

2015

December 2015: Richard Binding, "Plymouth to Exeter in B.R. days and the current scene"

Unfortunately, due to work commitments, Michael Whitehouse, the advertised presenter, could not attend so the Society was grateful that Richard Binding was able to attend a month earlier than planned.

Mr. Binding commenced with several shots around Plymouth mainly consisting of diesel power. The Leemoor Tramway that crossed the main lines near to Laira Depot was illustrated and a brief history of the depot was also related. Two miles of the Hemerdon bank were soon encountered. It was usual practice to double-head trains up this gradient and various workings at this stage were skilfully illustrated with a mix of Colour Rail and the presenter's own slides. Viaducts in Cornwall are plentiful and a descriptive outline of Brunel's designs was given. Some early photographs were used to showcase these before they were replaced when the track was doubled. Replacement would have been necessary in any case because the first versions were constructed in timber. Richard also included the various branches that diverged from the main line such as Kingsbridge, Ashburton, Kingswear and Brixham. It wasn't all Western motive power either as the Southern got a look in with the Bulleid Pacifics. Crews on these locos needed to maintain route knowledge in case of problems on their own tracks. Even planes and boats got a look in as the show unfolded. Arrival in Torquay area proved an apt stop for the interval.

The second half commenced at the once very important railway centre of Newton Abbot with slides of the station area, works and depot. Your reviewer well remembers narrowly escaping the grasp of a transport policeman whilst visiting the engine shed in 1971! I spotted him first and made a remarkably rapid exit having seen all I wanted to. A visit to the Moreton Hampstead branch was made and even the small engine shed here was illustrated. Richard had several views of the highly scenic sea wall section around Dawlish, this area being well remembered for the terrible damage the sea inflicted on the wall and track in this town. As we left the area he had even managed to find an example of Cockwood Harbour with water actually in it! Unfortunately today this is another area that has been despoiled by unnecessary security fencing. As we drew near to Exeter, Richard produced a lovely Peter Gray slide showing a beautiful reflection of a 'Warship' class diesel as it cautiously negotiated floods on both sides of the track. The presentation was then rounded off with several views of the railway scene in Exeter itself.

It had been a most enjoyable evening and was appreciated by all those present. Society members were no doubt also pleased that to celebrate 30 years of the Society's existence a "membership holiday" was announced for next year and so avoided the queue to pay their subscriptions.

Mark Ratcliffe

November 2015 [The first presentation] Dave Fleming, "Engines I have known: Part 1"

This time our afternoon show took the form of a “double-header!” Dave Fleming started with slides of engines he had known and worked upon.

His first slide was of Bass loco number 1 - one of the engines he had become familiar with as a young lad whilst helping Dad on his allotment. Next was S.R. ‘F1’ class. Three of these had arrived at Burton in the war years to work the Burton – Leicester trains. A glance at the LNER followed with a B16 and an N5. Dave explained that the usual practice for the B16 was to turn on the Dove Junction triangle and work tender first into Burton. This was because the Horninglow turntable was hand operated and difficult to work. The N5 was shown because one of the class, 69360, spent a week on trial as the shunter at Horninglow. ‘Thundersley’, formerly 41966, appeared next, purely because a member of this class gave Dave an unexpected surprise on his first day at work. The unfortunate loco concerned managed to end up in the turntable pit! In an attempt to find work for the Fowler 2-6-2T loco 40050, it was tried out on the Tutbury Jinny for a week – it just about managed it, and the same applied to a member of the 41900 class. So on to 40633 fitted with the Dabeg feed water heater, his comment was that this loco worked well, but it was hard to keep steam tight. The Midland Compound, celebrity 1000, “ran hot” and was sent to Burton to use the wheel drop. The instruction was that fitters from Derby Works would be sent to do the job, but it was in the way so fitter Tommy Turner got on with the job and did it before the works staff arrived! Long standing engines allocated to Burton were 41516, used on the Netherseal Colliery branch, and 41523, which worked the Bond End branch. Apparently, 42336 was the shed’s pride and joy and it was dedicated for quite some time on the Jinny run. Finally, we just had time for the Reidinger Valve fitted ‘crabs’ and Dave illustrated 42824. This was fitted with vernier adjustable cams, with careful set up the loco was equivalent to a class 6 powered engine in forward gear, but the down side was that, in reverse, it was the equivalent of only a class 3!

Mark Ratcliffe

November 2015 [The second presentation] Michael Carrier, “My working days: Marshalling yards”

The second presenter was Michael Carrier making a welcome return trip and having travelled all the way from Armathwaite, Cumbria. This time he spoke about his working days when he was involved with the running of two marshalling yards.

