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B & R VIDEO PRODUCTIONS have been successfully producing an ever increasing range of quality video films for many years. Progress in technical ability and equipment has brought tremendous improvements in the quality of reproduction of films, particularly those produced since Volume 11. So much so that they have withdrawn the early volumes 1 to 6 from general sale.

8mm format colour film for amateur market generally came available in 1957 albeit Kodachrome 1 at 8ASA. The advent of Kodachrome 25 in the early 1960's, improved quality considerably. These events gave amateur cameramen 11 years to cover the end of British Railways steam. A satisfactory result could be obtained by using good cameras such as Bolex, Eumig and Bell & Howell. B & R always try to find the best footage available to tell the history of the steam railway from those years. In some cases earlier scenes are shown on black & white film. Also some of the productions use some 16mm film footage which gives an even better quality of re-production. However, today's quality of video cameras was not around in the glorious days of the steam railway. Film and processing was also very expensive. The majority of cine film was taken by enthusiasts who wished to record the passing of the steam scene. Without them, so many long forgotten branches and types of locomotive, unusual workings etc., would have been lost forever in the moving image.

B & R have a simple policy when making a video production. They must have enough film material for a one hour programme on the subject of the title and that footage must sufficiently good or reasonable film for the project. They will not use dark film or pad out the production with footage that has already been used on another production. Once the footage has been selected, each view is mastered individually for colour correction (where film has faded when not Kodak !) even when originally not quite correctly exposed. This allows production of a programme without those annoying splices or orange flashes or manufacturers code holes. Dust and small scratches can exist on original archive film. B & R clean the film before mastering and scratches on the sides of film are removed in most cases. Some producers do not seem to worry about these faults and there are videos on the market that exhibit all these faults including some with "hair" sticking in the projector gate! B & R try their best to avoid these mistakes.

VOLUME 7 - TRIBUTE TO THE FORTIES (60-mins)

BR007D £14.99



The 40s have gone. From their inception, their distinctive shape and sound made the English Electric Type 4s more acceptable to the average steam enthusiast than did most other classes of diesel. Based on the WCML and ECML as well as GE metals with occasional forays into Southern and Western territories, the EE Type 4s headed many of the crack expresses during the 1960s. They took over from A3s, A4s, Britannias, Princesses and Coronations. Now they themselves have been superseded by the next generation of power in the shape of 47s, HSTs, 56s, 50s and electric power. This video covers the wide-ranging activities of the class across the country on passenger and freight duties. A feature of 40 143 as she heads for Northwich off the main line at Hartford with her train of tanks for the Winnington Branch. Having deposited these, she immediately runs round and returns to the main line. On the Shrewsbury to Hereford line, several trains a week aggregates are collected in hopper wagons.

This was a Class 40 duty for some time and we see a number of locos active on this operation. A short section shows 40s working with other locos, with one or two dated scenes in evidence. Special workings feature 40106 in green and D200 on her first run since being repainted in original colours.

VOLUME 8 - STEAM NORTHBOUND (60-mins)

BR008D £14.99



This production features pre-1968 BR steam in the North, much of it in Scotland with some extraordinary special workings dating back to 1959 with locomotives that have been in museums for 30-years since. The first section shows BR steam in and around the Dumfries area in the early 1960's. The inevitable Black 5 is well covered, but also a 2P, Jubilees, Scots, Clans, an A2, A4s and Britannias. Locations include Beattock and Quintishill. The second section shows main line specials with a difference. "Gordon Highlander" double-heading with the Caley Single. Jones Goods and a McIntosh 0-6-0. 46255 "City of Hereford" is seen, as is 60004 "William Whitelaw". The last Highland Railway No. 103 is captured before she was ensconced in Glasgow Museum. "Flying Scotsman", "Sir Nigel Gresley" and "Clun Castle" (in Carlisle) are seen in the 1960s and "Maude" in 1980. The final section (25-minutes) brings us up to date with glorious scenes of the Highlands as we follow and ride behind 5407 on the

Fort William to Mallaig line in 1984. Breathtaking line shots of the locomotive pounding away through the Scottish hills and along lochs in glorious sunshine, over Glenfinnan viaduct and into tunnels.

