' at Alders Paper Mill. This particular machine [*the loco not the bike! Ed.*] is now at Didcot, but is remembered in this area for having worked at Old Netherseal Colliery. Along with 'Trojan' was an Andrew Barclay fitted with a spark arrester. Another trip out was made to Tutbury to capture Statons Plaster Works engines at work. Nearby was a very short-lived preservation site at the MOD establishment near Marchington where a home was provided for 'Etterick'. A Cadley Hill Colliery interlude awakened many memories with the Cadley Hill no.1 'Progress', which is now at Tanfield, and no.65, the yellow painted Hunslet machine, that apparently never worked at Cadley. This beast is now at the Rutland Preservation site and is sadly still derelict. Thankfully, it did not meet the same fate as some of old wagons, as disposal at Cadley was by setting fire to them! The bike was also put to good use to visit various other collieries notably West Cannock and Littleton.

Other nearby locations cropped up from time to time and included Castle Donington Power Station with a view inside the very modern (for its time) engine shed. There were two views made from inside Egginton Junction Box taken when Malcolm was on duty there and one was of a rail tour down the then extant test track. A most interesting session featured Coalville with Classes 47 and 58 journeying through the town when coal was still mined in the area. The unusual signal box that controlled the crossing over the main road appeared in many of the shots. The box is now preserved, but not in its original location. Of course we just had to have photographs of the famous Open Days that were a feature of Coalville. Some "arty" shots around Croxall with cows and the river were appreciated and Peaks and Class 31 diesels showed up at Wychnor. Early days at the Chasewater Preservation site included the Planet loco no. 20 at work before it was "plinthed" at the Bass Museum.

Scrap yards are a macabre sight for some, but Malcolm used his privileged rail tickets to good effect in order to visit many around the country. At Cashmores in Newport he found a Q1 and an early Warship D602. Between Buttigiogs and Cashmores yards he found a most interesting sheet of metal - the cab side from 46484 with the number painted on. Oh, for a car, so Malcolm could have liberated it! Southern power appeared with 34087 and 35030 back-to-back without their tenders and also 34108 and 34104. Up in Hull, 45305 was ready for a portrait prior to rescue for preservation along with an 04 diesel D2234. Our presenter was of the opinion that the owner of the yard, Alderman Draper, had hoped to use the Black 5 to power his own trains in connection with rugby league matches featuring Hull. Like many of us, Malcolm made the pilgrimage to Barry where his subjects included 4930 'Hagley Hall' and the diesels that were scrapped - D6122 and D601. The "Please Save Me" slogan on SI 5 30828 was added by Malcolm, and it obviously worked! A cab view of 45699 'Galatea' reminded us of an engine that worked through Burton countless times and hopefully will do so again in the not too distant future. He was also present when 35005 'Canadian Pacific' was winched on to a low-loader ready to leave the yard for a new lease of life. The pyramid of

scrap diesels that was such a draw at Vic Berry's Yard in Leicester brought us more up to date.

Well done Malcolm, the slides survived near incineration in the old projector and we all had a most enjoyable evening. He is now booked for part two on 15 September 2010.

Mark Ratcliffe

SEPTEMBER 2009

Show number 292, 'All Trains Great and Small', featured a first time visit to BRS by Dennis Lovett, Bachmann's first Public Relations Manager. A fourth generation railwayman from Bletchley, Bucks, Dennis joined the Bachmann from Virgin Trains where he had been Deputy Director of Corporate Affairs. In his 26 years in the rail industry he held a number of advertising and public relations roles with British Rail. One example that he gave related to Connex S.E. where complaints about its service resulted in four lorry loads of mail a day!

On the model railway side, Dennis joined the Milton Keynes Model Railway Society on its formation in 1969 and today he is its Chairman. However, without his 27 years working on the real railway Dennis could not have taken on his role with Bachmann. He outlined the early history of railway modelling. It is believed for example that Trevithick made a model prior to building his prototype. In relation to actual models, an early model maker was Bassett Lowke, but the first toys were the push-along-the-floor type. Prior to the First World War, the quality locos were made in Germany. The English reply, circa 1920, was based on the Meccano kits, but quickly moved to the pressed tin variety. These early models were crude, basic and of course clockwork. The first true scale ready-to-run model was the Hornby Dublo A4 Pacific which appeared in 1938. Later, competition started to hot up, with Graham Farrish producing "z" scale models in 1949. Then the Hornby position was challenged by Rovex which in its early stages made models for Marks & Spencer. Later the company was bought by Lines Brothers and the name Triang was born.

For Dennis, the milestone was 1959 when the first real life-like model appeared, this was the Hornby Dublo Castle. The Hornby Company however was slow to move from the three-rail system to the more realistic two-rail set up and by 1971 Triang had absorbed the company and the name became Triang-Hornby. The change marked the move from toys to models and 92220 'Evening Star' was its first loco. Later it was realised that Hornby was the name associated with quality and so the Triang name was dropped. In 1976 Airfix moved on to the scene, quickly followed by Pallitoy Mainline. The designer of the latter company made a name for himself *and*. today he now works for Bachmann. Currently, Bachmann models are made in Hong Kong by Kader.

Dennis then turned to the history of the Bachmann Company itself. The name dates back to 1833 when Bachmann imported goods from around the world. It eventually moved into toys and in turn was taken over by Kader Holdings. Kader was founded in 1948 and in the early days (1952) trains were made for Bachmann and from 1977 to 1984 Kader also manufactured the Mainline products. Kader bought Bachmann in 1984 and you could say the rest is history. But, in 2009 Kader bought Sander Kan the second largest model

maker in the world which was responsible for Airfix and Hornby! Under the Bachmann name, locos are produced in scales: N; OO; O; 1; and G.

Dennis listed the main eras for railway modellers, the first six are:

- 1804 - 1875 Pioneering
- 1875 - 1922 Pre-grouping
- 1923 - 1947 The Big Four
- 1948 - 1956 Early Crest BR
- 1957 - 1966 Late Crest BR
- 1967 - 1971 BR Corporate Image, pre-tops 1971.

(Unfortunately I didn't have time to copy the whole list.)

Dennis then talked about the manufacturing process. First of all, intensive research is required, along with procuring drawings (these cost £100 each from the NRM and are often not accurate) and 300 plus photos are required along with livery details. Market demands are all important. He revealed that one chap regularly requests Bachmann to produce a model of a Highland Castle Class loco. As Dennis said, the person in question would buy just *one* loco, but with the huge production costs involved it was highly unlikely that such a model would ever meet the cost of development, let alone break even: 9,999 other buyers would be required to enter the profit zone. Tooling costs come in at £160,000 and up to 200 different components are required for each model. 'Tampo' printing averages around 35 "hits" for a steam engine and up to 50 for a diesel. Developing a new model takes approximately three months for it to be ready and then the prototype has to run for 500 hours before going into mass production. Shipping from China has its own logistics and it is a case of "fours" - four locos go into one box - four boxes of four locos go into an outer carton - all go into one big box and the shipping process takes four weeks.

Bachmann headquarters at Harwell, Leicestershire handles marketing, production and press releases. Sales representatives obtain orders from retailers who must have a shop. Repeat orders are then organised followed by new versions. Spare parts and full product support are offered by the service department. Each time a new loco appears on the market, the service department waits to get a model back from the same 'customer' who always swears blind he hasn't touched it, yet the model is accompanied by several loose screws and other parts that should be attached but aren't!

Looking to the future, Dennis announced that it would take 100 years to produce ready-to-run models of every British locomotive or multiple unit. BR locomotives are what sell well and not the pre-1948 Big Four varieties [*unfortunately*, Ed.]. The UK recession has not hit the model railway market: buyers seem to make savings elsewhere - so some good news. Nothing will ever be absolutely perfect: compromise has to be made on valve gear and couplings, for example, to facilitate operation and strength. Dennis ended with what he sees as the challenge for him, and that is, to the general public all model trains are H-----, just as all vacuum cleaners are Hoovers, but he would like that perception to change to B-----. He rounded the evening off with a question and answer session.