A post he thoroughly enjoyed was Assistant Yard Master at Whitemoor near March in East Anglia. Here there was a bunch of really good railwaymen all of whom had two jobs – yard work on the railway and various tasks associated with agriculture. The main items handled by the yard were: Campbell’s soup, coal and agricultural products. The sidings were laid out with the following in mind: arrivals; the hump section; classification; and departure lines. The latter however were mainly used for storage with train departures leaving from the classification sidings in all directions. A typical task for him on the 6a.m. to 2p.m. shift was to count the number of brake vans. However he quickly found out that it was better to be economical with the truth regarding the number available when reporting to Control. Otherwise Control would have requested that a train of spares should be sent to Peterborough thus leaving him short for his own trains! The next shift spent much of its time sorting wagons and trains - with feeding cows being a priority when cattle traffic was being handled.

But the real work was tackled on the night shift. After the Great Train Robbery, mail carriages were fitted with voice alarms. Michael discovered this much to his consternation following a rough shunt when an automated voice started shouting out, "Help! I'm being attacked by bandits!"

Michael was later moved to take over as Yard Master at the new Kingmoor Marshalling Yard at Carlisle. It was a difficult time for the staff who had been transferred following the closure of the many small yards around the city. These yards had been increasingly ineffective, but, by the time the new yard was opened, traffic was disappearing rapidly: it should have been opened years earlier. But as Michael stated – two marshalling yards, but very different.

Mark Ratcliffe

November 2015: Les Nixon, "Around South Yorkshire and North Derbyshire"

Taking the title as read, Les explained that this would be "A silk purse (late 1960s) from a sow's ear (late 1940s and mid 50s)". This was because he planned to show some of his very early railway photography attempts using a Box Brownie camera. He started in the West Riding with a shot of inside the roundhouse at Holbeck which was very reminiscent of Burton especially with a Jubilee, 'Alberta', on the left. We moved on to the Wakefield area with a slide of a very grimy W.D. being of note before moving down the line to Normanton.

NORMANTON: Les explained that most of the locations he would be featuring have changed dramatically and Normanton was no exception. It was here that he took a particularly favourite portrait, but without a locomotive in sight! In the scene, a full moon illuminated a row of terraced houses whilst a gas station lamp spluttered light over a group of trucks – very satisfying!

CASTLEFORD: Here we viewed a Neville Q6 in charge of coal train in 1965, before looking at a 1969 slide of an industrial loco at Primrose Hill Colliery in the snow.

ROYSTON: Memories revived for me of a large engine shed containing a great number of 8Fs and one shunting a line of brake vans duly featured in Les's photograph. There was also a super shot of a visiting Britannia Pacific 70021 peering into the inside of the shed.

CUDWORTH: Many illustrations here because this was where Les spent his youth and, sad to say, there is nothing left now – just trees and the stone base of the water column. To illustrate Les showed LMS tank 58040, 43032 fitted with a double chimney. an 8F, a B1 in departmental use as no. 32 and on its way to Royston for servicing and, from more modern times, a Class 37 and a Peak.

SILKSTONE: Here two Class 76 electric locos proved a sharp contrast to two 02s and a 1949 portrait of the Worsborough banker in the shape of the LNER Garratt "helped" by an N2!

PENNISTONE: In this area we looked at an electric Class 77, a Jubilee and a Class C13 67434.

HAZLEHEAD: Spotted here was a little Yorkshire Engine Company 0-6-0 built in 1960 and seen working for the Hepworth Iron Company.

BARNSLEY: It was 1949 and Les appeared along with other members of the Barnsley Grammar School Railway Society standing on the frames of a 2F, with L.N. himself standing in front of the loco chimney. Views of Courthouse Station and Jumble Lane engine shed followed with the latter now being a bus station - how are the mighty fallen? Proudly displayed by Les was his first ever railway photograph of a B1 61247 on a fish train, captured at the age of 13 with his Brownie camera.

STAIRFOOT: An 8F captured on a mineral train - but nothing railway wise exists today - and similarly lost in the ether an 04/8 crossing a bridge over the Doncaster Bypass.

ALDWARKE: This was interesting place with the Midland and the Great Central crossing from one to the other as the bridge where this location could be viewed Les was pleased to get a slide of an HST before being told to leave.

WATH YARD: Again, what changes - full in a 1980 scene, but with just one track present today.

TINSLEY: The main subject here was Class 13 "master & slave" unit with a Class 8F and a Class 25 diesel in the background.

CANKLOW: A view from 1967 of a line-up of small tank locomotives once used to manage shunting operations in Staveley Works and all totally redundant, very sad.

GRINDLEFORD: Garratt 47971 laboured out of the tunnel mouth, no doubt to the crew's relief!

CUDWORTH: The last slide of the night just had to return to this location and a 1981 scene of 45690 'Leander'!

The presentation showed just how important it is to get out there with your camera now and record the railway scene before it changes forever! Thank you Les.

Mark Ratcliffe

October 2015: David Mitchell, "Ireland and the Isle of Man system in steam days passed"

It was a pleasure to welcome once again David Mitchell and this time with his wife Janet to Burton Railway Society.