B & R Videos are available from **WOLVERTON RAIL**.
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VOLUME 9 - DIESELECTRIC POWER 1 (60-mins)

BR009D £14.99



Since 1955 Modernisation has eliminated steam locomotives from the system, prototype diesel and electric locomotives have come and gone as have most of the first generation of diesels. A few survive and today's image although still changing has developed into a pattern which is illustrated by this video filmed during 1984 and 1985. The Westbury to Warminster line is the scene for the heavy Foster-Yeoman stone trains with Class 56s pulling and banking on occasions. Other types include double-headed 37s, 45147 (pre-Eccles) and 47s. A day at Warrington, a very busy centre on the WCML, features classes 25, 37, 40, 45, 47 and 86. Toton and Worksop are hubs of freight operation and provide spectacular ballast and coal trains for dispersal throughout the Midlands. Class 31, 37, 47, 56 and 58 provide the power. We move to Carlisle which sports a wide variety of diesel and electric power including APT, 26, 27 and 81 classes. A surprisingly busy part of the network with many cross-country workings is the West Country. Scenes from Tiverton, Exeter, Exminster, Starcross, Dawlish and Teignmouth. Locos include class 45s and 50s. At Retford and Worksop, more M.G.R. and coal traffic workings are seen at this extremely heavy worked location with 56s, 58s and 20s. Finally Exminster and Truro are visited with passenger workings along this ex-GWR line.

VOLUME 10 - DIESELECTRIC POWER 2 (60-mins)

BR010D £14.99



A sequel to Volume 9 which concentrates on the modern image of BR motive power. Most classes active on BR in 1985/6 are featured including a glimpse of the then new class 59 on proving trials piloted by 56047 on the spectacular Foster-Yeoman stone trains. We start with scenes at Wakefield Kirkgate, a mainly freight location at the centre of a number of lines and during week-days enjoys a wealth of traffic; locos featured include 20s(triple-headed), 25s, 31s, 37s, 47s and 56s. D200 is viewed at a number of locations on special runs including the "Tamar-Tyne Special" and the "Penzance Flyer" in 1985. On the WCML, Acton Bridge (north of Crewe) sees considerable activity on a weekday morning including 27066. Nearer Crewe, we see 97403 (46035) and 97201 (24061) as well as APT, HST, 87, 86, 85, 81, 58 and 47 classes. Our next location is Severn Tunnel Junction with wintry conditions. A 56 waits with oil tanks for a London bound HST as 25259 struggles gamely with a huge freight. 37s include "British Steel Shelton" also DMUs, 45, 47 (47078 "Sir Daniel Gooch" in green), 56, 33, 31 as well as an 08 on the Silcock Express!. At Chinley North Junction, unusual views of 31s and 20s as well as 45s and double-headed 37s as the trains negotiate the crossings on to the triangle or speed through to Manchester. We see a couple more double-headers at Chapel-en-le-Frith before moving to the dilapidated remains of Chinley Station where among others, 40057 powers through. Finally 40009/44 manoeuvring light engine in the yard at Warrington.

VOLUME 11 - STEAM SURVIVAL (60-mins)

BR011D £14.99



This film was the first in a new series for B & R Video from Colin White's immense collection of cine-film. We start on Shap Incline in 1967, its last summer of steam traction with Stanier's Black 5's and 8F's, Britannias and other Standards, and the Divisional Manager's saloon in charge of an Ivatt Class 2MT. Tebay Shed is visited and 70033 picks up water from Dillicar Troughs. The Southern region was the last to have pacific power regularly on its expresses from London to Bournemouth and we are treated to scenes on this line of Bullied and Standard Classes in 1966. The preparation of locos at Nine Elms shed is seen in detail before the high speed running west of the Capital. Special workings on this region abounded in 1966 and 1967 and a number are covered including visiting engines 60532, 60024 and 3442. Double headers of moguls, USA tanks and un-rebuilt pacifics. The end of the section has 60532 again on the Brymbo special near Chester; a train it worked with the last two Pannier tanks 9610/9630. Didcot in 1969 before the Great Western Society really got going shows 1466 amongst early diesels and scurrying up the coal stage is rare early preservation archive film. Industrial railways were fascinating. Corby shows hardworking tank engines from the quarries and the steel-works. APCM Swanscombe in Kent had 0-4-0 saddle tanks trying desperately hard to stay on the tracks bouncing around through the mud. On better track was RSH 7597 at the CEGB Rye House power station. This then is a whole hour of variety from diminutive tank engines to roaring Pacifics.