All were agreed that it had been an evening with a refreshing difference and one in which we learnt a great deal about small trains in particular. Thanks also to Dennis for donating his fee to a very worthy cause: "The Railway Children".

Prior to this evening, we had provided members with a list of locos not currently produced as models and asked them to choose from it three they would like to see manufactured. The list and the votes are given below. Dennis on viewing it pointed out that the Garratt, the second choice, would probably cost £400 retail.

Stanier 'Crab' (42945 etc)	35	NER J27 0-6-0	9
LMS Garratt	34	SR USA Dock Tank	9
GWR 72xx 2-8-2T	24	GC D11 4-4-0 (62660 etc)	7
MR Johnson 3F 0-6-0	23	BR Standard Class 3 77xxx	5
MR Johnson 2F 0-6-0	22	D16/3	3
ER/LNER B16 4-6-0	16	SR SI 5 4-6-0	2
ERQ6 0-8-0	13	BR Standard Class 2 Tank 84xxx	2
LNER K1 2-6-0	11	J15	2
SR Q Class 0-6-0	10	E4	1

Plus many requests for LMS diesels 10000 & 10001

Mark Ratcliffe

AUGUST 2009

The evening's speaker was Geoffrey Kingscott from Long Eaton making his second visit. His Power Point presentation was entitled "Lost Railways of Derbyshire".

He began by illustrating his involvement with railways. His first step was collecting engine numbers which he did at White Gates near Sawley Junction station. Geoffrey reminisced that the gates were now gone but, even with modern technology, it took about the same time to drive a replacement pedestrian underpass through the embankment, as it took the Midland Counties Railway in 1837-39 to construct the line from Derby to Nottingham! His next major involvement was years later researching the history of Trent Station and writing the book, "Last Train from Trent Station". This led to his writing five books for Countryside Books in the "Lost Railways" series including one about Derbyshire on which his presentation was based. He then sketched his procedure for writing the books. First came research using the internet, books, Ordnance Survey Explorer maps and 1905 one-inch maps, and, latterly, Google Earth. Then came the essential task of walking the lines.

Geoffrey noted that that prior to steam power, there were many horse-drawn tramways in Derbyshire, such as at Ticknall, Peak Forest, and the Little Eaton Gangway which were mainly used as feeders to canals. However, he gave an interesting example of a planned canal which was eventually built as a railway. This was the Cromford & High Peak Railway which opened in 1830 to give access to north-west England. Although it was not used as a passenger railway for very long, the photograph of enthusiasts standing in open goods wagons in 1953 was amusing. So was the story of the runaway brake van carrying 2 cwt of gunpowder which exploded at the bottom of the Sheep Pasture incline. The line from Cromford Wharf to Parsley Hay is now the High Peak Trail and still retains many links to its origins.

Geoffrey said that from Victorian times, railways carried most commodities, goods and people around the country faster, safer and cheaper than other modes. To illustrate this there was a photograph of an elephant alighting from a van at Clowne & Barlborough station.

The remainder of his programme showed a selection of lost Derbyshire lines starting in the north and working south. He spent only a short time on the Woodhead line acknowledging Stephens Gay's recent detailed coverage of it. Geoffrey then moved to the New Mills to Hayfield branch telling of its importance to ramblers and of the 1932 mass trespass of Kinder Scout. Most of this line is used today by walkers as the Sett Valley Trail.

His next lost railway was the LNWR's Ashbourne to Buxton line which joined the Cromford & High Peak at Parsley Hay. From the Ashbourne tunnel as far as Dowlow limestone workings, the line is now the Tissington Trail. Northwards from Dowlow freight traffic is still carried. Geoffrey queried why the County Council does not allow hikers and bikers to sit indoors at the Parsley Hay café so they can be out of the biting wind and rain. (Perhaps the answer is to invite the appropriate Council committee to a site meeting there in January?)

One line not closed as a result of Dr Beeching's efforts was the Midland Railway's main line north of Matlock. Its closure severed the connection to Buxton from the south and deprived many people of direct rail access to Manchester and to the Wye Valley. As Geoffrey showed, the line had three stations made more impressive than their locations deserved due to the area's aristocratic connections. One of these, Bakewell, is now the starting point of the Monsal trail to Millers Dale and on to Mill Halt. Although detours are necessary because tunnels are closed, it is still a most attractive walk with the added bonus of viewing the beautiful Wye valley from the magnificent Monsal viaduct.

The Duffield to Wirksworth branch line has had, for enthusiasts, a happier ending than most others. It closed to passenger traffic in 1947 although freight continued in 1989. In 2005, passenger services resumed when the volunteer-run Ecclesbourne Valley Railway opened its first short section of track from Wirksworth to Gorsey Bank with a long-term aim of reaching Duffield.

Geoffrey paid particular attention to the curious Ashover Light Railway: it was curious because: it had a 60cm gauge; did not open until very late, 1925; made extensive use of ex-World War I track, locomotives and goods wagons; and was planned as a freight line. The line ran between Ashover Butts Quarry and Clay Cross, a distance of just over seven miles. The main traffic was expected to be fluorspar and limestone, but it was soon realised there was potential for passenger traffic. Accordingly, four coaches were purchased and these were supplemented in 1926 by a further eight left over from the 1924 Wembley Empire Exhibition. Inevitably, road freight transport and bus competition had a severe impact on the Ashover Light Railway. Scheduled passenger services ceased in 1936 and the quarry traffic in 1950. In the 1990s a Society was formed, initially with no plans to re-open the line, but currently there is a scheme to re-instate a short section of track.

The next lost line to be dealt with was the Great Northern Railway's 'Derbyshire & Staffordshire Extension'. This ran from Nottingham Victoria, looped round the city's eastern suburbs and went via Ilkeston North, Derby Friargate and on to Eggington to join the North Staffordshire's tracks. It was commonly known as the 'Friargate line' but its indirect route led it to be also called the 'back line'. That it ran into Derby, the home town of the Midland Railway, must have been a body-blow to the MR, aggravated by the access it gave to Burton,

Stafford and Stoke. Some exceptional parts of the line still survive. The trestle-built Bennerley viaduct (just in Nottinghamshire), Handyside's bowstring bridge over the Derwent in Derby, Friargate bridge and, the extensive Friargate station site, so close to the city centre, are all still there today.

Geoffrey's presentation finished in the south of the county looking briefly at four lines. Part of the Derby – Ashby de la Zouch line became the Melbourne Military Railway during WWII and most of that's track has become the Cloud Trail. The Derby avoiding line between Stenson Junction and Sheet Stores Junction, although not truly a lost line, has lost its scheduled passenger services as has the southern end of the Erewash Valley line. The Swadlincote Loop off the now freight-only Leicester – Burton line lost its regular passenger services in 1947.

The presentation was well illustrated with old photographs taken when the lines were still in use and with modern ones showing what has happened to them since closure. There was a slight glitch during the show when the laptop computer failed after running on the battery for almost fifty minutes! An early break was called and switching on the power and a quick reboot solved the problem. The audience was impressed that Geoffrey spoke without the use of notes and that he stood well to the side so that he did not impede anyone's view of the screen. The fact that he finished before ten o'clock was also very much appreciated and must have contributed to an increase in bar takings. It is pleasing to report yet another very well attended meeting that had a general railway theme as opposed to one mainly featuring locomotives.