We started on the Cavan & Leitrim system in 1959 captured just before closure. The engines photographed were in a deplorable state with the line being worked to death with coal trains from Arigna. We then moved to the County Donegal which also closed in 1959. Of interest here were the railcars which were later moved to the Isle of Man. Car 19 was pictured on the

line to Letterkenny and number 20 was seen at Donegal Town Station. These vehicles just about survive on the Isle of Man. Next it was to the West Clare where we started at Ennis. At Moyasta Junction David captured a diesel towing a railcar.

The main thrust of the evening was concerned with the Isle of Man (IOM) system to which David has made numerous visits and still continues to do so. The system ran till 1965, nothing happened in 1966, but in April 1967 the Marquis of Ailsa leased the system for 21 years. 1967 and 1968 proved to be money-losing years and at the end of 1968 the Ramsey and Peel closed. Thankfully, the Government took over the Port Erin line.

The main feature of the evening was to return us to the years prior to 1965 when all was relatively well. We started in the goods yard at Douglas with a scene of the railway lorries. Then it was to the station and lots of views with the canopies in place. Of note was the fact that the Donegal rail cars ran attached back-to-back on the IOM system and these were seen on a Kirk Michael service. Here I will mention just a few of the many highlights. The Ailsa re-opening special featured three locos all bedecked with flags and painted in Ailsa LNER green. Then we were off down the line. Union Mills was an attractive station with banks of rhododendrons. Crosby featured no. 8 on the morning Ramsey service banked by no.1. So to St. Johns where our first view was framed by the arch of the bridge carrying the Foxdale branch. The branch was abandoned years ago, but David was able to illustrate Foxdale Station, but without the track in place. There was a great deal of activity at St. Johns with trains arriving and dividing, plus trains to Ramsey and Peel leaving at the same time and racing each other on the parallel tracks! St. Johns also displayed a large selection of out of use locos which were dragged out each day simply for viewing. There was also another less appealing display – Manx Northern coaches very dilapidated and dumped outside the carriage sheds.

After the break, Part Two saw us viewing Peel with its station, harbour, castle and small engine shed all featured. Then it was to the Ramsey line with superb views with the sea in the background - if only the track were still in place and in use today! David had a wonderful view taken from the cab of the railcar with the first train after the winter closure period: the rails were completely invisible and, to all intent and purposes, it seemed that the vehicle was riding through grass alone! The viaducts at Glen Wyllin and Glen Mooar, with no. 8 on the latter, showed just what we are missing today. Everything was overgrown with grass at Ballaugh, but David even managed to capture the scene at Wild Life Park Halt, a station that had a life of a mere three years. Sulby Glen was appealing with palm trees as a backdrop and 11 'Maitland' calling. Sulby Bridge, with no. 10 in attendance, looked better in 1967 with the track tidied up. Next came Lezare – a station that closed in 1956 - and finally we arrived at Ramsey. This place, as far as the railway was concerned, always had an air of dereliction. No. 8 was captured prior to going inside the shed where the water tank was situated.

Off next to the Port Erin line where David started with a shot over the river bridge on the edge of Douglas - today this isn't really possible due to tree growth. Then coming right up to date he included no. 8 on a photo charter in the cutting at Oakhill which is the summit of the line. We then progressed down the line with all the present day familiar locations being shown - Port Soderick, Crogga Woods, Santon, Ballasalla, Castleton Colby, and Port St. Mary to Port Erin. Santon and Ballasalla were both illustrated in their original state before proper platforms were constructed.

Other rail aspects of the island were not forgotten and so it was back to Douglas for the horse trams where David even managed a photograph of the one and only season when the horse tram worked as far as the harbour. Next was the Manx Electric with a lovely overhead view of the old Derby Castle tram sheds. A quick visit was made to the Groudle Glen 2 foot line with 'Sea Lion' operating. So to Laxey where, in 1995 when the centenary of the Snaefell line was celebrated, we viewed 'Caledonia' and along with no. 4 'Loch' working on the Manx Electric section.

A truly comprehensive over view of the Isle of Man as it was and to some extent still is. David has made so many visits that I'm surprised he isn't classed as a Manx resident!

Mark Ratcliffe

September 2015: Chris Banks, "Engine sheds: Part 10 Ryde - Stoke"

It was a pleasure to welcome Chris making his tenth shed visit. He started with a plea for "spotter's logbooks": along with Patrick Evans, over 90,000 logbooks have been preserved and these include the notes of your reporter. This time we visited 18 sheds photographically and started on the Isle of Wight.

Ryde: A new two-road shed holding eight locos was opened here in 1937 and it closed in March 1967. Chris illustrated it with eight slides.

St Blazey: Down to Cornwall to visit this unique nine-track semi-round house with individual stalls. It closed to steam in April 1962 and was used by diesels for several years after. This proved to be its saving grace and the building is now listed. It had a sub-shed at Moorswater which had two roads.

St. Leonard's: This was a modern building crammed into a very tight site. It was a four- road through-shed and had a long association with the 'Schools' Class locos.

