

NOVEMBER 2010

“In Retrospect” was the title of a slide show presented by Mr Roger Jones at the November meeting. Mr Jones, who had travelled from Nottingham, mentioned in his introduction that he had carefully selected 200 transparencies to represent 1979, 1989, 1999 and 2009, which gave a snapshot of the respective years. Each year was represented with 50 images that portrayed steam, diesel, and electric traction. Mr Jones pointed out that the railways of the UK had been subject to many changes since 1979 – not only in the preservation movement but also the national railway network as the effects of privatisation enforced change. Motive power, signalling systems, general infrastructure and interesting special workings whetted the appetite of the presenter who had seriously considered the importance of these events and took on his challenge to obtain a photographic record. The manner in which this task had been undertaken ensured his railway experiences could be shared with members of the Society, and others with a similar interest.

The review period began in 1979, where a classic shot of ex-GWR No 5900 ‘Hinderton Hall’ on Hatton Bank with a special excursion was the first transparency to be screened. Mr Jones commented that he had since revisited this location but sadly it is now virtually impossible to obtain a picture there due to the growth of trees on the adjacent embankment. The review of 1979 continued with a visit to the Great Central Railway, where a brace of steam locomotives were pictured and to Wortley on the Sheffield to Manchester ‘Woodhead route’, where he had secured a shot of a passenger train heading in the direction of Manchester double-headed by Class 76 Bo-Bo electrics. Later, on the same route but on the other side of Woodhead Tunnel, at Torside, another member of the class was captured heading a rake of corporate blue rolling stock.

As the year progressed, photographs included: ex-LMS Class 5 No 45305, in charge of a steam special, passing beneath the bracket signals at South Kirkby Junction with Moorthorpe station in the background; ex-Southern Merchant Navy Class No 35028 ‘Clan Line’ passing Mouldsworth Junction; the North Yorkshire Moors Railway; on the Southern Region, at Caterham, 2EPB electric unit No 5655; a double-headed steam working on the Bluebell Railway; and resplendently restored unrebuilt West Country No 21C23 ‘Blackmore Vale’ resting between the platforms at Horsted Keynes, a major location on the latter railway. The presenter said that on a more recent visit to this location he had noted the extent of infrastructure changes.

A Class 40 diesel hauling cement wagons destined for the cement works at Hope, was pictured at Chinley North Junction. This was followed by a steam-hauled special, “The Curator”, headed by Midland Compound 1000 and 4771 ‘Green Arrow’ on a trip bound for York. This special was also photographed rounding the sharp curve near to Rotherham Masborough station.

The impressive Severn Bridge Junction signal box at Shrewsbury was the backdrop for a fine shot of ex-LMS 4-6-0 Class 5 No 5000 in-charge of a special train. The semaphore signal adjacent to the track near the Courtaulds factory at Spondon featured in a composition of a Midland Main Line express headed by a Peak Class diesel. On the Severn Valley Railway, ex-GW pannier tank No 5764 was caught on camera near to the unique fishtail distant signal at Arley.

The signal box mounted on the platform at Whittington, near to Barrow Hill, featured strongly in a shot of a Class 31 diesel hauling a freight train. Then came a trip to the Torbay

and Dartmouth Railway, where Dartmouth and the River Dart formed the backdrop for a superbly composed photograph of a steam-hauled train crossing Greenway Viaduct. This photograph prompted Mr Jones to comment again on vegetation growth adjacent to a railway track. He said that since this 1979 photograph the extent of vegetation growth has made it virtually impossible to get a view of the track at this picturesque location.

On one of his escapades to the West Country, Castle Cary on the ex-GW main line was a convenient point to take a break. Therefore, it was not surprising that he secured a fine shot of a Class 50 thundering past the semaphore signals on a service train to Plymouth but also another one of a sister Class 50 passing at speed in the opposite direction past the ARP-style signalbox, with an inter city express bound for the capital. Mr Jones commented that this signal box was the replacement for the one that had been completely destroyed in World War II. Continuing his exploits in the West Country, a shot of Class 46 No 46002 was captured at Dawlish Warren and another one of ETH-fitted Class 47/4 No 47573 at Newton Abbot Station. As the latter departed with a westbound service, the view in the background clearly showed the motive power depot (NA). It is thought the depot was still in use at the time as a diesel locomotive was stabled in the shed yard. The premises of railway book publisher, David & Charles, was also included in the picture. Making a stop at Totnes, which is located some nine miles further along the ex-GW main line, the presenter took the initiative to photograph a rather filthy 'light engine' Class 50 No 50044 close to the over bridge at the west of the station. Justifying a 'light engine' shot, he explained that the photograph did contain some interesting points, commenting that the locomotive was running round its train of ballast (out of view in the station) and the track in the left hand foreground had been previously used as a recess for Dart Valley line trains during the time they were permitted to use the main line platform at the station. Furthermore, he said the open space clearly seen behind the locomotive had been, until *circa* 1910, the site of a former locomotive shed.

Still in 1979, photographs showed: ex-LMS Jubilee Class 4-6-0 No 5690 'Leander' hauling a special train; a Class 25 diesel with a short freight train at Aberdour; ex-S&D 2-8-0 No 13809 in the process of restoration at Kirk Smeaton; A4 No 60009 'Union of South Africa' passing over the River Tay and also with the same working at Montrose; and an unidentified Class 47 at the delightful setting at Charlbury station, the Cotswold line station well-known in railway circles for being that used by the late Sir Peter Parker, who was chairman of the British Railways Board between 1976 and 1983.

As a conclusion to the review of '79, it is befitting to mention the sequence of photographs of a unique working that comprised wooden-bodied rolling stock commemorating the Centenary of Dining Cars operating on the railway system – a working unlikely ever to be repeated. Photographed at several locations, the first image was of a Class 47 hauling the distinctive train, en-route to Kings Cross. This was followed by two further images with ex-GWR 4-6-0 No 6000 'KGV' in charge, near Church Stretton and at Dorrington. A further photograph captured ex-LNER No 4771 'Green Arrow' heading this unique privately-run charter.

Swiftly moving 10 years, the review of 1989 began with a Class 56 diesel locomotive heading a rake of merry-go-round hopper wagons at Ryhope, near Sunderland – the North Sea forming the backdrop to a picturesque shot. It is worth noting that the locomotive was sporting the relatively new coal-sector livery and therefore Mr Jones took the opportunity to bring it to the attention of the audience that it was his opinion that the new designs for locomotive liveries had made a significant impact to a locomotive's appearance. This

improvement had thankfully started the run-down in the all-over blue livery and eventually ensured the demise of austerity.

Yet another visit to the Great Central Railway showed an ex-NCB J94, sporting the number 68009, posing for the camera at Quorn. Then we saw restored unrebuilt West Country No 34092 'City of Wells' on a train near Oxenhope at the Keighley & Worth Valley Railway. Down in Kent, Class 207 No 207004 featured on the Medway Line. Lowestoft in East Anglia was the location for a red-striped Class 31, in charge of a rake of Grainflow wagons. Fiskerton, on the Nottingham to Lincoln route, featured Class 5 steam locomotive No 44932 passing the signal box with a "Lincolnshire Poacher" special. Remaining in Lincolnshire, a Railfreight-liveried Class 31 diesel highlighted a delightful scene as it headed a short freight train away from Lincoln, with the cathedral forming an impressive backdrop.

Saturday 15 April of the same year will be remembered for the Hillsborough disaster. However, on a brighter note on that day, Class 8F No 48151 was photographed in transit between Butterley and Carnforth, where it was to become a resident at Steamtown.

A well-composed photograph of only part of Class 47 No 47574 (in the large-logo blue livery) was appreciated by several members of the audience because it highlighted the impressive structure of Durham Cathedral standing out in the background.

Steam locomotive test specials emanating from Derby, which returned there via Barrow Hill, became a common feature in 1989. It was fortunate, therefore, that on one of these occasions the photographer was on hand at Stanton Gate to capture ex-LMS Jubilee No 45596 'Bahamas' on such a working. The same locomotive also featured on another working - that occasion being a special organised in conjunction with the Midland Counties Railway 150 celebrations - Lenton Junction on the outskirts of Nottingham being the location. A cavalcade of diesel locomotives including D4 and D9019 returning to the Midland Railway Centre after display at Nottingham Midland station were seen being hauled by Class 47 No 97561, newly repainted in Maroon livery, which had been appropriately named 'Midland Counties Railway 150 1839-1989' a few days earlier. Standard 2-6-4 tank No 80080 and ex-LMS Jubilee No 45596 'Bahamas' featured on other specials organised in conjunction with the event between Derby and Nottingham.

Earlier in the review, I mentioned that the presenter was well-informed. As a result, the well-structured presentation was comprehensively complemented in eloquent fashion with relative information when appropriate. Ex-works Class 26 No 26006 provided the ideal opportunity for further information when it was seen waiting to join the East Coast Main Line at Prestonpans with a Blindwells opencast disposal point to Cockenzie power station coal train. The presenter pointed out that when the disposal point was in the planning stage the local authority placed a condition when permission was granted that coal should be moved by rail.

The ever-changing scene includes track rationalisation, closures, demolition, and new and replacement facilities, therefore, it was appropriate to highlight some of these events. As an example, rationalisation of track work was highlighted in the photograph at Cudworth where the former main route had been reduced to only two tracks. A further example was where a footpath now replaces the railway line that belonged to the former colliery at Tibshelf. Both examples featured a Class 56 hauling coal trains.

The last year of the century, 1999, was the third year to be reviewed. Again, the much-travelled photographer opted for Radford Junction, near Nottingham, to sight and photograph ex-LMS 8F No 48773 on a charter special. He explained that the first council houses built in Nottingham could be seen in the photograph. A further steam-hauled special, this time much nearer to home, rebuilt Merchant Navy No 35028 'Clan Line', featured on a return "Pines Express" special, the train speeding past the loop at Elford, between Burton and Tamworth.

The GCR was the location for a sequence of photographs of the preserved N2 locomotive. As a result of creativity for the benefit of the photographers who had contributed to the event, this locomotive was renumbered on four consecutive runs, with it displaying four different numbers and recreating scenes of a past era. The same line was host to what is believed to be the longest ever freight train in preservation when the 65-wagon was pictured with 9F 2-10-0 No 92212 in charge. Ex-LMS 8F No 48305 was screened, as it approached Woodthorpe Road Bridge, showing the long rake of wagons heading back to Loughborough.