Rodger Smith

2009 JULY

Making his first visit to Burton, we were pleased to welcome Alan Price of "On Track Productions" who had made the long trip over from Skegness. Also making its debut was the Society's newest acquisition, a digital projector, and sadly the machine failed to live up to expectations. (We had only had a brief opportunity to test that it worked a few days before and therefore we were not fully acquainted with its operations -something we hope and we can sort out. The Referees Association were using Marston's Hall for their annual dinner and Denis and I were faced with being shown red cards had we stayed any longer!)

Now to the show, and first up was the DVD of "The North Briton" Rail Tour. Day one of this five-day marathon featured 71000 'Duke of Gloucester' and some very well-balanced shots. A4 'Union of South Africa' took over for the second day and I particularly liked the footage of the climb away from the Forth Bridge. Black 5 45407 (a former 17B Burton loco) joined forces with the A4 from Dundee to Perth and onwards to Inverness. The third day featured 45407 on its own with eight coaches for a return trip to Kyle of Lochalsh. This resulted in a 6.30am start for the participants. There was nice close up of the '5' at Fogarty Junction. A four-hour stay at the Kyle and then it was back tender first and Alan chose to film from the opposite side of Loch Carron. (Will steam ever return to this delightful line on a regular basis like it has on the Fort William - Mallaig, I pondered?) Perhaps not because on the reverse curves, the train slipped to a standstill and had to be split and worked in two parts before reassembling at Achnasheen. So to day four and once again it was the A4 and Class 5 pairing.

Following a super shot at Findhorn Viaduct, a service train was crossed at Dunkeld and 45407 came off at Perth. The last day and it was back to 'The Duke' for the Glasgow - York section with lovely sunshine as the train pulled away from the water stop at Abington. Passing Durran Hill, Alan commented on the maze of sidings that used to be there. Sheep greeted the train at Brampton on the way to the East Coast Main Line. The final steam section was handled by another A4, 60019 'Bittern' as far as Peterborough and Alan's last footage of the tour was taken at Retford. A memorable tour, very well filmed with narration by Jonathan Schofield which was informative without being too intrusive.

A quick tweak to the projector in the interval improved matters slightly, but not fully to the desired effect. This session was devoted to the Preserved Locomotives of the LMS and I believe it featured every locomotive that has been returned to steam. I won't bore the reader with long lists of locomotives, instead I will refer to the parts that "caught my eye". In the tank engine section, it was good to see the "pugs" 51218 and 51231 at work on the site of the former Southport steam shed, sadly consigned to history years ago. In similar vein, 41708 was in action at Barrow Hill Shed. The "Jinty" locos 47279, 298, 324, 357, and 493 were filmed at work on the Keighley & Worth Valley, Llangollen, the East Lanes, Butterley and the Spa Valley - how about that for choice? Roll on to 47406 on the Great Central is what I say! However, 41312 managed to get itself on film at the Bluebell, Mid Hants, Great Central, and Gloucester Warwickshire! The pair of Fairburn tanks were quite something on the Lakeside Railway. 42073 was the subject of a superb reflection shot by Lake Windermere, whilst not to be out done, sister 42085 performed in heavy falling snow at Newby Bridge.

It was then the turn of the tender locomotive variety - 4F, Crab, Stanier Crab, 8F, Ivatt 2-6-0 and loads of Black 5s, by my reckoning nine at least. I didn't note 45000, but it may have been there although it was a long time ago that particular '5' operated. On we went, the Super "D" and the Somerset & Dorset 2-8-0s, the coal tank 1054 and the Aspinall 3F 52044. Then it was the turn of the "super stars" or shall we say the "namers" - the Jubilees, Princess Royals and fittingly finishing with the Coronation Pacifics with both Duchesses in action. So, the show was brought to an end. Now, Alan, you will have to revise this video so you can get the best LMS Class of all on, namely the Rebuilt Royal Scots, but as they are my favourites you could say I'm biased!

Thanks for the show with apologies to Alan because the projector really did not do justice to his films, particularly in regard to colour rendition.

Mark Ratcliffe

JUNE 2009

Wednesday, 17 June saw approximately 20 members gathered at Marston's for a highly specialised session for those with a keen interest in railway modelling. We had originally planned to use the lounge, but seeing that it had just been refurbished to a very high standard, we opted not to in case any mess was made. Instead, a highly original solution was adopted: David set up his tables at the foot of the stage and members sat on the stage so they could look down at the demonstration as it progressed. For the numbers concerned this worked well. I thought David had brought the "proverbial kitchen sink" with him when he unloaded

the car, there were so many items. These included completed models and ones that were partly complete.

David started by emphasising the need for careful research, with lots of photographs and careful measurements. A key part of his kit was the line prop marked off in two-foot sections. In David's case, he produced scale drawings before attempting the actual manufacturing process. Members' questions were answered as the work progressed with David explaining that his preference was 3mm foam board for the walls. We were shown how to mark this out and how windows slots were cut out. Then it was time to demonstrate stonework using plaster filler such as "No More Cracks", but first a 50/50 water and PVA glue mix was applied. "Das" clay was another product that was demonstrated. Scribing of stonework was shown on a piece that our Mr Wright had prepared earlier.

David moved on to show how to make windows, glazing bars, and the all important roof complete with slates. There was insufficient time to demonstrate painting techniques, but it was very satisfying event and members went home both enthused and wiser.

I have "skated" over the details because David has written a detailed article complete with illustrations for the "Railway Modeller" and I recommend you get a copy. However better news still, that master "videographer" Dave Richards was part of the audience and he was so taken with what he saw that he has contacted David and made arrangements to film the whole process so we "lesser mortals" can watch at our own pace on a DVD. Indeed as I write, the first part of the filming process has already taken place, so look out for it. David will eventually have the finished product available for sale at the various exhibitions he attends and details of the DVD will also appear in the Society's News Sheet at the appropriate time.

Also, look out for the following "Railway Modellers".

December 2008, 'Constructing Buildings' Part 1

January 2009, 'Constructing Buildings' Part 2

April 2009, David shows how to do your own back scenes for layouts. This edition also features the EM gauge layout at Ashbourne Midland that the reviewer is connected with.

Mark Ratcliffe

JUNE 2009

"Another year older and deeper in debt" - a line from the old song "16 Tons" - (actually the capacity of the old steel mineral wagon - quiz question there, Dave) - and in this case another year on to see the Society's 19th Annual Railway Quiz on the traditional June Club night

Thirty-six members made up the nine teams, plus the odd couple, (not to be confused with Dave Hook's loyal assistants, Kevin and Peter), observing from the rear stalls. As has now become tradition, teams were drawn randomly 'from the hat' in an attempt to distribute expertise evenly for a night of ten rounds.

To give a flavour of the evening, the résumé below just highlights a few of the questions round by round.

Round 1 was based on the LNER, and the first bit of excitement occurred after question 1, when the quiz was halted to source writing implements for a number of teams. Once this was resolved, the inquisition resumed in earnest. A question on the Class of ‘Bantam Cock’ started us off, and for the rest of these questions my excuse is that I’m too young to know much about the LNER.

Round 2 featured questions under the heading of GWR, and it was expected that the question master would at least have had shiny brass headgear and a polished green finish, but suffice to say that questions on loco names, what did SHT stand for, Birmingham tunnels and the name of the first Warship, maintained the standard initiated in Round 1.

Round 3 brought us “Early Railways” and included the oldest standard gauge steam loco (‘Puffing Billy’), and strong inclination towards disasters with questions on the Tay Bridge designer and the 1889 Armagh runaway.

Amazingly, on a check at the end of Round 3, one team had amassed a total of 46 points! How did they do that?

Round 4 gave us “Railway Photographers” – not to be confused with the Burton Railway Society’s ‘Happy snappers’, and covered individuals with such varying occupations as jazz musician, artist, and paper mill manager. Working on the principal that if you name George Heiron in three successive answers, you would be guaranteed one correct answer. We forged ahead on this one!