Salisbury: Opened by the L.S.W.R. in 1901, it was built on made up ground and was partially re-roofed in 1954. It had a reputation for clean locos right up to the end which came on the 9th July 1967. Reputed to be difficult to visit unofficially due to the fact you had to walk by the office window, I have to say that on my two visits there I just walked straight in! Chris had 11 illustrations, one of which was preserved 34039 'Boscastle' in un-rebuilt condition.

Scarborough: This closed in May 1963 and we viewed 62707 'Lancashire' being serviced on the depot.

Selby: This closed in 1959; it was formed of two roundhouses and had 18 stalls. Only one colour slide was available and featured a Q6 and B16 61456.

Severn Tunnel Junction: It was opened in 1908 as a four-road shed, then in 1951 two more roads were added. It closed to steam in 1965. It was then used as a holding depot for withdrawn locos making their way to South Wales scrap yards and often included Southern examples.

Sheffield (Darnall): An unusual development because it opened during the war in 1943 and replaced Neepsend. It had ten through-roads. Although long closed for loco stabling, it was

used for other purposes managing to hang on until 1995 before it was finally demolished. Many D11s were allocated there and we saw nine examples.

Sheffield (Millhouses): This was the largest straight-shed built by the Midland and had eight roads. We looked at 2P 40557 posed outside in August 1956. We also saw Compound 41190 and Jubilees 45570, 45572, 45602 and 45609 which were all allocated there.

Shoeburyness: A great shed for spotters as it was situated right by the station platform. It was formed of two buildings both of different architectural styles. It was noted for having the entire allocation of Stanier three-cylindereed Class 2-6-4Ts allocated there. Closure came in June 1962.

Slough: According to the Fuller Guide, this was a five minute walk from the station. It was a through-shed with four roads. A corrugated ((wiggly tin) extension was added so that diesel rail cars could be accommodated. Chris had a nice slide of 5766 posing inside.

Southall: The buildings here were demolished after the war in 1953 and a new eight-road was opened in 1954. When I visited, I just had time to admire the preserved Castle 4079 'Pendennis Castle' before being asked to leave!

Shrewsbury: The LNWR and GWR sheds were sensibly built side-by-side. Chris had lots of slides of named W.R. locos to illustrate this important depot and included 1026 'County of Salop'. Others of note were: 41945 on its way to Cashmores for scrap; Black 5; un-rebuilt Patriots; 46206 'Princess Marie Louise'; ex works 46220 'Coronation'; and, 71000 dead on shed.

Staveley Great Central: Originally this was a 12-road shed, but due to poor condition it was reduced to five-roads. 04s were the main-stay of this depot, all of which were incredibly dirty. On my visit I had to climb the steps of every loco in order to read the number!

Stirling: Then to Scotland to look at this four-road shed. Slides we viewed included Perth's 4F 44253 and 46236 'City of Bradford' the latter prior to working the Stirling to Sutton Coldfield car sleeper train.

Stockport Edgeley: What a lovely shed to visit! It had eight-roads and closed to steam on the 6th May 1968. Chris had an interesting slide of two Class 40s standing outside the building the following month: it seemed that the authorities quickly decided that the place was unsafe and so the buildings were roped off! Stockport had a "pet" loco 45596 'Bahamas' which was kept immaculate and 70004 'William Shakespeare' was also equally well maintained – two lovely slides.

Stoke: A shed of two styles: one was a round house across the other side of the track, latterly little- used even for storing locos and the other, the main shed, had a collection of usually filthy locos which closed on Sunday 6th August 1967. Chris had six shots to illustrate and included Ivatt 2-6-0s (Flying Pigs!) and Black 5s and it was nice to see them in steam. I used to travel on the back of my friend's Honda 50, (yes, that's right!), to visit the depots in the North West and Stoke was always our last port of call on the way home – more to get the legs working again than anything else!

Thanks Chris for a terrific evening of nostalgia: wouldn't it be great if the experience could be repeated again – now where's that time machine? But I'll pass on the 'Honda 50' experience!

Mark Ratcliffe

August 2015: Roger Jones, "1991 and onwards"

Once again it was a pleasure to welcome BRS member Roger to present a show from his vast collection of slides. He and his friend Richard have shared many journeys together travelling around the U.K. in pursuit of preserved steam in action on the main line. In order to give a flavour of the evening I have picked out a few of the locos shown along with the various locations.

* Starting with a couple of local places, we viewed 3440 'City of Truro' at Elford and S.R. S15 828 at Stenson.

* 75069 at Hastings in the early days when steam was allowed on to S.R. electrified third rail.

* 80080 in the days when the "Skeggy" line enjoyed regular steam excursions. Roger had the sense to cover several places of interest along the line including the somersault signal and the signal box at Thorpe Culvert.

* Knucklas viaduct with the unique Black 5 44767, but sadly in foul weather. 44767 also appeared much more locally first at Uttoxeter and then at Scropton.

* The Skipton line was covered extensively before the electrified wires went up and included the dreaded Pilkington "K" coaching stock in all its "gory glory!" Of course many things have changed since 1991 and Roger was able to comment on what has appeared since - in several of the views many more trees, new roads and of course the dreaded palisade fencing.