Shelton steelworks near Stoke-on-Trent set the scene for an industrial setting featuring preserved Bagnall 0-4-0 saddle tank No 2623 'Hawarden'. This locomotive was viewed shunting steel wagons into the works. Another photograph showed the Dubs 0-4-0 crane tank locomotive in the picture too. The steelworks have now closed therefore this scene can no longer be recreated.

The presenter took part in photographic charters throughout the year at the following railways: South Devon, West Somerset and the North Norfolk to highlight three. His excellent photograph of No B16 No 61572 standing at Sheringham station, was indeed a fine sight.

During 1999, one of the highlights included the traversing of the West Coast Main Line by a brace of Standard 2-6-4 tanks Nos 80079 and 80098 photographed passing Linslade. They were also seen at speed on the Leicester to Peterborough route. Later in the year the same duo was photographed near Lichfield Trent Valley High Level on "The Three Spires Local" special, which they worked between Birmingham International and Crewe.

Recreating a scene of the past, Furness Railway No 20 was captured waiting to depart from Haverthwaite station, on the Lakeside and Haverthwaite Railway – the train driver standing by the locomotive elegantly dressed in Victorian costume complete with a red neckerchief. The Kent & East Sussex Railway hosted Terrier A1X No 32678 for a while, resplendently painted in BR Black - the locomotive provided a suitable subject for a reflection in the water of the adjacent river. The footplate crew of No 32678 provided the subject of a further photograph at the K&ESR, this time at Wittersham Road station.

Modern traction was the order of the day for the following transparencies: 'St Mungo' – not the Peppercorn A1 Pacific, but a parcels sector Class 86 electric No 86425 – speeding through Lichfield Trent Valley Low Level; a Class 60 sporting the EWS red livery passing Hednesford No 1 signalbox with a Cannock Wood Colliery to Rugeley Power Station merry-go-round coal train; a Class 56 with a rake of cement wagons at Northenden Junction; and, finally, the image of a Class 142 Pacer unit provided a contrast with the past at Parbold in Lancashire – the signal box displaying the name of Parbold Cabin.

'In Retrospect' continued with a look at 2009 and yet again there were many photographic opportunities throughout the year and Mr Jones, armed with his camera, set about the task of

recording as many of these events as possible. Travelling to Folkstone, he witnessed Britannia Class No 70013 'Oliver Cromwell' hauling the final passenger train as it departed from the harbour station. He commented that the viaduct in his picture is a listed structure, therefore at least some of the route will be preserved! Further steam specials included: a private charter headed by the restored 46115 'Scots Guardsman' passing Melton Mowbray (the first time a Royal Scot had been seen there on a passenger working since 1962); "The Tin Bath Extra" specials in Lancashire where a brace of Class 5s powered the trains through the industrial settings of North West England.

It had been rumoured that Network Rail was to install palisade fencing adjacent to Sydney Gardens in Bath, therefore Mr Jones made a hasty trip to record a First Great Western IC125 set at this location. However, he conceded that his trip may have been a little premature as to date there has not been any work of this kind carried out, thankfully. Down in Cornwall, he recorded what is believed to have been the first time a Class 52 diesel piloted a Britannia Pacific. The ensemble comprising D1015 'Western Champion' and No 70013 'Oliver Cromwell' was pictured crossing Milltown Viaduct near Lostwithiel. Later, a shot of unrebuilt West Country No 34067 'Tangmere', paired with the 'Oliver Cromwell' was seen at Lostwithiel.

The approaches to Toadmoor Tunnel at Ambergate was the location for photographs of Research Locomotive No 31459 heading a test train and a Cross Country 'Voyager' unit – the presenter commented on the striking livery now featured on these types of units and others of the XC franchise. The West Coast Main Line regularly sees DRS locomotives, one in particular is the Stobart-liveried Class 66 hauling the container train conveying products for Tesco's. A photograph of the latter was featured at Low Gill and it contrasted sharply with that of No 46233 'Duchess of Sutherland' hauling a special charter train at the same location. Slightly off the WCML, No 45690 'Leander' powered a special towards Grange over Sands station. On the South Coast, unrebuilt West Country No 34067 'Tangmere' ascended the 1 in 50 gradient towards the site of the former Upwey Wishing Well Halt, with the Isle of Portland in the background, as the train made the return journey out of Weymouth..

Concluding the review of 2009, Hall Class 4-6-0 No 5043 'Earl of Mount Edgcombe' powered a special through Toton. Appropriately, the final transparency was a composition which high-lighted the illumination in the signal box at Horsted Keynes and an array of nearby signal arms.

I would like to take the opportunity of thanking Mr Jones for stepping in at short notice to share with members such a diverse range of photographic images which he superbly complemented with his in-depth knowledge of the subjects enveloped within his "In Retrospect" presentation.

John Tuffs

OCTOBER 2010

The guest presenter for the meeting was John Whiteley from Shipley. John is the author of several railway books, some of which he has co-authored with Gavin Morrison. It was John's first visit to the Society and his slide show was entitled "Five decades of railway photography". John explained that he had begun taking photographs in 1961 and this was where he started his slideshow presentation with British locomotives and locations in 1961 in black and white format.

The first slides were of Bournemouth West, then an A3 at Leeds and an A1 at York in March 1961. 70013 'Oliver Cromwell' at Norwich was followed by the "Yorkshire Pullman" at Leeds in May 1961. Jubilee 45678 on a milk train at Shap was followed by a view of Patriot class 5501 'St Dunstons' at Lune Gorge on a freight. A view of Royal Scot 46169 'The Boy Scout' was followed by a Patriot and a Princess Royal at Hertford. A gleaming A4 60028, and 60031 with A1 60001 'Sir Ronald Matthews' were shown next at Edinburgh Waverley.

Many more excellent slides were shown and here are just a few of them:

Patriot 5507 'Royal Tank Corps' at Leeds City
Coronation class 46252 'City of Leicester' at Shap
A1 60117 under the semaphores at Leeds
An aerial view of Holbeck on Sunday 17th March 1963
A Crab at Shipley in March 1963
A4s 60019 'Bittern' and 60016 'Silver King' at Edinburgh Waverley in 1963
V2 60929 at York shed – now the National Railway Museum
34017 'Ilfracombe' at Basingstoke in May 1964
46251 'City of Nottingham' at Shap in 1964
46255 'City of Hereford' at Carlisle in July 1964
72009 'Clan Stewart' at Beatock with plenty of pre-arranged smoke
72007 'Clan Mackintosh' passing Carlisle Kingmoor in 1964
A4s at Stirling in Easter 1965
34086 '219 Squadron' on the "Pines Express" at Bournemouth
80012 at Bournemouth Central
A4 60024 'Kingfisher' in an early morning shot at Perth

From this point onwards, colour slides were shown. John also mentioned that he had obtained a Leeds Area Pass, which enabled him to photograph from vantage points at the trackside, signal boxes, etc. He produced this Leeds Area Pass at various locations around the country, many times it worked but of course, sometimes it didn't!

A selection of slides was shown covering the years 1966 to 1968. These were mainly of the final years of British steam locomotives but included some shots from Germany in 1970, Czechoslovakia and Portugal in 1971.

After the break, the second part of the show began with slides from 1974 in Turkey and included shots from a 1977 trip to see the last of steam in that country. Some excellent shots of South African locomotives in the 1970s were next to be seen, with a superb view of a steam loco on the Kaaimans River Bridge on the George to Knysna line, with the Indian Ocean in the background.

Then it was back to Britain to see views of preserved locomotives on the main line in the 1970s and 80s. These locos included: 4472 'Flying Scotsman' (with two tenders), 'King George V', 'Bahamas', A4 60009, 6201 'Princess Elizabeth', 'Leander', 'City of Wells', 'City of Truro' and 'Duchess of Hamilton' in 1990. The next slides were views of JS and QJ class locos in China in the early 1990s. Following these were views of modern traction from the USA and Canada.

Finally, John showed us some more British steam of preserved locos at preserved railways, and some main line action from the 1990's and 2000 onwards. GCR, NYMR, SVR, and Swanage were just a few of the locations with locos B1, Q6, K1, 4F, K4 plus many, many more. A view of the recently restored 46115 'Scots Guardsman' leaving Leeds in September 2010 was an ideal way to round off an excellent show.

Let's hope that John has many more slides of this quality and that he returns to Burton to present another excellent show.

Jeff Howard

SEPTEMBER 2010

We welcomed Malcolm Crick back to the stage for a second helping of his slides from his railway ventures from the 1960s onwards. Unfortunately the speaker system gave up the ghost, however Malcolm was able to keep his voice throughout for all to hear, so congratulations for him for doing his very best during this.

Malcolm introduced the show by taking us back to September 1968 at Derby showing one of Gresley's finest, 4472 'Flying Scotsman'. He also captured this train through Burton where his father was on the shed path to get a shot of her passing, but it wasn't the loco that caught our attention, but an engine driver cycling along the path smoking his cigarette. Malcolm left the train at Tyseley to get a shot of her on shed, which he did after sheltering in the roundhouse that once was.

Back at Burton we had a look at the locomotive shed but only class 08s and 25s were visible during this visit. No.1 Leicester Junction (Burton) signal box was pictured before a tour of Cadley Hill Colliery with 'Progress' working the yards. Following the colliery theme we moved to the Littleton Colliery to see J94 type No.7 crossing the canal bridge. A little further afield in South Wales we saw a wonderful street scene showing cars of the period waiting at crossing gates for the unusual side-tank industrial, something any modeller would aim to recreate in miniature. Over the hill at Mountain Ash Colliery was ex-Great Western Railway pannier No.7754, now preserved, shunting coal wagons - amazingly still carrying her front number plate. Another look of Cadley Hill showed 'Florence' No.2 and J94 type No.1.

Industrial railways in the peak district also attracted Malcolm's attention as was shown by his visit to Colder Quarry at Matlock with the antique 0-4-0st shunting the yards. Wirksworth also featured with a view of 'Holwell' No.3, famed as the second oldest working steam locomotive in the country, built as long ago as 1873.