Round 5 was the photo round – eight pictures in glorious colour: Derby station as you may never have seen it, a view through the spectacle plate of a loco which needed to be identified, as did the locos attached to a couple of works plates, and some odd ball track work - all very ingenious, Dave.

Round 6 was entitled “Diesels”, with questions on initial workings of the ‘Peaks’, where they were built, numbers carried by ‘Ixion’, and nuclear flask destruction. This round was followed (as you would expect, by Round 7 – “What was unusual?” – with such examples as the Southern C2X Class, an American Cab Forward loco, and, of course, the Metrovick Class of diesels. Despite many answers to the latter that it would be most unusual for them to finish their diagrammed turn without failing, this was not accepted by our flint-hearted question master as being a legitimate correct answer!

Round 8 - “Common Names” - was an ingenious play on loco names, with a missing element which had to be given.

By this time, Dave Hook was toying with a large hard hat, which he felt he would now need given the questions he had set, and on donning same, despite calls of “You look like Bob the b***** Builder”, he proceeded to Round 9 – “Warship Names”. Derby County fans were not impressed with the question that their team didn’t have one of these last season – ‘Sharpshooter’.

With the hard hat now pulled down safely around his ears, the final round of “What do you

get if?”), had us all racking our brains to remember loco names. Typical questions were: what do you get if 42828 was doubled headed with 45641? Answer – ‘A Crab Sandwich’ And, what do you get if a Southern C1 is double-headed with 45659? Answer – ‘Charlie Drake’! Well, I arsk yer! - very imaginative though.

So, at the end of the quiz, and having to force three or so of Marston’s finest down the throat, Team D won the night with a very respectable score of 157, and a tiebreaker was necessary to split teams F and G, both on 133.

Then, by popular demand, the night was concluded with a sudden death knock-out set of questions, duly won by Team G, and finally a ‘Nearest the Bull’ question on numbers of LMS Class 5s built at Crewe, with the nearest answer originating from Team C.

A grand night was had by all. So well done Dave Hook, ably assisted by marksman Kevin and marksman/scorer Pete Wardle. Dry wit and originality displayed throughout.

So to conclude, I am unashamedly going to ‘crib’ my final paragraph from the 2008 revue. ... We have a healthy Society with, I believe, somewhere near 200 members. Stalwarts came from afar afield as Coventry and Leicester. So why don’t more attend? These events don’t just happen - as with everything else, a lot of hard work goes into presenting this, as well as all the other show nights. I know from experience how difficult and time consuming it is to create a quiz both entertaining and fun to be participating in, and congratulations to Dave Hook for presenting this, his ninth consecutive quiz event.

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

“Crofter”

MAY 2009

The evening consisted of a talk and colour slides taken by the presenter, Stephen Gay, of the erstwhile Woodhead Line from Hadfield in Derbyshire to Sheffield Victoria.

The slides started with one of the buffer stops at the east end of Hadfield station, where the present day emus terminate from Manchester Piccadilly. Regular electric-hauled passenger trains ceased in January 1970 and all services finished in 1981 eastwards to Penistone. The author’s trusty Alsatian dog “Thunder” featured in many of the slides, including some in typical Pennine winter weather, with snow covering the landscape.

Locos rarely featured in the opening shots, but nonetheless each slide was full of interest. As we progressed past the familiar locations around Topside Reservoirs to the first station site at Crawden, each slide was described with enthusiasm in Stephen’s infectious Yorkshire accent. Crawden opened in 1861, seventeen years after the opening of the line, and closed in 1957.

Here, at 4 Railway Cottages, lived life-long bachelor and a nonagenarian, John Davies, who gave 43 years railway service as a signalman, finishing at the local signal box until it closed

in 1973. Stephen explained that he got to know John whilst photographing features along the trackbed. He noticed that his activities were being viewed with suspicion, so he introduced himself and they became friends and remained so until John's death at age 94 in 2005.

Approaching the western portals of Woodhead tunnels, the staggered platforms of Woodhead station were seen, before we had an explanation of the three tunnels. The first, a single line, was opened in 1845, followed shortly in 1852 by a second single line. On the doubling and electrification of the line, these two were made redundant for railway purposes on 3 June 1954.

Wild, remote countryside featured next, after 'one man and his dog' trudged over Pikenaze Moor above the tunnels to photograph one of the five ventilation shafts including one with a painting of EMI electric 76001 in glorious rail blue! A shaft photographed from a distance was seen to have vapour emanating from it. Stephen explained that this was not from a ghost train deep below, but was condensation rising from the electricity cables that were routed through the old tunnels on their closure. Interestingly, these tunnels were serviced by a narrow gauge running the three miles of their length.

Heading down hill from the tunnels, the remains of Dunford Bridge and Hazlehead Bridge stations were seen, the latter, closing in 1950, was the junction of the one mile industrial line to Epworth works to the north. The sadly rundown railway features at Penistone were seen next and 'Pacer' units were waiting in its two platforms. There were seven units here in its heyday, together with sidings, junctions and signal boxes.

On the run down to Sheffield, the unusually named Cheesebottom viaduct featured a stone incorporated in an arch dated 6 July 1884 acting as a memorial to a workman who met his demise there. Further along, Thurgoland tunnel boasted a stone tablet above its portal 'LNER 1947 BR 1948'. At Deepcar station track re-appeared on the formation, as this was the junction for the Stockbridge Steel Works and we saw Class 56 hauled trains nearby.

After passing Oughty Bridge, Wadsley Bridge station was shown which latterly served as the destination for 'footex' excursions for nearby Hillsborough. Indeed one of Stephen's slides showed a Class 47 nearing there on that fateful day, 15 April 1989, when so many Liverpool fans perished in the stadium disaster. Photos of the one remaining track through the site of Sheffield Victoria station were the final ones seen, before Stephen recited a poem, he had composed, about the line.

I suspect that most BRS members are hardened 'steam men', so, despite the fact that not one steam loco featured, it shows how well presented and full of interest the evening was. I gathered that the general consensus was this had been one of the best received club nights for some time, which reflected the presenters passion for the line and his compassion for human nature.

Paul Forbes

APRIL 2009

Following the AGM, Chris Banks along with his son John took members on a marathon

"shed bash". This time 27 sheds were visited between the letters 'I' and 'P' and we didn't even have to follow a cinder path to use the immortal words of Aidan Fuller.

Our imaginary coach drew up at Immingham for the first visit. This depot recently closed to diesels, but we viewed 62670 'Marne' and 92039 before moving to Scotland.

Inverness: 32A under the LMS, but 60A in BR days, this was a semi-roundhouse - it should have been a full roundhouse, but was never completed. The water tank should have formed an imposing Doric Arch style entrance instead of standing separately. 55236, 54472 and 56038 featured in the various views.

Keith Junction was an ex GNS depot and closed to steam in July 1961. Chris mused as to how many enthusiasts actually visited the site and to our surprise he had several illustrations of the set up. An overall view of the depot set the scene, followed by B12 61572 with 'British Railways' on the tender and still in green livery. Another notable was D40 62274 'Benachie' - Peter Wardle informed the gathering that Leicester Railway Society owned the nameplate from this engine and that it was currently on loan to the GC museum at Loughborough. On closure, the shed was filled with redundant D61xx diesels.

Kings Lynn was shed number four, this brick built establishment closed in April 1959 and N7 69619 and a D16 were present-

Kirkby In Ashfield: - we were now much nearer to home, the original building was of only three roads. 1F 41844 posed proudly in front. With the allocation of 9Fs and the closure of Mansfield, the building was inadequate and very late on in 1958 a two-road extension was added. 44401 with a yellows stripe on the cab was shown standing in front of the modern coal stage. After the end of steam, the two-road modern building was used for stabling diesels.