* He did get his dream shot though - steam in the shape of an 8F in dramatic sunlight on the Radford curve in Nottingham.

* Nearer to Burton, 80079 appeared at Bardon Hill, a pity it was a dull day.

* At Fenny Compton, we had sight of 'Scotsman' in its hybrid state featuring a double chimney, smoke deflectors, but in LNER green!

* When 46233 'Duchess of Sutherland' was rostered for the royal train, he was down in Wales for the event. On asking a signalman if it was due, he was told: "I can't tell you, but the next train to come is a class one!"

* Even nearer to home appeared 4965 'Rood Ashton Hall' at Moira West.

* Once the Mallaig steam specials ended, an opportunity was given to organise a photo charter on an operational main line. Roger joined in the fun in 2003 when appropriate

LNER power was used in the shape K1 62005 and B1 61264 which was masquerading as 61244 'Strang Steel'.

* On a personal note, I was pleased to see that he had covered the "Two Castles to Penzance Special" because I travelled on that train on that occasion.

* Finally we ended the evening in November 2004 with a magnificent artificially illuminated shot of 6233 'Duchess of Sutherland' posed on the viaduct in Mansfield whilst operating a Santa special. The final shot of 6233 really was the "icing on the cake."

Thanks to Roger for a Jones', as opposed to a Cook's, tour of the country. Also for his coping with having to replace the projector lamp immediately before the show was due to start.

Mark Ratcliffe

July 2015: Phil Grain, "Midlands - diesels, electrics and steam over the last 20 years"

It was a pleasure to welcome Phil Grain, a well-known and respected local photographer to Burton. It was his first visit to the Society and it was pleasing to see that several of his friends had come along to support him. Reflecting his local knowledge, Phil started with shots he had taken along the Burton – Leicester line that demonstrated the varied motive power to have travelled those tracks. (Was it really 2005 that the last coal train left Swains Park hauled by 66214?) Other locations covered were: Bagworth; Forest Road and Mantle Lane Coalville; Swannington; Sinope; Hicks Lodge; and, the A511 shot taken before tree growth ruined the possibility. 66729 'Derby County' was captured taking the first London Tube stock movement along the line.

Right at the start, Phil spoke about early training days at Leicester and working in the power box. Unfortunately, health problems prevent him from furthering his career in this field. Steam, diesel and electric were amply demonstrated in profusion in the wider locality without travelling too far afield. As a dog walker Phil makes sure that this task doesn't hinder his photographic forays, thus dogs featured prominently as framing aids and he didn't rule out using fellow photographers to frame the train either. The many and varied images demonstrated Phil's eye for composition and included infra-red shots and sharp subject matter with blurred backgrounds to give the impression of speed. Above all Phil had an eye for the photographic shot that others would miss. It was without doubt an evening of superb photography.

Mark Ratcliffe

June 2015: Annual quiz"

For the 25th quiz anniversary two past quiz question setters, Chris Eaton and Dave Hook, teamed up to test participants' rail knowledge. As a further celebration members and guests were able to enjoy a free drink to help get their brains into gear. What was really refreshing

was the fact that 36 people took part enabling the questions to be directed to eight teams of four.

Round one was entitled "S is for station" with all the answers requiring a station name beginning with "S". Therefore the junction station for St. Ives was "St. Erth". After this round members had to choose which round they would like to play the joker on to enable them to score double points. Thus in the first half competitors had to deal with the following rounds of questions: all about 1991; name the builder; relatively local; where is this; and, railway anagrams. In the latter round we had to contend with whilst answering questions from all the rounds mentioned. I'll present sample questions from some of the rounds.

First let's take 1991 and the question was: What was the destination of the 1991 Burton Railway Society trip and the name carried on the loco headboard? Answers "Edinburgh" and "The Midland Scot". Name the builder of the shunting diesels numbered D2850 – 69. Answer "Yorkshire Engine Company". Where is this?: - turned out to be a series of photographs taken by Dave Hook where contestants were required to identify the locations.

After the beer break, the following rounds of questions came our way: railways in sport; LMS and LMR; a jubilee and celebration round; and, & what would you get if? Thus, a sporting example was, name the depot coded 70F and the football club associated with it. Answers "Fratton" and "Portsmouth". Now to the final round and what would you get if D803 was seen at Burton? Answer "Burton Albion"! There was still time to squeeze in two more fun questions entitled "Last man standing" and "nearest the bull".

The winning team collected 122 points with the second placed group was only one point behind! Cash prizes and cans of beer were awarded to the first three teams. The team members finishing in last place also went home with a can of beer each – well it is Burton!

Thanks to Chris and Dave for setting the questions and for taking it in turn to ask them. It was most gratifying to have such a good turn out so let's hope that next year even more members will join in and experience the fun of the evening. It was good to see some of our friends from Leicester Railway Society who also enjoyed the proceedings.