More local photographs showed Coalville station with the stone Midland Railway plaque that is now on the footbridge at Shackerstone station. Eggington Junction Signal Box gave

Malcolm a great vantage point to watch test train Class 24 come off the test track. Then it was back to Burton to see another Gresley design in the shape of A4 4498 with ETHEL (Electric Train Heating Ex Locomotive) in tow. Class 45s hauling lengthy trains towards the south were viewed from the ironbridge north of Burton station. This Victorian station was well-recorded by Malcolm in several slides showing the various stages of demolition.

London North Western 'Hardwick' and Midland Railway 1000 were captured on the Gainsborough Model special to Leeds. Jumping back to Birmingham New Street, Western D1031 hauling an ordinary passenger train to London Paddington gave Malcolm a chance to travel on it as far as Reading where he managed to cross platforms to catch a going away shot. A brief glimpse around Barry scrap yard showed 5043 tenderless and an unusual view of 'Ark Royal' D601 before it met the cutter's torch. And 48305 was shown playing hide and seek amongst wheel sets from the cut up wagons.

Back at Derby on a visit to the works open day during setup allowed Malcolm a chance to get pictures without the crowds for which these events are famous. We visited the scrap line to see 25030 and 45067 before ex-works 44008 'Penygent' with her unique white stripe on a blue background. 44009 also appeared on the works with two slides showing either end of the loco as they differed due to a collision with one end replaced with an oblong route indicator. There was also a rare visit inside the workshops with several HST power cars under repair.

Leicester Central station demolition started the Great Central slides. We later looked at East Leake before closure and early preservation with 71000 at Rothley before her mainline touring.

After the break we got straight back with a short show of Peter Baumgartner's slides of Bass-related images. Then Malcolm took over with a view of Birkenhead shed when he visited aged 14 showing a very atmospheric scene on 2nd July 1966. We continued the shed theme across to Edge Hill where 9F 92029 smoked away. Oxley was another 'bunked' shed with Malcolm focussing on locos 42777 and 44294. A visit to Birkenhead Woodside shed had 42613 smoking away. Then Malcolm went on holiday to Weymouth in July 1966 and saw 35029 and 34004 on one of her last trips. Across the water on the Isle of White we looked around Ryde shed before catching a train up to Shanklin to see No.20 'Shanklin'.

Back on the mainland and an atmospheric Nine Elms welcomed us with 82029 and 92026 on 4th march 1967. South Blyth and Sunderland shed views slipped in before going back to the LSWR farewell tour with 34004 and 73085 at Kensington Olympia. There was another view of the train at Southampton before we moved on to the 15-guinea special at Manchester Victoria with 70013. Another event Malcolm witnessed was 'Alberta' on her last run on 28th October 1968 with a view at the much-changed Normanton station. Little did Malcolm know but one smartly dressed individual in his shot who at the time he didn't know, is now one of his best friends, proving what a small world it can be. Another rail-tour was recorded at Stockport with 48652 being replaced by 9F 92218. From there she ran into Liverpool Lime Street, and this last 9F-hauled passenger train was shown at the end of the line where Malcolm cleverly used the windows of a DMU to catch a reflection of the famous clock with the 9F at the buffer stops.

A candid camera moment of two Burton Railway Society members on a special train brought laughter to the room with an unusual but comical view of his train spotting friends - facial expressions gave away what kind of day they must have had. Back to the railways around Burton showed Alrewas signal box with a variety of traction including a 47 on tanks and a

class 58. February 1988 showed 50016 working along the Burton - Leicester line on a special on a cold day passing the Drakelow power station branch. World famous A4 no. 4486 'Mallard' on her 50th anniversary back-to-steam specials was shown racing through Barton and Walton. Back again at Derby we saw 5305 under the concrete roof, now rebuilt with a more lighter looking metal structure which brightens up the station and improves its appearance.

An out of the train window shot of 45055 on the 16th July 1968 hauling a rake of conflat was the last photo Malcolm took of commercial steam passing through Lancaster. A look around Cohen's scrap yard followed with a selection of diesels including D840, D8400, D8236, D8213 and D8223. Malcolm had an early preservation shot of the Severn Valley with 3205 on workings where passengers could travel the line if they got day membership (this before the SVR was granted its light railway order and the line was officially opened to the public. Dawlish made a brief appearance with D1009 on freight and 45047 racing through the station at Dawlish Warren.

On train shots from the Weymouth boat train showed how close cars were parked to the line, some even had to be bounced out of the way to allow the train to proceed, but 33107 did not let anything get in her way. There was no time to doze off as we kept jumping across the country. Ilkley showed off its impressive range of tangerine enamel station signs late into the BR era. This was followed by mainline preservation with now-stuffed and mounted 'Evening Star' on a rail-tour through York. On another rail-tour, D1013 was caught and onboard photographs showed the approach to Saltash bridge. Then came images of Penzance where Malcolm was photographed in his younger days in the cab of D7022. More images of Burton showed ex-works 45010 on a stopping train and a view of 'Vulcan' working north from the end of the platform. Coalville open day and final views of Cadley Hill finished Malcolm's selection of slides.

We had been taken all over the country, seen a range of railway history from shed bashing in early 1960s to Barry scrap yard and the introduction of diesels. We had visited many locations across the country with an informative commentary (despite the problems with the speaker system). A well-received night kept visitors mesmerized - waiting to see where Malcolm was taking them next.

SEPTEMBER 2010

On the first of the month, Peter Gray from Torquay, made a welcome return visit to the Club – about his sixth – to show more of his brilliant slides. His presentation was entitled "The West Country in the 1960s", but a handful of slides had been taken in 1959 and in the very early 1970s. The evening was very well attended, Peter's reputation going before him, with members no doubt remembering his previous quality presentations.

The opening shot was of 1014 "County of Glamorgan" in an atmospheric night scene at Bristol Temple Meads. (Peter reminded us that this loco is to be resurrected by the GWS at Didcot.) The next scenes were all at Bristol including some showing Brunel's original station, albeit 'sans' trains. Working down the GW main line to Taunton, a three-quarters rear view of a 73xx and a 41xx on down-trains showed what Peter counted as 38 semaphore arms! Today, of course, it is completely denuded of such equipment.

In the vicinity of Whiteball Tunnel, mouth-watering shots of premier GW steam power included a particularly colourful scene of 5071 “Spitfire” on a down express with a carpet of bluebells in the foreground. A reminder of the harsh winter of 1962-63 was of 1421 in deep snow near Halberton Halt on the ‘Tivvy Bumper’ autotrain. Back on the main line, we saw 5050 on a Cardiff – Paignton train. This was a pleasant surprise for the photographer as this service was at the time usually an Inter-City dmu.

Some of the later scenes showed construction work on the M5 motorway with a ‘Western’ class diesel on a down express. It was followed by the down ‘Cornish Riviera’ hauled by a ‘Hymek’ and two ‘Warship’ class diesels, although probably not all working!

An intruder on the GW was shown next: 35023 (without nameplates) was seen passing the closed Silverton station with a rail-tour, probably in 1966. Further Southern steam was encountered at Exeter St Davids in the form of ‘W’ class tanks 31911 and 31914 employed on banking duties up to Central station. A night shot at Newton Abbot showed 4949 in December 1962 with a GW ‘Centenary’ coach in its consist being very obvious, located next to the loco. Dainton Bank was encountered with the now-preserved 4936 in full bore on a heavy ballast train - a slide you could almost hear! A further intruder, albeit built at Swindon, was ‘Stanier’ 8F 48444 on a down freight at the same location.

Cameo shots of the fledgling Dart Valley Railway followed, including some of the now-isolated Ashburton station, the line south thereof being severed by the dual carriageway of the A38.

The second half of the show leaned more towards SR steam in the West Country, including 34059 on the Plymouth – Brighton through train at Lydford and evocative scenes at Halwill Junction during its rush-hour – sadly now just an housing estate – how are the mighty fallen! Even LNER motive power was shown: this being 60024 on a rail-tour in March 1966 approaching Honiton Tunnel.

But the birthplace of GW steam could not be ignored and we saw shots both outside and inside at that most prestigious of workshops – Swindon. The concluding scenes were of the much-loved Somerset & Dorset on its central section. The final slide of all was an Highbridge branch train receding into the distance at Evercreech Junction on New Year’s Day, 1966 – a place and time that your reviewer can claim – “I was there!”.

Paul Forbes

AUGUST 2010

Members welcomed Graham Briggs to Marston's Social Club on 4th August and were treated to a film show entitled ‘Steaming through Britain’.

The first half comprised an amazing variety of locations and locomotives on the main line, and the second half, an equally bewildering number of preserved lines and locomotives. The appreciative audience was not surprised to hear that Graham clocks up over 25,000 miles per annum chasing steam.

So, it was on to the first half - Main Line Steam. All the shots were of very good quality, and were shown in chronological order. There were too many views to give a complete list, but I will talk about the highlights (for me, anyway). Panniers 9466 and 9600 in the rain at Albrighton and then the sun at Hagley were very good, as was the atmospheric shot of 5043 against the light at Toton Yard. The night shot of 70013 with its chime whistle was appreciated by many. There was a lovely 'da-da-da-aaaah' sound with 62005 on the "Jacobite" followed later by some spectacular views on the winding track to Glenfinnan and beyond. It should be noted at this point that Chris Canner beat his previous record of being declared asleep at 24 minutes and 35 seconds into the presentation.

There was a very good shot of 6233 at Dwygfyfychi, and a good series of the same loco at Holyhead. This was surpassed by a long sequence of 44871 in the Hope Valley which was probably the best sequence so far, but this was beaten by some of the shots of the "Great Britain" tour. There were 44871 and 70013 at Brampton Speake, then 70013 at Bay Horse, and again at Abington where lady luck was on hand as a Pendolino nearly obscured the Brit. These were followed by some great sequences in Scotland - 61994/70013 on Culloden viaduct and 70013 on both the Tay and Forth Bridges amongst many others. But Graham kept the best till last with a superb series of views of 61994 around Acnasheen - the exhaust displays were truly amazing. What a way to end a very good first half

The second half was devoted to steam on preserved lines, and consisted, by necessity, of shorter length sequences but many more of them. I counted 88 different locos or combination of locos with some of them duplicated at different locations! Gets about a bit does Graham

Highlights for me were 5786 at Sterns on the SVR, 3803 on the curves at Riverford (SDR), 9681 easing through Whitecroft on a goods train on the DFR and, of course, the Furness Railway No 20 at the GCR Golden Oldies Gala. Who would have thought at the end of steam in 1968 that you would be able to see so much in the UK in little more than six months?