VOLUME 12 - STEAM RECOLLECTIONS (60-mins)

BR012D £14.99



The second of the productions from Colin White's collection has six sections covering his favourite line and engines. We start with an extended look at the Weymouth area and its notorious Bincombe bank at 1-in-50, steeper than Shap. Colin lived here for many years and indeed his father was a fireman here in GWR days. Colin returned in 1966 and filmed in detail the workings over the whole five miles to Upwey. Here you can relive preparation on the shed of 34108 "Wincanton" with often hilarious results! Bullieds, Standards and Ivatt classes predominate with the occasional Black 5. Banking sequences and views of this much changed location are historically interesting. Next, Britannias are featured in the North-West with Shap incline well covered. Nine of the class are seen working from Carlisle Kingmoor depot. The last LNER engines in traffic in 1966 were B1's, A4's, J37 and J38 classes mainly in Scotland. We see then around Dumfermline (even one B1 at Banbury). They were the least preserved engines of the four regions, but we search out a few in the early days of preservation like 65033, 61572, 65462, 69023 and 69621. Incidentally 61572 features in our Volume 23 on its last railtour the "Wandering 1500". Staying with the LNER, 4472 is undoubtedly the most famous engine of them all and Colin was a member of its support crew in 1968 and 1969. His unique position gives us an insight into the engine with preparation at Finsbury Park and some of its early runs on the East Coast Main Line. The departure from Kings Cross on the 1st May 1968, the 40th Anniversary non-stop is seen from high above Kings Cross. Ex-GWR Pannier tanks were sold to London Transport to work out of Neasden. We follow their escapades on the Croxley Green waste tip trains and an in-depth look at Neasden Shed. The final section portrays the Victorian elegance of the Stirling Single GNR No.1 during her brief sojourn on the Main Line Steam Trust at Loughborough in 1981.

VOLUME 13 - STEAM HERITAGE (60-mins)

BR013D £14.99



A profile of Buxton MPD on a snowy St.Valentine's Day in 1968 with 8F's storming up to Peak Forest well loaded, steams last winter in the hills. With steam gone from the Western region, BR still allowed the occasional special working in 1967 and 1968. A glimpse of the GWS at Taplow as 7808 brings in a special from Birmingham. 7029 (filthy) takes over from 35023 at Banbury. 4079 (immaculate) and 7029 (spotless) work up to Chester in March 1967. What must be almost unique film of 1466 double-heading 6998 on the main line at Hemerdon, Totnes, Tiverton Junction and the Teignmouth sea wall follow on a dark day in 1967. After a clean-up and a repaint 1466 delights us on the Wallingford Branch with its auto-coach. Southern steam in 1961/2 with a complete mixture of SR classes around Staines, Havant, Guildford, Woking and the SR Main Line. Classes include Beattie Well Tanks, U, N, C2X, M7, A1X, Q, N15, and Lord Nelson amongst the usual Bullieds and Standards. Rare footage of the French President's train and the Royal train amongst the Bournemouth Belles and 34042 hauling a train of LNER articulated stock. As this is Volume 13, we include the lucky and unlucky results of accidents and incidents which happened in front of the camera over the years. Many accidents however almost have a touch of humour about them. At Lytham Motive Power Museum a coach is re-railed; at Nine Elms the breakdown train completely blocks the exit at the turntable; 34092 has demolished a set of level crossing gates in 1982; 841 "Greene King" with a buckled coupling rod at Ipswich; a German turntable incident when a steam engine clouds a DMU; loco upset at Bedlay Colliery and shunting problems at Amble Staithes. Continuing the Industrial theme of the last two incidents, we have lively shots of colliery engines working their rods off as they pound up and down some ridiculous trackwork at Brynlli and Pontardulais; the last engine skidding into the future! This video really has some interesting and rare footage from the great days of steam.