Kyle of Lochalsh was technically a sub-shed of Inverness. Three Black fives and resident McKintosh shunter 55216 featured. The shed closed totally in June 1962 and the roof was taken off, but the office at the side continued to be used by train-crews. I surprised them one evening in 1964 when I went to see if anything was stabled inside the shed, needless to say there wasn't.

Lancaster Green Ayre was quite unusual, this was a four-road dead end shed and all roads radiated from the turntable. 41196 was depicted and the shed closed 18 April 1966. It was later converted into a youth centre and demolished in 1984.

Leamington Spa was the seventh shed 84D under the Western, later became 2L under the London Midland. Chris showed shots of class leaders 5101 and 8100, and 'Firilsham Manor' along with 'Kelham Hall' and 'Ripon Hall'. The site is now an industrial estate.

Leeds Holbeck - 20A till 1956 and then 55A under the North Eastern division, was a double roundhouse opened in 1868 and closed to steam in July 1967. 55A was famous for its Jubilee allocation and Chris showed several portraits of class members along with Caprotti Black 5s 44754 and 44756. There was a convenient hole in the shed wall and this was the way I always used to gain entry.

Leeds Neville Hill - across the city and a vast block of four roundhouses when it opened in 1894, later reduced to two. The depot was later rebuilt into a diesel and electric servicing

point, a function which it still carries out to this day. A1s 60154, 60118 and 60131 in withdrawn state were shown prior to being towed away to Wards of Beighton. B16 61415, Q6 63348, and 60080 Dick 'Turpin' were also shown.

Oldham Lees: originally a six-road brick built shed which was reduced by one lane when it was re-roofed, a pleasant panoramic view from 1950 was much admired.

Leicester became our 11th depot, the November 1964 general view showed the shed yard and repair shop. This was a new roundhouse built to a standard pattern, the aim was to replace several sheds in the same style, but in the end only Leicester and Carlisle Upperby were replaced. Burton locos 45641 'Sandwich' and 8F 48332 appeared amongst the slides. The concrete coaling stage had BI 61275 under it and after the depot closed it was used for storing engines from the national collection prior to the establishment of the NRM. An open day showed Midland 118 and 158A posed in the shed yard in 1968.

Lincoln: The depot was re-roofed in 1956, closed to steam in October 1964 and was used for diesel multiple units and shunters before becoming a bus garage! J11 64346 & J6 64191 were illustrated at this location.

Liverpool Aintree featured a superb slide of Royal Scot 46146 'The Rifle Brigade' on the turntable after working in a race special and an August 1959 shot of "Austin 7" 49668 - a design which was not a success.

Liverpool Edge Hill was a massive twelve-road shed which was clearly illustrated by Chris's overall view of the depot in 1968 after closure. Chris said that permission was usually readily given here to visit but I remember crawling under the office window to ensure I got in! Slides included the following: preserved 45305; 46208 'Princess Helena Victoria'; G2 49399; and a visitor from Nuneaton 45533 'Lord Rathmore'.

Llandudno Junction - lots of important engines shown here: 46144 'Honourable Artillery Company'; 46101 'Royal Scots Grey'; 7016 'Ariel'; and 46200. The Princess Royal which was superbly clean after working in an RCTS special. At the back of the shed were the remains of the original route to Festiniog and this proved useful for storing condemned locomotives on - 40048 and 47394 led the pack. A cinema now occupies the site, but the foyer displays photographs of past days - a nice touch!

Llanelly (87F) opened on 30 March 1925. Pannier tank 2027 demonstrated the view inside whilst 6818 'Hardwick Grange' showed what the shed yard was like.

Lostock Hall: a clear favourite of Chris's, he even named his house after it! General views showed the scene clearly along with a Derek Huntriss slide taken from the coal stage and showing locos glinting in the sun. 43106 appeared prior to preservation along with 45305 and exceptionally clean 70013. With duties over in Preston Docks, 47002 and 47008 were at the end of the sidings that backed up to the road, their working days clearly over.

Louth - a two-road depot which closed 8 September 1956, a pair of J11s gave an impression of what this establishment was all about

Macclesfield (9C) - only one colour slide of this three-road depot is known to exist, this featured 42378 and 42355.

Machynlleth (89C), not surprisingly Chris had difficulty asking for a ticket to this destination. It was a three-road shed cut into the cliff side which opened in 1863. Manors 7827 and 7801 were beautifully clean and ready for royal train duty. Dukedogs 9017 and 9018 were photographed by the rock face and 46521, now on the GC, featured.

Malton - again only one known colour shot of this two-road shed which opened in 1867 and closed in 1963, the engines concerned were 42477 and 65844.

Agecroft, strangely for this 26B shed 61008 'Kudu' was once on the books. Part of the shed was re-roofed in 1933, but the other roads were left uncovered. Celebrity 3F 47202 was shown on the turntable whilst "Austin 7" 49667 managed to get there from Newton Heath, but never got back again spending two years dumped at Agecroft.

Gorton, this was a good location for shots taken of locos peering out of the depot and 78012 and 42978 were in this mode. 62661 'Gerald Powys Dewhurst' was in the yard ready for the works in 1959 whilst 04/8 63818 was clean and overhauled ready to go back to Retford. A J10 and N5 demonstrated the "four x" factor; both had four white Xs painted on them indicating condemnation and the end of working lives.

Longsight: a double shed building which was connected inside by a corridor, a "closely guarded" footbridge led to the shed and entry was difficult without a permit. 47528 was on shunting duty and 45305 appeared yet again and 42810 visited from Birkenhead. A slide showing a side view of 46157 'The Royal Artilleryman' was followed by 45527 'Southport'.

Newton Heath: This was the penultimate visit of the evening and a wet day in 1968 showed the front ends of locos in the shed and in the yard facing each other. It was just before closure to steam and the shed was full. Views from earlier times featured 45596 'Bahamas' and 45601 'British Guiana'.

Patricroft - shed visit number 27 and the final call of the evening to this "L" shaped depot. On Chris's visit on 22 June 1968 the old shed had 25 locos stored inside. A panoramic view of the depot set up was followed with slides of 45544 (un-named from 12B), rebuilt 45545 'Planet' and the named Black 5 45156 'Ayrshire Yeomanry'. The crew brought this latter engine out especially for Chris to photograph - a fine gesture. The final shot of a very entertaining evening was of 44777.

This was Chris's 8th visit to Burton: his previous visits were as follows:

Show 84: Locos of the LMS up to 8PR

Show 96: BR & Irish Railways - a Miscellany.

Show 108: LMS & LNER locos

Show 120: Loco Sheds A - C. (His first shed visit series)

Show 167: Loco Sheds D & Eastleigh

Show 223: Sheds E-H

Show 262: The London Sheds

Mark Ratcliffe

MARCH 2009

We were pleased to welcome Richard Binding for his second visit to Burton and delighted to draw an attendance in excess of 50. The title of his presentation was "A Fictional Journey from the South West via Bristol, the Midlands to Doncaster and Back to London".

Thankfully, both for reasons of space and because we were able to use the full-size screen, the main room at Marston's was available. The lounge will be redeveloped shortly and this will make the staging of "Natter Nights" in there much more comfortable.

Richard announced that his journey would again be centred on signal boxes and would include his own slides together with those garnered from the Colour Rail and Keith Pirt collections.