So it was a superb show by Graham, much appreciated by all.

Dave Hook

JULY 2010

July entertainment was provided by Robert Falconer who presented 'Steam in the UK'. Robert was late arriving giving cause for concern, but he was able to set up ready for the 7.30pm start, much to the relief of the Chairman who was getting ready to put "Plan B" into operation. The lecture covered a mix of visits to preserved lines mainly on charters or gala weekends with main line interludes interspaced.

A start was made down south at the Kent & East Sussex Railway and featured a nice reflection shot of the Terrier crossing a bridge. On next to look at the nearby Bluebell Railway for the Giants Of Steam and the Branch Line galas: 73082 'Camelot' featured in the former and E4 'Birch Grove' in the latter. Then into Hampshire to the Mid Hants where we viewed 30053 masquerading as 30479 on a photographic charter. Up country to Didcot with a visit from 'Duke of Gloucester' in 1991 followed by a 1993 night shoot visit - some dramatic shots on this occasion. After the Great Western interlude, Robert moved us to the East

Somerset, back to 1995 for a charter with J52 68867. This was at a time before the shed there lost its roof, thankfully now restored.

Moving up to the Midlands, the next call was the Gloucestershire Warwickshire Railway for action with 4566. A very nice tree shot showed Robert's artistic interpretation of a photographic subject. He stayed overnight here in his car and was subjected to a visit from the local "Bobby". At the Severn Valley, I particularly liked a close up shot of a packed motive power depot. This was pre-heavy handed health and safety concerns when it was possible to walk amongst the assembled giants. The B12 and the 'Great Marquis' both looked the part on the railways teak stock. Later on, 61994, now in BR black, looked just as good on the maroon coach rake. It was time for a visit to the main line and the Welsh Border country for 'Bahamas', then a double-header featuring 80079 and 44767, before watching 80079 and 80080 climbing the line near Sugar Loaf. At Welshpool, a narrow gauge interlude featured 'Countess' and then it was onto Llangollen with shots of a couple of re-numbered Pannier tanks. 'Foxcote Manor' drifted by on a goods train and an Ivatt tank featured bathed in dramatic lighting. Robert had images from the Ffestiniog, Snowdon Mountain, Llanberis Lake, and the Welsh Highland railways before returning to the main line at Abergele and Holyhead. This section was rounded off with visits to Tyseley and Hatton Bank. A pleasant sunset shot at Bearley Junction was appreciated by the audience.

Moving east, the B12 dressed in green strode along the North Norfolk and 81 61264 had the windmill at Weybourne in the background. At the Nene Valley, Robert showed the continental 3628 from the Nord system, this was one of his earliest slides - he was still at school then. 'Flying Scotsman' appeared in its final BR guise with double chimney and German smoke deflectors, but altered so that it was 60039 'Sandwich'. It very much looked as though our stalwart member Steve Warren was on the footplate - even he had to have a "double take". Robert likes 60103 in single chimney form, but I very much preferred it as shown here. Anyway a swift move down the road took in the small set up at Rutland and another night shoot. Logically the big set up at The Great Central beckoned and the following locos featured at various stages along the line: 45593, 35005, 5029, 46229 (a good steamy close up), 60532, 48305, 49395, 61264, 34039, 4771, 69523, 34101, 63601, 75014, 92203, 92212, 70013, 6990, and 5224 - truly a line for all seasons. It was also a reminder of locos now elsewhere and unlikely to come back.

A swift visit to the Battlefield Line opened up the second half, moving onto 4F, 44422 at the Churnet Valley. At the nearby steeply graded Foxfield Industrial Railway, it was in the depths of winter snow. Peak Rail offered 92203 - Robert lamented the lack of interesting visiting engines at this railway. The causeway at Butterley (Midland Railway Centre) offers lots of opportunities for delightful shots with Jinty being the main star on this occasion. The main line again beckoned with locations at: Nottingham - 34027, a volcanic departure; Derby - 71000; Stenson - 46229; 53809 in the Amber Valley; and 60009 at Barrow Hill, close to where Robert lives. This latter location is likely to be lost soon with the possible erection of the dreaded palisade fencing. The Hope Valley and Kinder Scout showcased 44932, and 48151 in 1995 reminded us of 8F hauled stone trains at Tunstead Quarry. An atmospheric shot of a 1F inside Barrow Hill shed taken on the opening night rounded off this particular section.

Travelling north, an open day at Doncaster Works revealed 60800 and 'Henry Oakley'. Whilst at the East Lanes, an interlude started with a night shoot at the depot followed by shots at Burrs and Summerseat. It was galling to be reminded of just how good 46229 looked in BR

green. 76079 and 45407 forged up Copy Pit at Portsmouth before we had a photographic wander up the line at Keighley. Then we visited Embsay where the J15 looked good in a night-time shot. Now in Settle & Carlisle country, we first encountered 'Sir Lamiel' heading south from Skipton in the days before this section of line was electrified. Robert showed his first ever railway slide – 'Lord Nelson' leaving Hellifield in 1984. On the S&C proper, we encountered 46203, 46229, 34067, 46115, and 71000.

On the Lakeside Railway the assembled photographers took to a set of crates as a make shift pier and got wet feet when they began to sink! Oh! the joys of trying for a slightly better photograph. It made me think of a friend of mine (and BRS member) who, wearing a pair of shorts, attempted to stand on top of a hawthorn hedge at Welshpool. Luckily for him, I was able to grab him before he ended up with a nasty injury when the top of the hedge gave way! Across at York NRM, Robert was on hand to get the A4 line up of 'Sir Nigel Gresley', 'Bittern' (masquerading as Silver Link), and 'Mallard'. Moving further north, the Tanfield Railway was visited. At nearby Beamish, the J21 and the J15 visiting from the North Norfolk were lined up together. Finally it was across the border for the annual main line Scottish bashes. The K4 and K1 both looked good in LNER green at Fort William. All the usual locations were featured: Glenfinnan Viaduct, Rannoch Moor, and the Horseshoe Curve.

When the evening concluded, by my reckoning Mr Falconer had visited 30 preservation sites for his show. Robert also has presentations from China, Cuba, South Africa, and the United States. In the near future he plans to publish a book entitled "Steam in Derbyshire". We are glad he arrived for the evening session.

Mark Ratcliffe

JUNE 2010

On Wednesday 30 June, we were privileged to be entertained by Mike Notley, (Steam Railway Magazine, performance recorder and Top Link columnist) and David Court, (main line steam driver).

Mike opened the proceedings by outlining his interest in railways and details of his job. He started work in the Control Office in Derby aged 15 and quickly realised that there were people of considerable experience ready to help, provided they were approached in the right way. Thus rather than direct, the best way was to say to someone like Ernie Gamble, we have a problem and Ernie would come back 20 minutes later with the remark, "Problem solved." Mike soon developed an interest in train timing and locomotive performance and his first attempt was made in 1958 on a Derby to Crewe run behind Crab 42859. This was not as successful as he had hoped, so when he planned a trip on the East Coast Main Line, Senior Inspector Roy Watkinson lent him his prized stop watch with the instruction, "Don't break it." There was Mike having an exhilarating run behind 60110 'Robert the Devil' (what a superb name for a loco!) at 87m.p.h. when he suddenly realised the finger on the watch had broken off. He dreaded informing Roy of this, but when told, Roy simply said, "Fair enough."

It was time to introduce David, and Mike said, "There are drivers who never run; those who run when the football team is at home; those who run all the time; and mad headed b-----, - over to David."

David always wanted to work on the railways much to the annoyance of his father who was a driver at Doncaster Carr Loco. Aged 15, David left school a month early to start as a cleaner at the same location. Cleaning was a dirty job and at the end of a shift his overalls were soaked in paraffin, yet no comment was ever passed when travelling home on the bus. The top of the boiler was never cleaned unless the engine was booked for a particularly important job: even in those days, it was considered dangerous because the only way to do it was to stand on the hand rail! David was keen, as soon as the allocated jobs were done, he was out riding the system and gaining experience. He got into bother with the management for doing this, but he was unperturbed. By 1963 he was a regular fireman and by this time Alan Pegler had acquired 'Flying Scotsman' and David frequently swapped jobs so he could fire on this engine. He much preferred a trip to Kings Cross than on a 9F to Wath. He then explained the different links at Doncaster with the first one being the 'Plant' pilot link at the works. Then there were: the prep links including changing engines at the station; test engine link with a run to Barkston Junction; various colliery links which increased in distance; seaside; swop over; and finally pacific link. One run was termed the 'Banbury', but 'Donny' men only worked as far as Annesley or occasionally Leicester. On his first trip to Annesley, the engine, 44764, was stabled next to 46125 and 45735. Sadly, these fine machines were very run down and Annesley had them to get a few more miles work from them before they went for scrap. In April 1966, Doncaster closed to steam, but there were still jobs with engines from other sheds, notably from Leeds. So David had firing turns on 44893, 44896, 45562 'Alberta', 45593 'Kholapur', 45647 'Sturdee' and 45697 'Achilles', and, he was also still firing 4472.

Then a notice was received asking for volunteers to work on 'Flying Scotsman' for two months in the USA. Reputedly, 7,000 firemen applied. David was interviewed by Alan Pegler and was nominated for four trial trips with the loco which included March and Newcastle. He was selected, the only fireman to go. At this time, he was aged 22 and had just got married. He went across to the States with Driver Norman Clarke of Doncaster and Driver Foster of Kings Cross. The exhibition tour visited Boston, New York, Washington, Atlanta, Dallas, Fort Worth and ended in Houston. As this was a British enterprise, the IRA. began following them and a bullet mark in the cab side resulted in Alan Pegler paying out \$25,000 for a lighting rig for night time protection - the financial slide for the tour had begun. The team worked hard and played hard. Once they covered 712 miles with only a six hour break. David recalled a particular visitor to the loco at one location who looked at the coal in the tender and then asked David if the engine was oil fired! [This reminded me of a friend who visited the SS 'Great Britain', at the conclusion of the tour the guide was asked by an American: "Say who was this guy Brunei?"] At the end of the US tour, the train was then taken a further 320 miles to Slaton West Texas where it stored in a disused Santa Fe roundhouse. While the loco was there, the finances came apart and thankfully Bill McAlpine came to the rescue.