VOLUME 14 - ARCHIVE NEWSREEL No.1 (60-mins)

BR014D £14.99



The popularity of our videos of events and happenings of the steam age has led us to produce a series of archive newsreels which continue between videos of a regional or particular subject matter format. They include events in the pre-video film age which usually only exist on film of the smaller format. Therefore many interesting subjects can be viewed complementing and hopefully completing our coverage of the steam era. There are nine sections in this film starting with LNWR 790 "Hardwicke". This remarkable veteran stretched her legs for a short time in the 1970s. Colin followed her. On one trip to York double-heading with "Flying Scotsman" he was even in 4472's cab for part of the journey offering an almost unique filming opportunity. Other scenes see her in action in the Lake District. Heaton Mersey, coded 9F, with a study of Stanier's 8Fs coming and going on this shed in its last months of operation where manual work on the coal stage was the order of the day. The fascinating crane tanks at Doxford's ship yards near Sunderland offer us another form of locomotive. Filmed in 1970 they work hard around the yard before returning to the shed for a lunch break which used to lead to complaints from road users of smoke nuisance.. and what smoke! This is followed by more unusual locomotives in the guise of narrow gauge articulated types. Fairlies on the Ffestinog are followed by Saxon-Meyers in East Germany with transporter wagons and the amazing Herberlein brake; engines sporting a steam operated bell. The Mallett articulated engine is next studied again in Germany where 0-4-4-0 tanks work hard in the snow. Finally to Portugal for some 2-4-6-0 Mallett tanks around Regua and the smaller 0-4-4-0 types at Porto. An A4 meets an unrebuilt Bullied in 1967 when 4498 visited the Southern, ah! the charm of the chime. Returning to the continent for a few minutes to sample super power with a potted look at 2-10-0 types in Germany, Austria, Poland and Czechoslovakia. Double headers in the snow and a train with 3 2-10-0s as motive power. Even if your loyalties lie with the Big Four you cannot but help marvel at the power of some of these continental giants and in some superb locations. Back to our shores 6115 "Scots Guardsman" had two main line outings in 1978 from Dinting to York. Both occasions were captured before she disappeared from the scene. We cover the Isle-of-Wight in Volume 21 and will do so in later productions but this section is a tribute to the last day railtour on the 31st December 1966 when the LGB visited the island. The tour featured the Class 02 tanks which were at the time the oldest locos in BR stock. Finally a few Bullieds act out their last duties around Bournemouth and Poole including 34001 and 34100.

VOLUME 15 - ARCHIVE NEWSREEL No.2 (60-mins)

BR015D £14.99



The second video in the series offers a further multitude of fascinating subjects in nine sections. We begin with a look at the 9Fs on British Railways (including the ex-Croft type) and 92203 and 92220 on railtours in the 70's. Others are seen around Warrington and the Lune Gorge. The Marlow Donkey was famous in Great Western history and was re-lived in 1973 using 1450, 6106 and 6998 on the branch from Maidenhead to Marlow via Bourne End. When main line steam on BR came to an end in 1968, many farewell specials were run and we next include two of them, the Lancastrian No.2 Railtour and an SLS tour from Stockport to Carnforth using Britannia 70013 and Black Fives 45156 and 44949. Narrow gauge working is depicted by scenes on the Bowaters Paper Mills in Kent before closure. The scenes contrast the locomotives working days with the pleasure they now give to passengers at Whipsnade. There is a tribute to steam power out of Waterloo in 1967. Featured are the Bournemouth Belle, an immaculate 34057 (as only Salisbury shed could do), 75069 (now preserved on the SVR), Bullied Pacifics, Standard 5s, 80xxx and 82xxx tanks. The steam shed visited on the volume is Stockport Edgeley showing Stanier Class 5's and 8F's in their natural environment, the motive power depot and the men who worked on them while they were turned and coaled. The continental section shows Pacific power with action from France and Germany which lasted some years after the end of steam in the UK. Both preserved continental pacifics at Carnforth are seen in action in 1976 and the French Pacific at the head of the Golden Arrow leaving Calais Maritime. Hof, Trier, Crailsheim, Lathen and Berlin feature 01 and 03 classes at work. WD 2-10-0 "Gordon" is shown over the last 25-years from its rare appearance on the Southern region in 1966 through its days at Longmoor to its visit to Shildon and preservation on the Severn Valley Railway. We conclude with industrial steam at Shilbottle Colliery in Northumberland where 0-6-0 tanks worked hard on the three mile branch of the NCB in 1969. Again another good mix of steam traction in full variety from the humble colliery tank to the great expresses of yesteryear.