With signalling in mind, the first slides of the evening featured a very nice GW bracket signal at Moreton on Lugg and a somersault variety from the Skegness line. Then it was on to the start of the journey with Brunel's bridge over the Tamar at Plymouth aptly illustrated by a floodlit scene taken by Peter Gray in 1959 (will there be a repeat in 2009 we wondered?). A shot of the now preserved Pannier Tank 6430 demonstrated how well the road and rail bridges sit side by side. Moving to the other side of Plymouth, Richard chose a slide of the Lee Moor Tramway crossing the main line with Laira Shed in the background. Gliding into Totnes 4079 'Pendennis Castle' complemented the GW semaphore signals on a lovely summer's evening. (Totnes box closed in 1987 and is now a cafe - a great place to watch trains go by!) We had a quick visit down the Kingswear Branch to view Torre box before arriving in Newton Abbot to observe 'King Edward VIII' on the "Cornish Riviera". Richard had slides of both the new and the old East boxes at this location, the latter being a black and white photograph from a magazine. He informed us that the signalling contract for this particular area was given to the Westinghouse Company. A favourite box for the presenter was the one for Parsons Tunnel because it overlooked the beach - a great view when the weather was nice.

Our next port of call took us to Exeter where using a combination of archive and his own slides, Richard illustrated the changes that had taken place twixt the 1950s and 1984. 'King Edward VIII' appeared again this time hauling "blood & custard" coaches at Cowley Bridge Junction, whilst at Taunton a 1979 shot revealed Class 50 'Ajax'. The gantry at Taunton station now earns its keep on the Severn Valley Railway. So on to Bristol to view Class 33 33052 on a Bristol - Portsmouth service. Signal boxes in this area revealed an 1870 survivor in Temple Meads original station and a fascinating view of East Box perched on the side of a cutting that at one time had been a tunnel!

Talking of tunnels, we travelled via the Severn Tunnel illustrated with a shot of 'Caldicot Castle' emerging from it. Amongst several views of South Wales, the slide of Aberbeeg Yard with a 5200 Class loco on an iron ore train caught the reviewer's eye. A slight trespass enabled Mr Binding to get a shot of the McKenzie & Holland signal box at Ystrad Mynach perched half way up an embankment. I know from my own experience just how difficult it is to get a photograph at this location. 37408 featured on a Rhymney to Cardiff service. Two flat boxes were shown next at Bargoed and Radyr: both were awarded nil points for architecture by the presenter. The lovely gantry at the latter site was a saving grace. Taff Wells Junction box had once been a delight, but sadly is now closed. An archive shot of 5681 coming off Taff Wells Viaduct and passing a somersault signal was enjoyed by the audience.

A 1979 shot of the RPR rail tour at Tondu showed the triangular junction, the middle of which had once been occupied by Tondu Depot. The last shot for Wales was taken at Carmarthen Junction - another modern "challenging" box. Richard had to perch on top of a skip to get the photograph he wanted, but he did at least photograph 71000 'Duke of Gloucester' as a bonus. Talking of Gloucester, that was the next destination with 4936 'Kinlet Hall' and 5029 'Nunney Castle' at Lydney, here an old sign dating back to 1932 was spotted in the hedge and duly photographed. At Gloucester Barton Junction there was a fine view of a bus on the crossing with the signal box mounted on a gantry. At the other extreme, Oddingley box was more of the "garden shed" variety.

Midland territory beckoned with preserved 44123 at Bromsgrove and "Big Bertha" half way up the hill at Vigo. Blackwell Summit was viewed from the footplate of a 9F also on "banking" duty. A quick visit to Snow Hill was made and so on to Leicester Midland seen before the semaphore signals were replaced. A tour around the city took in the GN terminus at Belgrave Road in which a B1 and a GN style box and gantry featured and then we had a look at the famous diesel "stack" in Vic Berry's scrap yard. Syston revealed a Caprotti Class 5 on a stopping train, there was a Black 5 at Hathern and a 3F at Redhill. The latter was photographed from the present-day A453 prior to the building of Ratcliffe On Soar Power Station and of course the modern East Midlands Parkway Station. The busy Trent Junction was a natural for the show with sights of the long lost North Box and D10 in the area along with a record shot of the area being re-signalled. Down the line we were treated to views of Toton Yard and the wagon repair depot. Shots of 4F helped retrace the steps, the first was at Trowel! Junction followed by the last two working examples on specials at Sheet Stores, 43953, and 44113 at Spondon by the superb Midland Box that used to grace the site.

The view of Derby of London Road Bridge reminded your reviewer of the time when it was almost impossible to get a place on the bridge with upward of 200 lads vying for position. The Midland Compound in restored MR red positively glowed in the station. A Peak was captured under the signal gantry whilst a Class 5 moved a break down train in front of the works. At Dore & Totley 45694 Bellerophon appeared and an Ivatt Class 2 left Sheffield bound for Buxton. Nunnery Main Line Junction turned up an old favourite in the shape of 45699 'Galatea' which is now well on the way to restoration ready for running on the tracks again. Travelling via Selby and its famous swing bridge, arrival was made in Doncaster where views of 60114 'W P Allen', 60023 'Golden Eagle' and a prototype diesel. 'Lion', in white livery, were on offer. Richard being quickly corrected regarding the date he gave for the slide of 60114!

Passing down the East Coast Main Line to Kings Cross, we observed the GN style box at Ranskill before a short sojourn in Retford. Here a 9F demonstrated the former flat crossing whilst an 02/3 traversed the curve to join the former MSLR and photographs of the replacement underpass being constructed were shown. Modern day 66711 was depicted against the backdrop of Retford Thrumpton Box, whilst the joy at Grove Road was the lovely decorative barge-boarding on the box there. Richard chose to illustrate Bathley Lane Box with a 2003 view of B1 61264 passing by. A super slide of Deltic 55001 'St Paddy' actually on the flat crossing at Newark came next: although the crossing is still in place, the very small signal box by the side has since disappeared. A helping of three A3s set the scene for Grantham with 60055 'Woolwinder', a 1947 shot of 2582 in LNER green, and 60039 'Sandwich', being selected.

Down the line at Sandy, four shots from 1962 were of interest as they featured D1521 on its side and being "righted" with a Class 20 in attendance. 60052 'Prince Palatine' thundering through Stevenage and a 1939 slide of an A4 in garter blue at New Barnet, with the gas holders in the background, caught the eye. An N2 on a "quad art set" was at Potters Bar whilst Britannia 70036 'Boadicea' was seen close to the shed at 34A. Kings Cross had on show 60110 'Robert the Devil' and A4 60009 'Union of South Africa', the latter bearing "The Elizabethan" headboard. A quick tour of other London stations followed, first with Class 47 47118 on a Norwich train at Liverpool Street and then next door to the long-closed Broad Street with a rail tour using B12 61572 - a class of locomotive about whose appearance Richard was quite scathing. Most of the audience did not share his views! Across at St Pancras there was a lovely slide of three compounds in the station precincts followed by three Jubilees which in later years were allocated to 17B Burton Shed. These were 45620 'North Borneo', 45579 'Punjab' and 45557 'New Brunswick'. Richard's slide of Class 45 45101 brought the scene slightly more up to modern times. Dropping down to Euston, the locos on view were: 46200 'The Princess Royal', 46221 'Queen Elizabeth', a "tat"; Royal Scot 46155 'The Lancer', and 46245, most appropriately, 'City of London'. ["Tat" is a 1960's slang word to describe the type "4" diesels in the D200 series, later Class 40, mainly used in the Lichfield area – and not a term of endearment!] A slide of the long-demolished Doric Arch was shown and then more modern power in the shape of an HST on a working to Holyhead.