Mark Ratcliffe

May 2015: Colin Boocock, "Bulleid Pacifics"

Once again we were pleased to see Colin Boocock with another of his most professional presentations. Colin detailed the milestones in Oliver Bulleid's career starting with his work on the LNER. On his appointment to the Southern Region he reviewed the locomotive situation and for a man familiar with the motive power of his former employer it was glaringly obvious that the Southern possessed no really large engines. With the war very much in progress it wasn't an ideal time to construct a new class of passenger locomotives so the Merchant Navy class had to be designated mixed traffic engines. The first locomotive came into being in 1941 and was named 'Channel Packet' after the Southern's own cross-channel steam service. Colin profusely illustrated the Merchants in their original un-rebuilt form - a nice touch was the name of the photographer being shown on each slide.

Moving on to the West Country and Battle of Britain 4-6-2s, these came about because there was a need for locos of a lighter form for the holiday lines beyond Exeter. The weight of these classes came in at 86 tons and so the Civil Engineer was happy! The first 48 engines were all named after places in the West Country, but as the class also needed to work in Kent, it was felt inappropriate to continue this naming policy for the next group of engines. So, with Kent being at the fore front of the Battle of Britain, names relating to this were chosen. The B of B class therefore had winged shaped nameplates, but in the end this mattered little because named locos from both batches worked in both areas! Colin ended the first half with a summary of the good and bad points of both classes.

Beer replenished, it was time for part two and Mr. Boocock started with a potted history of Ron Jarvis who was an ex-Derby man. After overseeing the re-building of all the Merchants and 60 of the lighter Pacifics, Ron continued working till 1971. He was involved in both the HST project and also the highly successful class 73 electro-diesels. Mr. Jarvis kept many of the existing good points on the rebuilds, particularly the distinctive wheels. 35020 'Bibby Line' was tested using the G.W. dynamometer car and, much to everyone's delight, it turned in a constant predictable performance. All too soon the end was nearing for all steam locomotives and in November 1966 34089 '602 Squadron' received the last classified repair with a light overhaul of valves and pistons at Eastleigh Works. More illustrations followed of both classes with one of 35003 'Royal Mail' at Derby, when it was on a Home Counties Rail Tour and its destination was Burton!

Whilst working at Brighton Loco Works, Colin was given the task of working out whether the re-building programme gave value for money. The re-builds cost £8,500 but the mileage between overhauls went up to 90,000 miles. In 1962 the payback time was calculated to be six and a half years so the vast majority certainly more than covered the cost of the operation. Bulleid Pacifics have fared well in the preservation stakes – 11 of the Merchant Navy Class and 20 West Country / Battle of Britain Class which equates to 22% of the total of the fleet.

Thank you to Colin for a most enjoyable and informative evening and hopefully members contributed to his charity tin for the Railway Children. Colin told me after the show that over the years he has collected a staggering £22,000 for this charity and his aim is to take this to £30,000.

It was quite a full day for several members of the Burton Railway Society, with a few hardy souls taking part earlier in the day in "Wardle's Dawdle". This was a four mile guided walk following more of the route of the Ticknall Tramway. So thanks to Peter Wardle for organising it and to Dot Morson for acting as our guide.

Mark Ratcliffe

April 2015: Paul Chancellor, "A fourth Colour Rail journey"

We were pleased to welcome Paul for his second visit to Burton. Paul told us that 400 new views are added each month to the Colour Rail portfolio and the total number currently stands at 50,300! It would be an impossible task to comment on each slide shown so I'll mention some of the highlights.

The evening commenced with images of Ashford & Ramsgate and included a 1939 colour shot! Next we explored a modern image section and the purpose of this was to demonstrate

just how many liveries have appeared and then been displaced. Moving to Bristol an exterior image of the Temple Meads illustrated just how many car parking spots were available in 1956. A visit to Barrow Road shed revealed 46164 'The Artists Rifleman' and a Peak diesel together. Also shown at the same depot was local Jubilee 45682 'Trafalgar' – a regular loco at Burton. It was therefore interesting to see Burton Jubilee 45620 'North Borneo' inside the original Brunel station section, this event occurring on 17th February 1963! The 9th of May 1964 was the date of the high speed run by members of the Castle Class and 5054 'Earl of Ducie' was shown ready for her turn. In the early days of the diesels they were fitted with steam heat boilers and so had to use water columns to top up the water supply. D18 was captured with this process in action, a most unusual shot.

Time to move north and so we arrived at Doncaster ready for a selection of front line Eastern motive power. This included: a 1948 view of 60114 'W P Allen' in apple green livery; 60037 'Hyperion', a 1962 image showing her sporting German smoke deflectors; 60093 'Coronach' with double chimney, but no deflectors; 60007 'Sir Nigel Gresley' nice and clean; whilst 60010 'Dominion of Canada' was very much in "work-a-day" condition.

After the well-known Burton beer break, it was time to head to Scotland. Highlights here included a couple of Royal Scots - first was 46144 'Honourable Artillery Company' without deflectors and then we enjoyed a 1953 shot of 46156 'The South Wales Borderer' in un-rebuilt condition. A 1960 image showed a train working along the street in Govan, a situation unimaginable today! The Scottish section finished with views of the following engine sheds: Eastfield; Corkerhill; Polmadie; and Shields Road.