VOLUME 16 - MODERN TRACTION MEMORIES (60-mins)

BR016D £14.99



In collating Colin White's steam films for production we noticed that there were enough scenes of early diesels to make a one hour programme of types of diesel traction mostly lost in BR service today. Certainly some liveries are gone and generally all the film was taken before the video age. So we can re-live these early diesel scenes from the 60's and early 70's starting with the Hydraulics of Western, Warship and Hymek classes. They are seen at work on railtours and normal service including a journey on the double-headed Hymek Swansong from Paddington to Hereford. The Blue Pullmans looking so much like early HSTs at Paddington. Class 50s double-heading the "Royal Scot" in pre-electrification days is followed by a view of "Kestrel" at a Cricklewood open day in 1969. Electric traction is represented by views of the now lost "Brighton Belle" seen in both its liveries. A complete journey by Channel Islands boat train along the Weymouth tramway with Class 12 haulage, 15233, having arrived behind D6529 a class 33 in blue. Deltics are well covered at Kings Cross and Peterborough and even their wanderings to Harlow and Wands-worth. We see Class 31s in green and blue liveries on a variety of workings including the Royal Train at Cambridge. The whistling Class 40s follow at Bersham, Kings Cross and Manchester Victoria when they hauled stock to Rainhill in 1980. D200 restored to its green livery is seen at Whitchurch. Memories of Peak haulage on the Midland main line is relived. Brush Type 4s in a unique form which started the new era of colourful liveries is featured by 47 164 at Chelmsford with the large Union Jack on its sides. We end this look at the locos of this age with green-liveried 47s on the East Coast Main Line. All told there are 14 different classes of traction and several locomotives seen in BR service now in preservation on this compilation.

VOLUME 17 - ARCHIVE NEWSREEL No.3 (60-mins)

BR017D £14.99



This volume sets out to cover all the "Big Four" companies so there is something to please everyone. Also it was the first volume to begin to include film from other enthusiasts into the Colin White Collection which has now been developed into a regular theme. Indeed some of our film makers have had a complete volume devoted to their work. With full electrification on the Southern main line to Weymouth now operating we return to Dorchester to witness the operation of steam trains reversing up work-ings at the ex-LSWR terminus. Southampton and Eastleigh in 1967 and steam's last fling in the London suburbs on the LGB 100th. railtour to Windsor and Reading using 77xxx, 76xxx, 80xxx and West Country complete this section. Tribute to a King. We profile 6000 "King George V" in its preservation life from 1970 to 1987 covering its travels to Paddington, Didcot, Swindon, Gloucester and the North-to-West route to Chester. The trip for Swindon Borough in 1974 with unique smokebox side-plates is featured. Hard workings steam in the North-East of England in 1966/67 where ex-NER type Q6 and J27 locomotives worked to the last around the collier-ies of Tyne and Wear. The last Tyne Dock to Consett working with 92063 is seen complete with headboard. K1, WD 2-8-0, Q6 and J27 workings at Pelaw, Ryhope and Seaton Bank make this selection relive the days of steam as they really were. So popular was this section of the video with our customers that Volume 18 was devoted to this area for even more power to the pit. Steam returned to the North Wales coast in the late '80s but we visit it in 1966 with an LGB railtour along the coast and up the Conway Valley to Blaenau Ffestiniog and Denbigh with Britannia, Crab and ex-LMS 2-6-4Ts. Soak up the steam atmosphere with LNWR signalling at Chester. We still had 3-minutes left to give a full hour so we inserted the industrial scene at Maerdy Col-liery in 1970 when ex-GWR pannier tank 9792 breathed its last in the summer sunshine. To say it was in full steam would be an understatement!



VIDEO CATALOGUE

VOLUME 18 - STEAM NOSTALGIA (60-mins)

BR018D

£14.99



The North-East of England as it was in the last 1960s. The Q6 and J27 locomotives were the last pre-grouping engines working on BR and are seen really hard at work alongside Class K1 and WD 2-8-0s. Locations vary between Seaton Bank, West Hartlepool, Dawdon Colliery and Ryehope Grange. Coverage of the famous Silksworth branch is seen from the lineside, footplate and guards van. Ride with us to Sunderland on a coal train and listen to the power of J27s in full cry for the sounds were recorded at the same time as filming by George Woods. The area was rich in industry and this is not omitted with coverage of some unique locomotives at work at Seaham harbour with the Lewin of 1863 vintage parading in front of our cameras. There is another visit to Doxford ship yards for crane tanks and some of the collieries that abounded in this area. There are the large tanks at Philadelphia with their chime whistles, an ex-LNER J94 68078 at work at Widdrington pit and examples of other locomotives at the various colliery systems of Northumberland like Ashington, Backworth and Whittle. Finally tribute is paid in the North-East Locomotive Preservation Group from their early days when they restored Q6 63395 to BR livery, an engine seen at work earlier in the video. Their locomotives were to be seen immaculately turned out at Shildon in 1975 and lastly the Q6, J27, K1 and Black 5 44767 are seen hard at work on the North Yorkshire Moors Railway in 1976