The Southern interlude featured mainly signal boxes, first of all a 1960's example from Cannon Street, then a black and white photo of Waterloo "A", a gantry box that closed in 1934, and was followed by a similar style box at Clapham Junction. This box had protective measures added during the Second World War that considerably added to the weight. After a few years it was on the point of collapsing and was then quickly taken out of use. Moving on to the Western and Paddington where a 9400 pannier tank was on carriage duties before we observed 'Kingswear Castle' at the buffer stops. Next was a maroon Western at Subway Junction and then a shot of a Western diesel on its side - this accident dated back to December 22nd 1973. Two views of Southall Shed reminded your reviewer of his one and only visit there. It was not an easy shed to "bunk": I had negotiated the steps into the yard without being challenged and noted preserved 4079 'Pendennis Castle' inside the shed. Luck was on my side I thought, as there was a line of locos by the offices masking my approach to the stored locos in the yard beyond. As luck would have it two locos were buffered together right by the shed foreman's door and as I crossed the gap, the foreman just happened at that exact moment to come out the door at which point I was of course "invited to leave!" Down in Sonning Cutting 6000 'King George V' was breaking the ban on steam on the main line, this being October 1971. Meanwhile a Western diesel was photographed at Reading, home of the Great Western signal works. A member of the audience described the livery of D1015 as "dog **** brown", a term which did not find favour with Richard!

The final part of the show was devoted to closed boxes which had been taken out of use in the last few years. First was Coalville Crossing - now at Snibston Discovery Park. Then came Vickers Gun Range which Richard spent part of his honeymoon locating. This was on MOD property and his wife was probably very relieved they did not get arrested! The following boxes were then illustrated: Church Fenton; Porders Sidings; Woburn Sands; Leigh; Mow Cop; Kildgrove Central; Bradnall Sidings (for which Richard has the name board); Lichfield T.V. Low Level; and Hinckley.

Richard pointed out that Lincoln Street from Nottingham is now used as a training box at Leicester and that Pinxton will soon be re-erected at Barrow Hill. In answer to a question, he

declared his all time favourite signal box to be the GN example at East Holmes dating from 1873. The show concluded with a slide of 90384 crossing the river bridge at Lincoln. It was a splendid evening thoroughly enjoyed by all those who attended.

Mark Ratcliffe

MARCH 2009

Burton Railway Society members were treated to a film show of mainly British Transport Films on Wednesday 4th March presented by Alan Willmott who was assisted by Les Henshaw. Six films were shown in total, five BTF films and one of Alan's own. Alan was a member of the BTF team for many years

First came "Work in Progress" from 1951, which showed a few minutes on contemporary transport events and issues. The progress in the rebuilding of Woodhead Tunnel was featured first, followed by a piece on co-ordinated road transport in Argyllshire, particularly around Campbelltown, showing the different flows of traffic in the area, such as butter going to the east, and other supplies coming from the east. One wonders what the roads would have been like in those days, particularly in winter. The next excerpt showed how radio was being introduced, particularly at Whitemoor Yard, and then how Bristol's road traffic problems were eased by a concerted and organised bus service, particularly at the local big companies such as Fry's and Wills'. The last was a most interesting section, showing how radar, then relatively new, helped a cross-channel ferry sail from Calais into Dover Harbour in poor weather. Of course, the fog cleared as soon as the ship entered the harbour!

The second film was an instructional film regarding the operation and construction of level crossing gates. It was a rather technical item, but one marvelled at the sheer intricacy of all the workings needed to open and close the gates. The ingenuity of the interacting racks, rods, quadrants, worms, cogs, wheels and the like was just mind-boggling. Incidentally, it was nice to see a brief glimpse of a D49 towards the end of the film.

The third film of the evening was made by Alan himself in 1988, and was a delightful feature on the Kent & East Sussex Railway, showing contemporary and archive film of the line. The highlight for me was 'Hesperus' at Bodiam in 1927. Interestingly, the narrator was the now famous TV personality Adrian Chiles. Alan said that his fee would probably be a little higher these days!

After the interval, the film "Rail Stress" from 1959 was shown. This explained how the smaller driving wheels of the modern diesels and electrics produce greater stress levels in the fish-bolt hole and how tests were made to measure and prevent it. Five "Woodhead" Electrics (4 Bo-Bos and 1 Co-Co) were used, and they ran over a section of rail at different speeds - a very interesting item

Although the final two films were both made in 1975, they were very different in character. "Age of Invention" was remarkable as it was the last film made by Edgar Anstey (the driving force behind the BTF for many years). In fact he makes a cameo appearance in the film walking under the Iron Bridge. This film was effectively a travelogue showing many of the Industrial Revolution's remaining buildings, structures and artefacts that could be seen at that

time, such as mills, bridges, and canals. It was an interesting item but personally, I thought it out of place at a Railway club

The final film was "Locomotion" directed by Geoffrey Jones and was a "montage" of about 400 railway images (some static and some in movie) shown in chronological order one after the other set to a musical score, which sounded strangely like a moving train. It was probably described as *Avant Garde* at the time, as it was definitely not a run of the mill film. I know quite a few members did not like it at all, but I found it quite compelling, in fact for me it was the best film of the night.

So, a most enjoyable evening: one wonders what else is in the BTF archives

Dave Hook

FEBRUARY 2009

The February club night saw the annual and welcome return of Dave Richards and Karl Jauncey of PSOV to present a review of 'Steam on the Main Line 2008' on DVD format. The opening sequence showed brief clips of what was to follow, set to very atmospheric music.

Standard Class 4 76079 featured heavily at the start of the show at numerous locations and looked excellent pulling a rake of crimson coaches. 71000 'The Duke of Gloucester' featured next at Bolton Percy and Beeston Castle. 6201 'Princess Elizabeth' was then shown at Settle and Eden Lacy. The Standard Class 4 was briefly seen again before some stunning shots were shown of The Royal Border Bridge at Berwick.

The Forth Bridge provided the backdrop for 6009 'Union of South Africa'. This loco was also filmed at Dairsie and on the Tay Bridge. It was to have been the first steam loco hauled train to pass over this bridge in forty years, but the honour for the first such steam loco must stand with Black 5 45407 which travelled over the bridge light engine half an hour earlier. Both of these locos then double-headed a Perth to Inverness train and were filmed at Killiecrankie Viaduct and Killiecrankie Tunnel. They were also filmed from a car at Glen Corry. The Black 5 was seen again on its own on the Inverness to Kyle of Lochalsh train. The scenery on this run was superb with a fantastic reflection of the train at Loch a' Chuilinn, but the gradients on the line severely tested the locomotive.

May saw film of K1 62005 on a Hartlepool to Redcar train and then on the freight line at Huntcliffe with the North Yorkshire Moors as a backdrop.

A return to the Forth Bridge was next as K4 61994 'The Great Marquess' was in action in mid-May. The loco was next filmed at speed going through Aberdare Station and further images were seen at Burntisland, Kinghorn, Lumphinnans Farm and Jamestown Bridge. Finally, the shot of this loco from below the Forth Bridge must have been one of the best pieces of film of the night.

At the end of May, Bulleid Pacific 34067 'Tangmere' was filmed on the Settle & Carlisle line, as was 6201 'Princess Elizabeth' working south at Bull Gill, Ais Gill, and Houghton on the same day.

The 5th August saw the loaded test run between Carnforth and Hellifield with 70013 'Oliver Cromwell'. On the 16th, rebuilt Royal Scot 46115 'Scots Guardsman' was on a Hellifield to Carlisle and return working carrying the "Thames Clyde Express" headboard.

That ended part one of the show. As good as it was my writing hand needed a break and I also needed more pedigree. So, after running the raffle, drawing the snowball and refilling with pedigree, also known as 'the break', part two was underway.

Dave Richards again took the microphone and gave a commentary on a journey on the Cambrian Coast Railway, all footage being taken from onboard the train. August 15th was the date and Machynlleth to Port Madoc was the journey: the scenery - beaches, mountains, bridges and estuaries - was superb.

This was followed by old footage which was a tribute to the end of steam. Locos included in this were: 45156; 70013 'Oliver Cromwell'; 44781; 44871 and 44894 double-headed; 73069 and 48476 double-headed; and, 44874 and 45017 double-headed. Also seen was footage of Rose Grove Shed on 4th August 1968. This showed steam and diesel locos and excellent footage of 8F 48773 being disposed of, and running alongside the loco was a young Mark Ratcliffe, or so Dave Richards would have us believe! Footage of 'Oliver Cromwell' on the 15 guinea special on 11th August 1968 was nostalgic as this loco featured as part of the 2008 workings. Footage of Black 5 5110 in the Lime Street cuttings was excellent.