When David was back home in Doncaster, the bulk of the railway work was diesel with only the occasional steam special. However, D.C. was chosen to look after 'Green Arrow' for four days during the Rainhill celebrations. In order to be passed to drive David had to go to Leeds Neville Hill. Then in 1978 he took a refresher course to enable him to drive steam locomotives on the main line. The bulk of his day-to-day work saw him driving: Deities; HSTs; Classes 31, 37, 47, 58, 66 and 67; and electrics 90, 91, 92 and 321 units. When pressed, David admitted a grudging admiration for Deities and related a memory of a particularly fast trip with 12 coaches in tow between Peterborough and Kings Cross during which the speed recorder stopped working, the 76.5 miles took just 47 minutes! He also took Doncaster Rovers to Kings Cross for the successful play off final against Leeds, but that was with a Class 67. Another 67 trip involved taking a trial pair fuelled with bio fuel from Kings

Cross to Scarborough with the Royal Train with HRH Prince Charles on board. At the end of this he was presented with a bio fuel tie which was later to prove very useful.

During this time, David continued to drive steam engines and he had fast trips with both the 'Duchess' and an A4. He was however thrilled to be involved with trips out with the brand new A1 'Tornado', one such trip being the engine and coach test out to Scarborough on 4 November 2008. This culminated with a test trip consisting of ten vehicles plus a trailing Class 67 67028. The journey from York to Newcastle included an emergency brake test at Chester Le Street. On the return trip, the train was 23 and a half minutes late leaving Tyne Yard and so used up all the recovery time allowed to reach York a minute and a half early. Sadly, David's reward was to find himself suspended because the EWS management team accused him of going too fast, based on false information taken from the Class 67. Those involved in the interview knew nothing about 'recovery time' and indeed left it out of the 37 page report. Feeling disillusioned, David decided to take voluntary redundancy. This unfortunately resulted in his missing the Royal Train when it came to be hauled by 'Tornado'. He did however get to meet Charles and Camilla. The later spotted his bio fuel tie and passed the jocular comment to David, "I bet you could teach Charles a thing or two!"

At this point in the presentation, it was time for Steve, David's chauffeur for the night, to indicate that he needed to get him to Newark in order to catch his train back to Doncaster. We were able to ask a couple of quick questions relating to David's future. As a keen ASLEF member, he really could not see himself working in a non-union environment for West Coast Railways and he certainly did not want to trundle up and down a preserved line at 25m.p.h. However you never know, we may see that mane of white hair streaming out in the breeze again. We, of course, thanked David for coming, but he enjoyed himself so much he rang me the next day and asked if he could come again. For our part we would be delighted - 22 June 2011 is the provisional date!

Mike was able to stay for a little longer and we had a general discussion about: gauging issues and the problems they cause; trespass by the general public, particularly when 'Tornado' is in town; and palisade fencing. The latter is a bone of contention for Dave Richards of PSOV, who rightly pointed out that we do not fence motorways in the same fashion. This of course led all of us to compare "health and safety" and the "nanny state" in our country, unfavourably, with other European countries.

This was our first "Additional Club Night" - a new name to replace the old term "Natter Night" - in the refurbished and very comfortable lounge of Marston's Club. Hopefully we will repeat the format next year with the same personnel and thanks to Mike for his considerable input and for persuading David Court to come along as well.

Mark Ratcliffe

JUNE 2010

More years ago than I care to remember, as a young amateur thespian treading the boards at Burton's 'Little Theatre' with the Burton Shakespeare Society, it was noticeable that the gentleman, (singular), of the press who regularly wrote up the critical review of the play and individual performances had a fixed schedule whereby he spent the first ten minutes of the performance in his seat, before repairing to the bar of the Midland Hotel to write his review.

It could be said that the review had been well finished, along with a few pints of Bass, long before the final curtain came down of the opening night's performance. With Dave Hook's quizzes, there is absolutely no way your correspondent could emulate this practice!

As always, the Burton Railway Society quiz (and this was the 20th) was presented by Dave Hook as question master (again donning his favoured hi-visibility vest for the more hazardous moments) with his two regular assistants, Kevin and Peter ably performing. The show got under way after the usual procedure of randomly drawing the teams from the hat, letting chance mix the good with the rest of the bad and the ugly, and, with a very good turnout for the evening, ten tables were in action, including some new faces, which are always welcome.

So, with just a few words to provide a flavour of the evening, and a broad gist of the questions, here we go.

Round 1 was a traditional Mixed Bag, and Dave immediately showed his mettle with a question on: a Metropolitan loco Class; followed by a ????? Knight; then the name of LMS 5552; number of 'Britannias' preserved; the name of GW loco 6922; two initials from the RCTS; and the sum of two GW County class locos. At the end of the eight questions, it was revealed that the answers to the questions read: 'A Happy Silver Jubilee 2(to) Burton Railway Society 2010'. Well done Dave – cleverly thought out.

Round 2 took us to a round entitled 'Jubilees', but, as always, it was not as straightforward as one would think, having questions on: termini of the Jubilee Line on the London Underground; Canadian obscure wheel arrangement; and, the LNER A3 with a Jubilee in the name. There were, however, questions on Stanier's locos including: how many were built at Derby (apparently only 10).

Round 3 opened up for teams to play Jokers if they wanted, and, as a real disincentive for this, the round was entitled LNER Pacifics. Questions included: which was the first LNER Pacific to become extinct (Raven NE brand); power classification of the A3s (7P); modifications to the A1s which increased effectiveness (roller bearings); A4 early numbering and LNER Pacific on Midland sheds. I managed two correct in this one, so moving swiftly on to

Round 4: Claims To Fame. A good spread of questions, including: Jones Goods (first British 4-6-0); Adderley Hall (first production GW Hall); Stratford shed 30A (largest steam allocation); the 09.25 Preston-Liverpool service in 1968 (last scheduled steam hauled passenger working); and, one obscure one regarding GW loco 3219, which turned out NOT to be the last train to Burnham on Sea.!

Round 5 produced the Picture Round this time featuring stations, all in glorious colour, some preserved (Bridgnorth), and a gloomy photo under Burton station bridge. Difficulty was experienced by many in recognising Nottingham station.

By this stage, even teetotallers were gasping, so the "pause for a pint", (or in my case, another pint), was a welcome break.

Break over, Round 6 gave us Number Association a good meaty but straightforward round where the question master provided a loco number for the competitors to identify the loco.

Included were: 222290 (Lickey Banker, aka Big Bertha); 4468 (Mallard); 3717 (could only be City of Truro); and, 41966 (Thundersley). I think you get the gist.

Round 7 brought us Links. Mr Hook is very good at these question and I always feel that they make the quiz more interesting. For example, included in this round were the links between: Bristol Temple Meads, 'Lion' and GW 1401 ("The Titfield Thunderbolt"; A4 60010, King 6001, and GW 1369 (a bell); and, most mundane of the round was what links a loco to its tender (the drawbar).

Round 8: Pacifics caught many of us out with: the last BR built Pacific (70054 Dornoch Firth – NOT The Duke); most numerous Pacifics (Bulleid Light); which single class was completely rebuilt to Pacifics (Gresley P2s); and then, the number of A1s not counting the newly built 'Tornado' (49).

Round 9 brought in the Changes, typically, "where would you change to get to...: Lyme Regis (Axminster Junction); Wick (Georgemas Junction); Alnwick (Alnmouth); and, Newquay (Par).

Round 10, and all to play for, and not a dry eye in the house as we used to say, and Dave gave us Station Names. All eminently 'get-at-able' answers included: the bear who loved marmalade (Paddington – did I have to tell you?); "... is not falling down" (London Bridge); and the Walter Scott novels (Waverley). I think you get the drift.

So, onto the 'Last Man Standing', which, via questions on Evening Star commission date (18th March 1960), through to what was the first loco to arrive at the Severn Valley Railway (46443); and the nickname of the Brown Boveri diesel 18000 ("Kerosene Castle), the stage was reached where two teams could not be separated, and questions, and time were running out. Consequently, in a bold management decision, our question master decided that it should all go to the 'Nearest to the Bull' and the final question was: How many locos in total have been named Hercules - not including Steptoe's horse? Apparently, the total was 34, and newcomers threesome team won this outright being only two adrift, I believe.

So, this was just a flavour of what transpired - the quiz was good, the company was good and the beer was good - what more could you ask for? All in all a quiet night; no requirement for the hard hat, not too much aggro for the question master, and no contestants thrown out of the club - still, I suppose we are all getting older.

It was great to see a good turnout for this – ten tables makes for a good quiz. So if you've never tried it, why not come along and be prepared to be amused, educated and not the least, entertained for an evening.

Oh - who won ? Well, the team results are as follows:

B 160 C 124
G 153 F 121
D 148 E 120
A 130 J 64
I 130 H 62

And Team J won the “Nearest the Bull”, and “Crofter” and “Potato Man” at the back of the hall managed a sneaky tweeky 112.

So to conclude, I am unashamedly going to refer you to my final paragraphs in the 2008 and 2009 revues.

“Crofter”

MAY 2010

Wednesday 26th May saw approximately 20 of us assemble for part two of David Wright's expert tutorial on painting and weathering model buildings. Last year David showed us his construction techniques, so this session was a natural follow on. His early interest had centred on constructing models from cereal packets for his model railway and he gradually refined his techniques to the high standard he produced today. So much so that he produced model and back scenes for Mickleover Model Railway Club which led in turn to commissions for Derby Museum for the model railway in the Silk Mill. His work in the shape of a model farm, part of his own model railway, was then seen by the editor of "Railway Modeller" Steve Flint and David has since contributed several articles to that magazine.

For painting purposes, David prefers to use "Wintons" oil paint rather than "Humbrol" - his supplier being John E Wright's in Derby. The shades he makes the most use of, mainly for walls, are: titanium white; black; Payne's grey; raw umber; Vandyke brown; yellow ochre; light red; Indian red; and, Naples yellow. For roofs he uses cobalt violet and French ultramarine.

David dealt first with stonework for which he mixed together Payne's grey and raw umber with a little turps. This was applied as a wash using an ordinary hog's hair brush. The stonework on the model he was working on was formed from "Das Clay". Our demonstrator pointed out that if the model was constructed from plastic, then it was best to prime it first with grey spray primer obtained from Halfords.