VOLUME 19 - STEAM ON THE CAMBRIAN (60-mins)

BR019D £14.99



The most well-known film maker around Shrewsbury was Bill Cross who really loved the Cambrian and Borders country. Thankfully he had the foresight to record the lines of this area when steam still reigned supreme. He used a 16mm camera. Steam returned to Cambrian metals in 1987 and 1991 so here is the chance to see it when steam arrived on every train. We travel from Whitchurch in the east to Aberystwyth in the west calling at Barmouth, Dovey Junction and Borth to see local trains and the famous "Cambrian Coast Express". Nostalgic scenes on the Mid-Wales line from Moat Lane Junction through Llanidloes, Rhayader, Three Cocks Junction, Pantydwyr and Builth Wells are seen on this long closed line. Oswestry where the Cambrian had their headquarters was full of steam and we visit Gobowen, Tinkers Green and the Ellesmere to Whitchurch line via Fenns Bank. The locos of the early '60s were Standard and Ivatt designed but we also see six different Manors and the Tallylyn special hauled by 7827 and 4555 in GWR livery. The final section of the video covers services that are no longer with us including the Caernarvon branch and a journey by DMU from Wolverhampton to Birmingham Snow Hill. Bill rarely filmed far from home but he did visit the Isle-of-Wight in 1966 and 1967. We include a short section on this popular venue. A highlight of the film is what is believed to be the only known piece of film of the Corris Railway in the 1920s! The Vale of Rheidol railway ends this beautiful programme filmed in the early '60s when the terminus was near the river. Bill, himself an authority on all things Cambrian, narrates this video and of course the equally fascinating Volume 22.

VOLUME 20 - SHAP'S STEAM TWILIGHT (60-mins)

BR020D

£14.99



The last main line steam on BR bowed out in August 1968 in the North-West. The West Coast Main Line between Crewe and Carlisle became a mecca for enthusiasts in these latter days and George Woods and Colin White have combined their film of the period to produce this video of what it was really like at the last with particular reference to the section between Grayrigg and Shap Summit. We take the viewer on an imaginary journey from Crewe to Shap with lineside views of the principle locations which include Warrington, Wigan, Preston, Garstang, Hest Bank, Carnforth and Tebay. Five locomotive depots are visited to see the engines being serviced. There are some unusual workings to be seen and views of Hest Bank and Dillicar water troughs in some detail. Shap Incline is well covered where locomotives worked particularly hard and a footplate ride on one of the bankers is included. There are eleven different Britannias, ex-LMS Black 5s and 8Fs, Ivatts and Standards including 9Fs and a Jubilee all filmed between 1966 and 1968. The men who worked the line are included showing their problems with run-down engines but game to the last to show what steam could do. No modern day footage has been included in this 60-minute production and the sounds you hear are generally recorded at the time of filming.

VOLUME 21 - STEAM SOUTH AND WEST (60-mins)

BR021D £14.99



The early sixties saw Barry Eagles roaming the rails south and west to record the last workings of steam in the South Wales coalfields with 72xx, 56xx, Panniers, Granges and Halls. Journeying via Gloucester, Yeovil and Templecombe we arrive at Southampton Docks where USA tanks worked the wharves and even 3440 "City of Truro" paid a visit. We visit the Isle-of-Wight for the 02 class, Hayling Island for Terriers, Ashford for C class and the ex-LSWR main line from Basingstoke to Weymouth for Bulleids, Standards, S15, Moguls, M7, B4 and the ex-GWR Halls on the Bournemouth to Birkenhead working. Salisbury, Fawley, Lynton and the Swanage branch are also featured.