Moving down south, it was time to visit some of the London termini. Thus at Paddington 5038 'Morlais Castle' graced the station. At nearby Marylebone B16 61438 was on rail tour duty in October 1962. Across at Euston rebuilding work was going on, but Stanier crab 42981 graced the scene. 45530 'Sir Frank Ree' looked very fine, whilst a 1961 slide of 46220 'Coronation' has for the last 30 years proved to be the best selling image with over 1,000 copies being sold. Down the road at St Pancras we viewed 42338 and then 46117 'Welsh Guardsman', both scenes dating back to 1961. Across the road at Kings Cross the featured engine was 60063 'Isinglass'. Paul also had views taken at: Broad Street; Liverpool Street; Fenchurch Street; Blackfriars; London Bridge; Cannon Street; Charring Cross; Victoria; and Waterloo.

Then it was back up North to Manchester with a superb shot of 45698 'Mars' at Victoria on a Whitby Moors rail tour. At Manchester Central the stabling point was the subject and shed views included Trafford Park and Newton Heath.

The evening ended with the "WHOOOPS!" section - accidents and derailments. This included shunter 12054 and D5363 at Derby, the latter with a smashed end. Thus Paul treated us to a show that demonstrated the incredible range and depth of the collection along with an amazing livery variety.

Mark Ratcliffe

March 2015: Stephen Gay, "Railways in the Yorkshire landscape"

On this occasion for his presentation, Stephen took us for a photographic trip up the Settle & Carlisle Line as far as Dent. Then it was to Hull via Brough and on to Bridlington with some

deviations in between. As usual the first slide was devoted to Stephen's faithfully companion – his Alsatian dog Wrawby. Following a swift visit to the Middleton Railway we were off along the Harrogate line to view the 31 arches of the Crimple Viaduct. A further viaduct at Knaresborough straddled the River Nidd. This was followed by a visit to Poppleton to admire the flowers at the station. In LNER days all the flowers for the whole of its territory were grown here, in fact the nursery had its own narrow gauge railway.

Our journey on the S&C proper started at Armley with excursions to view the light railway at Kirkstall followed by the standard gauge set up at Keighley. Sadly the Kirkstall railway is no more due to problems with repeated theft and vandalism. Carrying on, Wrawby was posed nicely on Hellifield Station. Penyghent featured in lovely sunshine at Horton in Ribblesdale. Stephen's attention to detail was illustrated at the Arten Gill Viaduct when he revealed that he had paid eight visits there to get the shot he wanted. This was a view from below and involved him in standing in the Arten Gill Beck! The first half drew to a close with our arrival at Dent.

The second part commenced with a lovely action shot of Wrawby storming out of the sea. The sunshine of the first shot was replaced by a high level view of Doncaster in the snow from a car park roof. "Are you a jumper?" asked a nervous car park official. Having reassured him that he wasn't, he was then told he couldn't take photographs from there because Doncaster prison was in the background! Next it was off to the Yorkshire Hatfield, home of the only deep mine left in South Yorkshire. It was here that the pit bank slipped with the resultant closure of all four lines for quite a time whilst repairs were carried out. Other entertaining slides featured swing bridges. The bridge over the River Ouse was actually open, but he wasn't so lucky at Goole. He also included portraits of the wonderfully named signal boxes at Cave & Crabley Creek. Another excursion took us into the open day at Immingham Docks; this was the centenary celebrations in July 2012. The preserved tram car from the system that once served the docks was sent up from Crich for the occasion. A very entertaining evening was brought to a close with a lovely slide of a sunset over Hull. Thank you Stephen.

Mark Ratcliffe

February 2015: Dave Richards & Karl Jauncey, "PSOV: A review of 2014"

We welcomed Dave and Karl for their annual visit to present PSOV with the action that took place on the main line in 2014. Dave started with a plea for members to support them by buying the DVDs of the action so that they could keep the show on "the road."

Now let me review some of the action. Well, the B1 made a welcome return and there was some great footage taken on the footplate. In my spotting days the most common Jubilee for me was 45699 'Galatea'. This was a loco which I never ever thought would return to action due to the centre driving wheels being sliced whilst at Barry, so it was good to see it back in action. Extensive footage of 46115 'Scots Guardsman' followed. "This magnificent machine" was Dave's description of it - a sentiment I fully share. Moving to Dawlish, the first steam loco to christen the rebuilt sea wall was none other than 60007 'Sir Nigel Gresley'. Riley's Black 5's made several appearances - Dave's described them as probably the most travelled steam locos in the country as they were just so reliable. On to the "Great Britain" tour with

the first filmed leg being covered by the Scot, the next day by 44871, and Burton's ex 45407 took the tour to Stranraer. The next day 60009 'Union of South Africa' arrived with the train in Inverness from where 62005 took half the train to Fort William. 60009 worked Inverness back to York where 46233 'Duchess of Sutherland' hauled the final stretch back to Kings Cross. 2014 marked 50 years of the high speed Castle trip organised on 9th May 1964, so 5029 'Nunney Castle' was used to commemorate the event. The last surviving 1964 crew member died in 2013 and during the journey his ashes were placed in the firebox of 5029.