Turning next to windows, a swift demonstration showed how to make the frames from greetings cards with clear plastic packaging being used for glazing. The window bars were formed from self-adhesive sticky labels. A DVD filmed by master technician Dave Richards shows in great detail how David carries out this, and other, processes. If you are serious about making your own buildings then this DVD is a must. David can be contacted for a copy via his web site "Dovedale Models". One aim of the evening's demonstration was to show how to colour the glazing bars, this time using "Letraset" pro marker pens - easy to do because the clear plastic repels the ink from the pen! The shade Mr. Wright uses is sandstone. A quick tip on how to age woodwork was then demonstrated; simply rub it over with a silver oil pastel!

Moving onto the slate roof, David applied a base coat composed mainly of Payne's grey mixed with cobalt violet, white' and Naples yellow. Once this was dry he used the same colours again, but on a mixing palette (an old plastic top). This was so he could vary the shades and, by using a chisel-end brush, pick out individual slates. A similar technique was then applied to the stonework on the walls. In the case of brickwork, David added the following colours to those listed above: cadmium orange, light red, and Indian red. We were

of course advised to refer to photographs for getting the shade correct. In the case of blue brick, the colour suggestions were: cobalt blue with Payne's grey ,and white.

To produce weathering, Vandyke brown and Payne's grey were lightly applied with down strokes and then David used a finger to smooth the paint in and "pulled" down. Limestone stains were created by a mixture of white ochre and grey. Again the finger came into play! Weathering for brickwork consisted of Payne's grey with a touch of ochre to give a green effect.

Before attempting to create lichens, the roof paintwork needs to be dry. The shades used were: cadmium orange, emerald and sap green, white, ochre and Naples yellow. This has to be applied using a "DRY" brushing technique, in other words, the paint on the brush is wiped off on a cloth until practically nothing is visible and the paint is ' to all intents and purposes, dry! An old brush is ideal for this technique. Finally, David used a stippling action using orange, ochre, white and the two shades of green to accentuate the lichens.

It was a fascinating evening and a delight to watch a "master" at work. Everyone attending learnt something new, but the reward for David will be if we all try it out for ourselves. Don't forget the DVD.

Mark Ratcliffe

MAY 2010

The 300th Burton Railway Society show was presented by David Mitchell, General Manager of the Talylyn narrow gauge railway in Wales. David's presentation was "Byways Around Britain". He brought along a varied selection of slides that showed a range of motive power, location, weather conditions, dates and stories. These slides gave members a nostalgic look around British and Irish railways during the last operating days of now not so permanent ways.

David started with a look around Ireland's intensive rail network visiting mainlines and branches on the 5ft 3in gauge railways. There was a mix of steam and diesel classes, including an immaculate 'K' Class working a rail-tour in 1961. Modern diesels were shown taking turns among the steam services with rare colour photographs of early Irish diesels and track repair vehicles

Back in mainland Britain, we visited the Foss Island branch and the Derwent Valley Railway. 'Joem' presented herself along a with Class 03 diesel shunter on the 4½ mile Dunnington line. 46409 was featured hauling a rail-tour on the last day of passenger service where pictures showed her fighting against the grass between allotments.

The electric route from Lancaster to Heysham was visited during the final years of service with superb colour photographs of the electric units working during bright summer sun. There was a change of season with the appearances of Black 5s hauling dead EMUs caught in a heavy snowfall that required the assistance of steam to keep the railways operating despite the deep snow. The engineering marvel of Lune Bridge was presented in all its glory with WD locos pulling the famous Heysham tanks as well as Peak diesels wading through deep snow into the station

The High Peak system was covered intensively. There were views of J94 industrial saddle tanks and 47000 tanks, plus Gotham Curve, and the 1 in 14 climb of Hopton incline where locos would storm the bank and produce wonderful landscape shots showing the industrial tanks hard at work in the beautiful countryside. 68079, 47006 and 47007 were locos shown at the time David visited the line. The first half was concluded with a reminder of how railways have changed with photographs of the famous charter train on the High Peak where passengers stood in open wagons - health and safety would have a fit these days if this were to be re-enacted now. It also showed a change in fashion as all passengers wore suits and ties even in the environs of the filth of the wagons - no hoodies in those days.

After the short interval we got straight back to action with a visit to the Isle of Man. The Beyer Peacock-built 2-4-0 tanks were shown hard at work on the preserved Port Erin line during the Ailsa period: summertime trains needed two locomotives to get them out of Douglas station. Views from the line-side and from the signal box helped show the beauty of the railway. The now-closed lines of the Manx Northern Railway were also featured with the ex-county Donegal railcars crossing Glen Moar Viaduct and Glen Willin Viaduct with number 8 'Fenella'. The viaducts piers still exist but Mother Nature has started to hide them. They can still be visited today but unfortunately not by train. Other railways on the Island were also visited, like the Manx Electric and the Snaefell Mountain which later took fame as the unique Dubbs 0-6-0, built for the Manx Northern Railway, worked over it for the 125th anniversary celebrations in 1998

Another small railway visited on the night was the Hayling Island branch with terrier tanks working over the viaduct at Langstone Viaduct with 32678 and 32675 heading trains through North Hayling Halt.

Finally members were taken on a trip along the lines in the Isle of Wight. Both steam trains and trams were shown at work on Ryde Pier. A visit to Ryde shed showed the locos steaming up ready for their next turns and we were off to towards Smallbrook junction. Ventnor was viewed from all angles - from platform, road and cliff tops - which gave plenty of detailed images for anyone wishing to create a small model layout.

David brought along many beautiful colour slides from around the region to give a feast of nostalgic images supplemented by an informative commentary. Despite a small problem with the projection of some slides, the night was well received and enjoyed by the well-populated hall.

Adam Crick

APRIL 2010

The AGM of the Burton Railway Society was held first at the April meeting. It started promptly at 7.00pm and, on its conclusion, members were presented with a slide show entitled '40 years of Photography' by David Walker from Coventry.

The opening slides were of David's home city, these being pictures taken from the top of Coventry Cathedral in 2007, and from the same place taken in 1967. The show was presented at a fast (and humorous) pace and we quickly moved on to Coventry Station. A Pendolino, Class 90 (in coal sector livery on a passenger working) and 86207 in blue livery were seen as

well as a 1965 view of a green Class 40, double-headed with a Class 24. The next view was of a Class 90 in deep snow and David put in a slide of 4472 'Flying Scotsman', recalling a story that new nameplates for this loco were being discussed. It involved simply removing the 'F' from the name and dedicating it to a certain high-ranking political figure!

Moving quickly along, views of a preserved Deltic, a blue Class 31 and a blue Class 40 with one van in tow, were seen before arriving at Birmingham New Street, with a look at a Class 45 with Mark I stock. Being a Coventry man, David explained that he was not a fan of Birmingham New Street!

Wolverhampton was next for the naming ceremony of Pendolino 'City of Birmingham', and then on to Stafford with views, both old and new; in 1964 of a Black 5 and a Class 175. Off to Crewe then to see a Class 47 on Royal Train duty and a 1964 view of a Jinty in pouring rain along with a Britannia and an electric at the same location.

At Chester, a Class 175 was observed and then two Class 47s. Special mention was made of the Skipper units; David mused that a ride on one of these would probably loosen one's teeth! A view of a Pendolino being pulled by a Class 47 was seen next at this location. The Pendolino had not failed – BR had failed to electrify this stretch of railway! Before moving on we were treated to a view of 'Duchess of Sutherland'. A 1967 shot of a pair of Panniers on the Brimbo branch was next, followed by a view of the relief loco, 'Blue Peter', which was to take the train on to Holyhead.

The next stop was Preston with a superb slide of a gantry of semaphore signals taken from the southbound "Royal Scot". Quickly moving north to Carnforth to see Black 5 5305 looking like it had been cleaned with shoe polish and then buffed - it was that shiny! At the same location there was a superb view of 4498 'Sir Nigel Gresley'. Views of the Lakeside and Haverthwaite Railway were quickly followed by a look at the Ravenglass and Eskdale Railway before moving on to Shap with images of modern Pendolinos, Black 5s and 9Fs from the 1960s. Carlisle was our next destination to see 'Lord Nelson', a blue 87 with Mark II stock and Black 5, 45110. The final slide here showed Carlisle station in the late 1960s, still filthy and covered in soot, but with diesels as the motive power.

Scotland next and the Glasgow Museum of Transport for a fine view of the Jones Goods Class no. 103, the first British class with a 4-6-0 wheel arrangement. Whilst in this area, David treated us to views of Waverley, the world's last sea-going paddle steamer, now restored, and the "Duchess of Hamilton", not the locomotive but the Clyde turbine steamship. More Scottish railways and locomotives followed, these being at Perth, the Aviemore Railway, Inverness, Rannoch station, Glenfinnan viaduct and station, the Forth Bridge and Edinburgh.

Back south to Beamish with an LMS aeroplane and then to Sunderland shipyard with views of the last Q6 at Sunderland south dock and a typically filthy WD. J27s were seen on shed and we also had another sight of David's favourite class, a Skipper on a Saltburn service. Moving down to York to view some Class 45s and a Class 40 with the 'dots' in the head code arranged in such a way that made it look, in David's words, cross-eyed. More shots of York included an HST in GNER livery, a Class 56 in Transrail livery and a further 'superb' Skipper. A view of and a discussion on the original York Railway Museum then saw us moving on to Wath-on-Deerne, a place according to David, that the Germans refused to bomb as it 'would not have made any difference'. We were treated to a Class 56 here. Moving on to

Tinsley to view two Class 13s and then to Grantham for a look at the brand new two-tone green Class 47s. 'Sir Nigel Gresley' was viewed at Peterborough and then the 04 and Stirling single at the Great Central Railway. A slide of the Great Central on the last day (1966) at Braunstone was seen next and finally, before the break, views of Kings Cross with Deltics and a Class 31 were shown.

The second part of the show opened with views of Waterloo and Waterloo International. Locos seen included Class 33s, a standard 4 tank, 34018 'Axminster' and Warship Class diesel hydraulic locos. The slide show took us to Vauxhall with a view of a Standard 3 tank, Nine Elms to see Bulleid locos and Bournemouth to view a Class 47.