Back to 2008 and 'Oliver Cromwell' was filmed on 10th August on a Manchester to Carlisle trip on Tonge Viaduct in an absolute deluge. The same day two Black 5s, 45407 and 45231, were on a southbound Carlisle to Blackburn run. The following day 5690 'Leander' was on a Hellifield – Carlisle – Hellifield run. It was seen at many locations en route, including the farm belonging to 'Mr Nasty' *[he would not allow enthusiasts to use his farm track, but the bright lads of the PSOV paid £3 for a camping place and were therefore free to use the said lane without hindrance! Ed.]* and the loco looked superb on Ribbleshead Viaduct.

Next we saw 'Oliver Cromwell' on a Scarborough Spa Express. Tearing past the camera at 87 miles an hour (according to Dave Richards) with its whistle blowing, the loco looked superb.

On 20th September, 'Leander' was on a Hellifield – Carlisle – Carnforth working. Dandry Mire Viaduct was an excellent location for filming the loco. A week later saw the same loco on a Manchester - Copy Pit working and it was filmed at numerous locations. The same day also saw 6233 'Duchess of Sutherland' on a Carlisle – Hellifield run.

The 4th October saw a double-headed Great Western working between Stourbridge – Hereford - Gloucester, filming taking place at Pandy and Llanvihangel Bank.

Next came footage of Standard Class 4 76001 on the Scottish Charter. The 'Duchess of Sutherland' was seen on 9th October carrying the "Royal Scot" headboard. On the 25th Black 5 45407 was heading a Manchester – Bolton – Manchester trip. On Tonge Viaduct the loco was impressive, but it was also filmed on the viaduct looking along Back Yates Street. Perhaps this was the best piece of film of the night. This same loco, when filmed at Hellifield, was seen to have a red number plate.

On the 19th October, 50043 'Earl of Mount Edgecombe' was running on a Stratford to Snow Hill loaded test run carrying the "Shakespeare Express" headboard. A week later saw a Solihull – Didcot – Solihull working with a Great Western double-header led by 'Earl of Mount Edgecombe' filmed at Leamington station and Hatton station at night time.

On 1st November, 'Sir Nigel Gresley' was on the Settle & Carlisle line. Later in the month, saw 46115 'Scots Guardsman' on a Carnforth – Scarborough – Carnforth working. Leaving Scarborough, the loco looked superb underneath a gantry of semaphore signals.

The next day, Ian Riley's Black 5 45407 was filmed on a Manchester – Buxton – Manchester trip at Great Rocks and Peak Forest. The 6th December saw the Black 5 on Tonge and Entwhistle Viaducts. The reflection of the loco and carriages in the water below Entwhistle Viaduct was charming.

The show finished with old footage of steam locos at Carnforth shed taken on 4th August 1968. Locos seen were: 75020, 44963, 44897, 44758, 75048, 44709, 45330, 45200, 45394, 75009, 44735, 45206, 75019, 45156, 75027, 45134, 45390, 61306, 42085, and 92091.

And finally, on the screen came the statement 'We thought it was all over'. But not quite, because Dave and Karl did not let it finish like that. They had filmed 'Scots Guardsman' and 'Oliver Cromwell' at Carnforth in the autumn of 2008. Fully repaired and preserved, and newly painted, the two locos looked stunning. *This was definitely the best piece of film of the night.* It was an excellent end to an excellent review of steam on the main line in 2008.

Jeff Howard

JANUARY 2009

Tonight's slide show was entitled 'The Dragon's Dying Breath', presented by Ken Horan from Rotherham, the subject being the final days of steam traction in the People's Republic of China. Ken's slides were the fruits of a trip he made to China in March 2005, where he took an amazing 3,500 digital photographs, a small selection of which we saw tonight.

After the opening shots in a Chinese railway museum, we started at a 16mm narrow gauge ironstone railway at Daicheng, which is about 100 miles south of the capital, Beijing. This system had four locos in total, two of which were in steam each week. One of these can now be seen at the Ffestiniog Railway. The system exuded an antique charm, the locos and the track being very run-down, and Ken reported that there were frequent derailments.

Slides were then seen on the coal and steel line at Tangshan, to the south-east of Beijing, where sadly only one steam locomotive remained as the line had been dieselised. This solitary 2-8-2 SY Class locomotive was still in use, but only to heat the water for the workers' showers! Then we moved on to the ore system at Nan Piao, which ran both passenger and freight trains with both steam and diesel traction, in a heavily polluted area. Even a mixed train was seen as Ken and his group chased an SY engine and its train up one of the branches. After viewing a JS Class 2-8-2 on shed, we saw several photographs of a freight train at a cement works, with about fifteen 100-ton wagons in tow, assaulting

gradients as steep as 1 in 35. Ken reported that the sound effects from these trains were truly awesome.

By now Ken was getting into his stride, amusing all with a lot of dry Yorkshire humour, and interspersing the railway photographs with a considerable number of views of local scenes, and portraits of local folk, many of whom were very friendly. Some even invited Ken and his group into their homes. From these views we were able to appreciate just how different life in China is when compared to life in Britain. The weather for most of the photographs was stunning, and Ken had braved bone-chilling temperatures - typically between minus 10 and minus 20 degrees - to capture some wonderfully evocative scenes at night, and also at daybreak.

We then had a look at the 190-mile long privately-owned line based at Tiefu, about 50 miles north of Shenyang. This system operates both passenger and freight trains, and is large enough to have its own works, which we viewed. At Sanjiazhi station, where passenger trains hauled by SY 2-8-2 locos ran every 20 minutes, there was brilliant sunshine but the temperature was fifteen degrees below zero. However, the sun and steam effects were amazing. The trains were heated by coal stoves at the ends of each coach, and there were piles of coal lying about for re-stocking the carriage supplies. A pit on the system was then seen, with another SY class hauling 60 wagons of 100-tons each!

For the next part of the show, the pictures came from the famous JiTong line in the north of China. Ken spent five days based at Lindong, which is about 400-miles north-west of Beijing. We started by viewing the last steam-hauled sleeping car train in the world, hauled by one of the famous QJ 2-10-2 locos. All the QJ locos have two firemen and mechanical coal pushers. Most of the line's traffic is freight, which was reflected by the shots Ken showed, many of the trains being double-headed. Many of the locations were spectacular, including Chaganhan viaduct, and Lindong, where due to the provision of running loops, up to four trains could be seen at the same time. Ken also featured a three-hour cab ride in a QJ loco hauling 1500-tons to Daban, where there were seventeen QJ locos on shed. Ken took a number of magical scenes there, both at night and at daybreak, as well as some in the works – even from the dizzying heights of the overhead crane. The line over the JingPeng pass had already been dieselised, so the scenes from this area showed some Class 31 lookalikes at work. However, a failed diesel meant that one freight was steam hauled, and Ken believes that this was the very last steam-hauled freight over the summit.

We then moved on to a very large opencast pit, where some East German-built electric locomotives were shown, having the novel feature of both overhead and side pantographs. Since the wagons were loaded from above, the catenary contact wire could not be above the train in the loading area, so was moved down to the side of the train, hence the need for side pantographs.

In the heavily industrialised and very polluted area of Pindingshan, where SY and JS Class locos were seen at a 100% steam depot, we saw shots of the works, freight trains, a passenger train, and even a rail-bus. To finish, there were more steam shots at Daban depot, which nowadays is fully dieselised.

Compère Mark thanked Ken for a superb slide show, backed up with enjoyable story-telling, and the audience then thanked Ken with a rousing round of applause.

Rod Nelson