After the interval there was more action of double-headed Black 5s to be enjoyed along with stunning scenery in Scotland. 46233's journey from Birmingham to Euston featured scenes from the footplate which were enjoyed by all present. Then it was time for some Southern action. 34067 'Tangmere' laboured up the bank from Exeter St. David's to Exeter Central banked by 34046 'Braunton' – they only just made it! Back to 'Nunney Castle' and there was impressive footage from a low mounted camera showing the wheels and motion in action. October 4th was notable because there were three steam hauled specials out on the same day. 5043 'Earl of Mount Edgumbe' was filmed filling the sky with smoke as "she" made her way up the Oldbury Bank. Whilst on the S&C. 'Galatea' was captured at Ais Gill to be followed half an hour later by the Scot. October 11th and 12th were the days selected for the annual West Highland photographers charter - this time 45407 and 62005 were used. Spectacular action of Tyseley's Pannier Tanks on the Lickey Bank was captured using an infra-red camera; the fireworks coming out of the chimneys in pitch darkness had to be seen to be believed. The end of the evening was approaching, but there was time to see the Scot on the Midland main line at Sharnbrook and also at Trent Junction. The evening concluded with 4965 'Rood Ashton Hall' on 6th December in delightful lighting conditions and frost on the ground.

There were of course several other clips which don't get a mention, but hopefully the reader will have a flavour of the evening.

Mark Ratcliffe

January 2015: Terry Curzon, "Firing days at Retford 36E"

At short notice we were pleased to welcome Terry from Halesowen for his first visit to Burton. Terry replaced the booked presenter, our own member Dave Fleming, who unfortunately suffered a heart attack over Christmas and his doctor's orders to him were to rest.

Terry has been a life long railwayman starting in 1961 as a cleaner at 36E Retford Shed. He passed through the grades as a fireman, graduated to driver and drove just about every diesel and electric type there is. He finished his days as Chief Traction Inspector for Virgin Trains. To help illustrate his show Terry paid tribute to following photographers and organisations: Robin Breddy, (work colleague at Retford), Keith Pirt, Colour Rail, "The Bear", and Roy Jackson.

It was with a slide of the latter's fantastic model railway depicting the former flat crossing at Retford that the show commenced. Terry pointed out that both the GC and the GN had loco sheds there. With 14 -18 collieries locally there was a real need for lots of motive power to do

the shifting! Terry talked us through the complicated rail layout around the station and described how it all worked. He also described the various classes of locomotives that he worked on and his enthusiasm for the former LNER types shone through. He liked the B1s, O2s, O4s in all their various forms and K1s, but he had reservations for the Austerity WD describing it as a nightmare to work on especially when running light engine. Robin Breddy's slides in particular illustrated just how rough working conditions could be on a steam shed that was gradually being run down. In 1962 Terry went to "Firing School" in Doncaster where he was given book number 263 on the art of firing a locomotive properly. Using an effective home drawn diagram he succinctly explained the mystery of it to all concerned.

After the interval Terry moved on to the construction of the Retford "dive under" which enabled trains on the former GC route to pass under the main G.N. line without causing hold ups and of course increasing safety. At the time the main reason for the development was the extra traffic that would be needed in order to run to service the new power stations that were under construction. Photographs showing the arrival of the new diesels on the scene showed the new link in action. 'Meanwhile over at the station we were told that during the Cuban Missile Crisis two carriages were kept in the sidings ready to go into action as mobile control units. With profuse illustrations we were treated to some of the engines that he worked on and the routes that they took. Steam was rapidly being phased out, but he managed firing sessions on one A3, 60065 'Knight of Thistle' and one A1, 60125 'Scottish Union'. He also fired Britannia 70005 'John Milton' for 300 yards! Like all steam locos there were good and bad within the same class. Thus B1 61212 was known as the "Retford Rocket" whilst next in line, 61213, just wouldn't generate steam to the same level! The illustrations then took us over the routes that Terry worked and so we visited: Sheffield Victoria, Peterborough, Annesley, and Lincoln. Annesley he described as a dirty, filthy hole and the photographic evidence backed it up. Lincoln Shed was photographed by Robin Breddy from the top of the coaling plant – what a view! Terry then gave us a brief glimpse of more modern times. He told how lucky he was to have claimed the last spare place at Worksop when the sheds at Retford closed. In doing so we were told of a "hair raising trip" aboard a Class37 when as second man he witnessed the "nutter driver" attempt to race the barriers before they closed against the road! As a flavour for future visits, we were shown various classes of diesels and electrics that he worked on right up to the end of his career. He then reverted back to 1962 scenes in order to end the show. As Terry said, "Closed our eyes and it was gone forever". Do we want him to visit again – most definitely!

Mark Ratcliffe