Back to Clapham where a Class 50 was photographed and then to Basingstoke to see another Warship. Basingstoke shed afforded a fine shot of more Bulleids. On to Eastleigh where a Class 73, a Standard 4, the 'Great Marquess' and USA tank had been photographed. 34006 'Bude' was seen at Salisbury locomotive depot in 1966, then back to Bournemouth where 'Axminster' and 'Biggin Hill' were seen. The sight of the crew on top of 'Biggin Hill' led to David informing us that the whistle had stuck open. Weymouth station saw 442 units and Weymouth Harbour gave a look at an 03 from 1969 and a shot of a Class 33 a few years later.

Over the water to the Isle of Wight gave some views of St John's Road shed and some ex-tube stock. Then we went back to Dorset to see West Bay station with a small length of track, before going to Seaton Junction station. Next came Exeter for yet another Skipper unit and then on to Cornwall to view Class 47s at Penzance and an HST set at Liskeard. The Royal Albert Bridge at Saltash was next with an HST in view, and then into Devon to see locos at Newton Abbot, Teignmouth and Dawlish. Bristol and Temple Meads were next on the journey where David had a very good photograph of a blue Pullman.

A view of the entrance to Box tunnel followed as we headed to Chippenham and Swindon, to see Class 45s and Class 47s. At Reading we saw a Class 50 and another, 'Ark Royal', was seen at Paddington along with a 1976 shot of an HST set. Banbury was our next place to visit with views of 9Fs and a cut up Grange. A Voyager was seen at Leamington and this was followed by a 1965 view of 'Sir Winston Churchill' under the semaphores. Next came a look at 'City of Wells' on Hatton Bank before we arrived at Tysley to see inside the shed in the 1960s and views of the first open day at this location. Nuneaton was next on our travels with a 1977 slide of an Advanced Passenger Train and also a view of a 9F. An LMS barge on the Oxford canal came next before we arrived at Rugby to see Class 66s and an 09, before turning the clock back to 1966 for a shot of Britannia Class locomotive 70002 'Firth of Tay' on the shed. A Class 58 locomotive was next to be seen before finally arriving back at Coventry to view a Pendolino.

So, two journeys for us to see in one evening, and a chance to share in David Walker's passion, something that has taken a lot of his time for over forty years. His knowledge of his subject was excellent: in fact he did not refer to any notes all evening. His humour was extremely well received and only added to an excellent presentation and a most entertaining slide show.

Jeff Howard

MARCH 2010

The Society was honoured on this night by the presence of Mike Smith and Richard Inwood, the Bishop of Bedford, both former Burton Grammar School boys. They came to promote, sign copies and show photographs from their recent Silver Link Publishing book, “Moved by Steam”. Each took turns to address the audience on their early train-spotting days, how they met, and their “shed bashing” trips with the Grammar School Loco-spotters Club and later the “Wanderers” Rail-fans club run by Mike Thompson.

Richard showed some of the ‘now and then’ pictures from around Burton. These included 45091 on the “Mercian” rail tour coming off Dallow Lane, taken in 1957 from the over-bridge at Shobnall: a recent colour slide from the same spot showing no evidence of where the track had once stood. On that occasion, Richard was questioned by a passing lady cyclist as to why he was photographing her house! Another old and new sequence was taken from the ‘Iron Bridges’ showing 45601 ‘British Guiana’ leaving Burton on a northbound express with Ind Coope’s and Truman’s brewery sidings on each side of the main lines, wagons in sidings, signals, signal box, etc., but the 21st century shot of a Class 170 Turbo showed very little else of interest was left.

This theme was continued through central Burton. However, one shot that was not replicated in the modern era was of 47000 hauling pallet vans past Robinson’s huge four-storied brewery between New Street and Station Street, which nowadays is just one swathe of tarmac and concrete covered by cars and non-descript shops.

The two authors’ enthusiasm for railways in the 1960s obviously knew no bounds. This was clearly illustrated by Mike’s story of how, in 1965, the pair cycled from Burton over the Cotswolds to visit the Somerset & Dorset Railway during its last summer of operation. However, this trip was undertaken in particularly atrocious weather for the time of year and on their return they decided to let the train take the strain by putting their bikes on a Burton bound train at Bristol – and who can blame them?

By the spring of 1965, Richard had spent the best part of a year down at Oxford. He had good opportunities to photograph the local railway scene much of which was still steam-worked, especially freight and the inter-regional trains, and these were featured in a sequence of shots around the university city. One fine shot was of 6980 ‘Llanrumney Hall’, devoid of name-plates, on a southbound express, with black smoke and GW semaphores – glorious!

In the book is a photo of 60024 ‘Kingfisher’ passing Wetmore Sidings and this was shown on the screen. Presumably Mike knew of its passing as it is beautifully composed in late March 1966 sunshine, passing the eponymous signal box: unlike myself, as I saw it a few days earlier, quite unexpectedly, heading south at Barton & Walton and I nearly fell off my bike!

The authors, in summing up, mentioned the *laissez-faire* attitude of previous authority on the railways when it came to shed bashing whether it be official or otherwise, compared to the strict legislation of today with its health and safety and CCTV dominated stance in society. Those were happy days indeed amply described by Mike and Richard and I am sure shared by the majority of the audience who were “Moved by Steam”.

Paul Forbes

MARCH 2010

A short period of silence in respect of the death of Roy Bates, a former committee member, was observed prior to the start of the meeting.

Making his first appearance at Burton was renowned photographer John Hunt. John boasted an impressive C.V. – member of the clandestine MNA (Master Neverers Association), key NELPG (North Eastern Locomotive Preservation Group) member and currently a fireman and guard for West Coast Railways. Indeed, he was off to Crewe the next day to carry out duties in the latter capacity.

Naturally the slide show started with a shot of a sign which provided the title for the show – “Beware of Engines”. As a premier photographer John had to have his “arm twisted” to include shots from the last days of UK steam. I think he felt these were not up to his current standard, but they were well worth viewing. He started with A4s, moved onto A2s, and included a superb shot taken from the footplate of a V2 on the Forth Bridge. Moving to the North East, his examples of Q6s in action included the authentic livery that these locos acquired - the burnt smoke box door! 9Fs on the Tyne Dock to Consett ore trains followed with one train being banked by an 08 diesel shunter and 92063 on the last ever steam hauled train. Two K1s double-heading a train at Ashington were complemented by “double headed” swans swimming in the river below. John reminded us that a K1 trip around Blyth is planned for 8th May this year. Photographs of shed scenes at Kingmoor, Rose Grove with a very clean named Black 5, 45156, Newton Heath, and Heaton Mersey. Steam on the Werneth Branch was an unusual location, whilst MNA cleaning activities at Rose Grove were brought into sharp contrast with a photograph of a “Flying Pig” being cut up by Thomas Ward’s staff.

John moved on to the post-68 preserved mainline action with slides of 3440 ‘City of Truro’ on the York – Scarborough line and Great Western steam leaving Paddington. ‘Hardwicke’ and 1000 featured at Knaresborough and John reminded us that there would be no “Harrogate Circle” specials this year. The big Pacifics 35028, 46229 and 60009 were seen in action before moving across to Ireland for an 85mm lens shot of ‘Merlin’ at Bangor followed by 171 passing over the River Boyne at Drogheda.

John decided it was time to leave the British shores properly and took us around the world. The first port of call was Spain and, unusually, started with a 4-8-4 in the snow! Wonderful scenes of Portugal followed featuring loco sheds, viaducts, bridges and lots of smoke. There was even a 1-2-0 wood burner in action – it would have made a great 1st April spoof! So to Turkey and 46104 passing over a level crossing, a Turkish 8F and not the Polmadie Scot! Then it was to Jordan before going to India to see the W.P. Pacifics working. In 1983 John and his colleagues were able to charter their own special train for photographic purposes so they could stop it where they wanted and it cost them £30! But they bargained without the locals who joined the train for a free ride with many of them hanging onto the side of the loco. John also photographed on the Darjeeling and the Ganges Plain before moving to neighbouring Pakistan. He declared a preference for the engines here because they were cleaner and more attractive to look at. A 2-6-6-0 Mallet engine was found in East India.

Moving further eastwards, in Java we witnessed a loco being “wooded up” as opposed to being “coaled up!” Next we witnessed a 25mph charge of a train along a main street, with the locals politely keeping out of the photographer’s shot! In Sumatra a promise of full frontal nudity – that woke some of the members up until they found out it was a small boy! The rear

end (or a similar word) of a dog going down a hole graced the foreground of another train. The attraction in this country was the rack railway with a 2-12-2- loco.

It was then time to go to China - locomotives, snow, ice and pollution, the Gobi Desert and of course the Jing Peng Pass with the masterful QJs in volcanic action made an irresistible attraction. In Cuba the old American cars drew much comment from the audience, but incredibly a railway passes over the “motorway” on the flat and trains are guided cross by a single flag man! Steam in Cuba is now very scarce even at the sugar mills. One lovely loco had ‘Marcelo Saladol Mill’ spelt out on the tender.

Now it was time to go to South America to visit Brazil and Ecuador where once again a train worked down the main street. We were able to enjoy the view of two trains on the “Devil’s Nose” on the big screen – a shot of John’s which appears in this month’s “Steam Railway” magazine. In Chile, five engines on shed had a combined age of 520 years – they certainly believed in value for money there. On we went through Peru, Bolivia, Paraguay, and Argentina where John composed a photo that conjured up memories of the last days of steam on Rose Grove shed.

Finally it was to South Africa with photographs around the Cape and Table Mountain before finishing with a memorable going away shot into the clouds. It was evening of superb photography accompanied by an amusing and informative commentary, much appreciated by all who attended.

Mark Ratcliffe

FEBRUARY 2010

Wednesday 3rd February saw another mind-blowing presentation from the famous PSOV team, sharing the very best of preserved steam on Great Britain’s mainline railway network during 2009. Over 90 members fought against the cold February night to watch a variety of trains from an A1 to pannier tanks, double-headed Castles to Black 5s: in fact, something for everyone.

January 2009 saw the first special of the year with 34067 ‘Tangmere’ departing from Folkestone harbour and then blasting her way against the setting light out of Canterbury. This was followed with 45407 working around the glorious Copy Pit area of industrial stone warehouses, Victorian chimneys and back-to-back terrace housing which took us back to the 1960s. On-train footage took us on a ride through the stone buildings then into wonderful British countryside. Just like back in the 1960s.

Archive film took us on a trip with 46115 on the last Scot-hauled train over the Settle and Carlisle in the 1960s. But 2009 brought the sights and sounds back to the S&C with 46115 ‘Scots Guardsman’ in gleaming Brunswick green hauling 12 maroon coaches through the sunny snow-scapes on 7th February – beautiful!

Mainline railways demand speed on certain lines and 34067 certainly put up a crowd-pleasing performance as she pounded the rails from Waterloo to Yeovil. Valentine’s Day was made special as ‘Tangmere’ took her train through glorious sunny countryside. The weather

deteriorated for 70013 'Oliver Cromwell's' train as it ran from Paddington to Newport via Badminton on 1st March.

More archive scenes made an interlude with AIs racing over the metals with 60146 'Peregrine' and 60129 'Guy Mannering'. This could mean only one thing - Britain's newest mainline steam locomotive 60163 'Tornado' was hauling her special from Doncaster to York via Durham. She made an impressive show in her apple green livery on another sunny day. This particular locomotive has links with Burton as her wheels were cast at the now closed factory on Wellington Road. Horse-power was not an issue in 2009 as 70013 was piloted by 5043 on the way to Newton Abbot from Westbury on 5th April recreating the unusual sight. Another combination to run over the rails included 'Oliver Cromwell' and 'Tangmere' on the "Great Britain II" from Penzance to Bristol. Their different exhaust pattern made audio very interesting with both a three cylinder and two cylinder match. Dawlish was woken by the whistles as they raced through up to Exeter where 70013 became known as the 'mardy engine' as she attempted to push Bulleid's spam can. Reverend Awdry would have been inspired to use this scene for one of his "Thomas the Tank Engine" books.

The "Great Briton" continued from Preston to Glasgow behind 46115 with an explosive performance through Carnforth, over Shap and Beatock Bank. Complementing the Midland scene were Black 5s, 45231 and 45407, taking the "Great Britain II" from Glasgow to Inverness. We followed her with beautifully panned views, line-side shots, pacing and an on-train view of the race between the train and a vintage car. Fantastic scenery with viaducts, over-bridges, mountains and river crossing placed these locomotives into the most beautiful countryside Britain has to offer.

The second half of the programme re-started with a trip from Inverness to Kyle of Lochalsh behind 61994 which had a dramatic beginning to the journey as a newly-installed flange-greaser prevented the engine from gripping the rails. Luckily help was at hand to sand the rails and slowly but surely she made her way up in beautiful Scottish scenery of close cut rock cuttings to mountain ranges on the horizon.

There was another run behind the Black 5s on 12th April from Inverness to Dundee. This fabulous run gave the club another mind-blowing view of these locomotives as they majestically swayed by fields among birdsong and cattle. Crossing Montrose viaducts in low light was another highlight of the night as was taking a cab ride on 45231 over the Tay Bridge on the Dundee to Edinburgh train. 45231 was later seen crossing over the Severn bridge at sunset.

Newly restored 5043 (thanks to Tyseley) and 5029 were seen on 16th May from Hereford to Gloucester. Both engines provided a fantastic atmosphere as they pounded the rails against the storm clouds. The Great Western theme continued with archive film of 7029 on 30th September 1967 over the Carlisle route: 42 years later saw 'Clun Castle' back running from Crewe to Carlisle to give a fast paced tour across through Lancaster.

'Tornado' was back on the mainline on 8th August running from Bristol and back via Plymouth. Her apple green paint bearing the British Railway lettering made a fine sight among the fields and trees, blasting away with her three cylinder exhaust.

Both the 'Scots Guardsman' and 'Oliver Cromwell' came back to PSOV's cameras in July, with the Scot making an appearance over the Settle & Carlisle route as a retirement special

for Steven Cornish. And the Britannia was out over western metals from Bristol to Plymouth and back. Carefully thought out filming allowed both sides of the engine to be seen showing both nameplates with their varied black and red backgrounds, providing the best of both worlds.

The Scot made yet another appearance from York over the Settle & Carlisle route back to York. Also the pocket rocket 76069 took its last train over Barmouth Bridge before being sold to a preserved railway. A line up of locomotives including 'Leander', 'Duchess of Sutherland' and 'Bittern' made hair-raising performances, but double-headed panniers 9600 and 9466 certainly startled the crowd as these diminutive locomotives put the bigger engines to shame as they raced across the countryside.

PSOV presented Burton with yet another outstanding presentation and showed 2009's mainline specials in splendid scenery, beautiful sunlight and wonderful weather conditions. A most enjoyable night which brought back a whole range of memories and emotions of a bygone era. A brilliant show which warmed us up on a cold night.

Adam Crick

JANUARY 2010

The title selected by Rob Foxon for his 17th show for BRS was 'Along Midland Lines'. Rob was ably assisted by his son Steve. Due to the snow, the decision to go ahead with the presentation was not taken lightly, but an audience of just under 70 braved the conditions and were delighted with what they saw.

1896: Rob started with very early footage taken on a Sunday in May which featured a theatre train leaving Leeds for Llandudno (Sunday was the change over day for the actors).

1898: Still in Leeds, this time a busy street scene along Briggate with horse drawn trams, an electric tram, hansom cabs and lots of pedestrians.

1900: "Kiss in the Tunnel". Queensborough was the setting for the train in the tunnel and the kiss was filmed in a studio set, but the train emerged from the tunnel near Millers Dale!

1899: Millers Dale Phantom Ride. This was enthralling, just like a modern day cab ride film, only in this case it was taken from a push-pull train with the cameraman, who was firmly strapped to the front of the locomotive, operating a hand-cranked camera to show the line between Millers Dale and Buxton.

1905: The Desborough Co-op Railway. Rob had shown this footage previously, but it was well worth seeing again. It depicts iron ore being dug out by hand and loaded into wagons. A beautifully clean Pecket called 'Progress', (this being the trade mark of the Co-operative movement), shunts the trucks. This film was notable for two items of a cavalier approach to health and safety. In the barrow run, single planks were laid over the shallow cutting and men had to run over them pushing loaded barrows! The planks were pulled out of the way when the loco came for the trucks. Secondly, a shunter hitched a ride on the moving trucks - how he stayed on I do not know, but it looked scary to me.

1908: Scenes outside Millhouses Shed, Sheffield featured mainly Johnson 4-4-0s with 370 and 484 in action. The latter was swung round on the turntable. This completed all the known genuine Midland Railway film.

1934: In later days, Rob was privileged to meet Oliver Bullied's son, Anthony, who lived to the ripe old age of 96. Anthony had wanted to work in the film industry, but Dad had said: "Son, that is a hobby, not a job!" He therefore found himself as a premium apprentice at Derby Works, but he used his contacts on the railway to make two very interesting films showing the railway infrastructure of Derby to great effect. The first was "Platform Departure" from the wooden-planked platform 4. The theme was a young couple being parted because of work. The clip was all the better for continuity issues with what was purported to be the same train departing but in the north-south direction!

1935: "Danger Signal" had as its theme, a young fireman, Ted Adams, who was in love with a girl with a "gammy" leg. Shots from high up featured 1023 in the works and there were superb views of the locomotive sheds and sidings which included Patriot 5532 in un-rebuilt form of course.

1936: "Passenger Trains of the LMS" gave an elevated view St Pancras with 934 departing. Also in view was the lift that took the Burton beer wagons down for the barrels to be stored. Then it was back to Millers Dale with action at the station and terrific views between Chee Tor Tunnels one and two. An undated, but brief glimpse of a Bass loco working over High Street Crossing got us ready for the next film.

1947: The subject of the first film of the evening with commentary was the construction of mainline diesel 10000. The 1600cc engine was shown under test at Rugby with a fitter running his hands over the moving rocker arms! A switch to Derby saw the engine being delivered by lorry and the component parts of the locomotive being assembled. The commentator casually mentioned that the inside of the engine compartment was sprayed with asbestos! The loco was driven out by H G Ivatt - look out for details of a near disaster at this event in your next newsletter. At the same time, 6256 was constructed at Crewe and the two were filmed side by side at Euston with the "top brass" present.

Then there was a brief interval with no raffle or snowball so the show could conclude early because of the weather.

1957: "Fully Fitted Freight" showed the 4.48 Bristol to Leeds, via Burton. Starting in the modern Temple Meads depot, the variety of merchandise carried then was truly amazing. The film used real railway men and no actors: the audience cheered when a man marking 'Derby' on a wagon uttered the words "Up the Rams!" Black 5, 45238, took the train out and shunting movements at St Mary's Wharf along with the crew change over were filmed.

1960: "Blue Pullman" This 6-car fixed formation unit was filmed in colour at the press launch. There were line-side views at Manchester Central, Millers Dale (again), Ambergate, and Loughborough along with stunning pacing shots along the route into London. Rob informed us that the "passengers" were invited railway managers, but they were well looked after and had a good time.

1959: A total contrast, "Railway Roundabout", showed footage of Johnson 2F 58138 still in service because weight restrictions over the spindly Dowry Dell viaduct meant that this was

the most powerful locomotive available to work the trains on the Longbridge to Redditch line.

1959: Next came a double take of action at Rolleston Junction. First, in black and white, was veteran Johnson tank 58085 on the service to Southwell. Then, in colour, was a film shot on 8 April that year by the Reverend Frampton. The service finished for good in June '59.

1986: "Current Affairs on the Midland" devoted itself to the electrification of the Bedford to St Pancras line. The bill of £80 million included re-signalling and three completely rebuilt stations. The commentator declared it was time to get rid of the "smelly old diesel multiple units!" The film itself was a superb record of the construction involved - new bridges and the wiring and gantry work was particularly fascinating. Only 24 years ago, but one worker gave a very passable imitation of a tight-rope walker in carrying out the wiring-up work which modern health and safety inspectors would not allow.

2006: The evening finished with some of Rob's own filming at Barkby near Syston showing the railway still doing what it was built to do 166 years ago.

It was an evening of great entertainment - 17 films including the brief Bass footage. All the money taken at Rob's shows goes into film acquisition and copying (currently costing £2.50 per foot). The next time Rob comes, members may find that admission charges will have to be raised, but it will be well worth it because his shows are such good value.

Mark Ratcliffe