VOLUME 22 - STEAM IN THE MARCHES (60-mins)

BR022D £14.99



A second volume from Bill Cross originated on 16mm colour film. Long closed branches in Shropshire and the Welsh Borders are featured such as Much Wenlock and the Severn Valley line to Shrewsbury and Bridgnorth via Berrington, Cressage and Ironbridge. The Llanfyllin branch from Llanymynech on the old Cambrian is followed by Wellington to Crewe and the Cambrian branch from Ellesmere to Wrexham featuring an auto train with ex-GWR 14xx as motive power. A rare shot of Bishops Castle Railway precludes a look at the Shrewsbury to Stafford via Newport line. Colonel Stephen's Shropshire and Montgomery Railway was always a favourite with enthusiasts and Bill Cross covered the SLS last day railtour with WD 0-6-OST 193 (now preserved) in 1960 and a look at the surviving section at Shrewsbury in the 1980s. Rare footage of the Cleve Hill quarries on the branch from Ludlow follows and freight on the Hanwood to Minsterley branch is a real gem. Oswestry to Gobowen was the GWR route into the Cambrian system with its little halt at Park Hall. Good coverage of the Welshpool and Llanfair in 1963 with a trip through the back streets with steam is the penultimate section before looking at Bill's offcuts on the Cambrian which, as a whole, were not used in Volume 19. Most of this film is in colour, obviously Bishops Castle is not! We think you will enjoy this video of rare branch line coverage wherever your loyalties lie with its ex-GWR and LMS motive power.

VOLUME 23 - STEAM NORTH AND EAST (60-mins)

BR023D £14.99



Complementing Volume 21 we cover main lines and branches from the Midlands to Scotland and the East Coast Main Line. The "Wandering 1500" railtour using B12 61572 from Broad Street to Stratford-upon-Avon via Bedford and Northampton is followed by steam at Tebay and a long section of steam in 1967 on the Settle and Carlisle line. Scotland is reached via a railtour from Manchester using Merchant Navy 35026, Jubilee "Bihar & Orissa" and 4472 "Flying Scotsman" via the S & C and Waverley Routes. Through Fife with J37s and V2 60813. Then a look at A4s, Standards and Black 5s between Aberdeen and Perth. Duchess 46245 "City of London" is motive power Kings Cross to Doncaster for a visit to the Works where we see 60014 "Silver Link" withdrawn but still intact. Scenes at Kings Cross and Wood Green in 1963 with A4, A3, A1 and WD are relived. Tours with 60007 in 1963 and later as 4498 in 1967 at Peterborough preclude seeing "Flying Scotsman"'s last departure from the Cross as 60103 and its early forays on BR as 4472 with two tenders and even a Chime whistle. Oh yes, even "Clun Castle" climbing Potters Bar all go to making this a video you should not be without.

VOLUME 24 - CAMBRIAN AND BORDERS STEAM (60-mins)

BR024D £14.99



A look at steam along the Welsh Borders from 1960 until 1967. We begin at Chester in 1967 where on the 4th March the city was visited by the two Castles 4079 and 7029 interwoven with normal workings by Standard Class 5s of conventional and Caprotti versions, LMS Black 5s and an ex-Croft 9F 92026. A journey south of Ruabon for Castle, Hall, 73xxx, Pannier and 2251 class at Llangollen Line Junction before a trip to Corwen by Standard Class 4. The ex-Cambrian main line from Ellesmere to Whitchurch is covered in great detail showing GWR Manors at work and even the Cadbury's shunt at Marchwiel. We retrace our steps on board a freight hauled by 43034. South again to the Blodwell quarries with Standard Class 4 75004 before another in depth look at rural branch line work on the Llanfyllin branch from Llanymynech with Ivatt 2-6-0s. Castle, County, Manors and Standards at Shrewsbury and Wellington are featured before ten minutes of sheer delight on the Cambrian line from Machynlleth to Welshpool in 1963.

VOLUME 25 - STEAM REMEMBRANCE (55-mins)

BR025D £14.99



If you want steam in its last glorious year then this film will delight. No not 1967 but 1964 when so many loved classes went from the scene. The film taken so well by Bob Todd and seen by many at railway meetings around the country will interest many who mourn the loss of steam traction. Bob used an all lines railrover to visit such locations as Paddington for Panniers, 61xx and Castle classes, even a condensing pannier tank. Exeter for four engines on the Meldon Quarry stone train, Wadebridge for 1366 class and the North Cornwall line to Okehampton. Yeovil for 6430 and push-pull working to Sherborne and a railtour to Hereford with 5054 preclude a visit to the Cromford and High Peak line with ex-LMS 47006. On via York with B16, 04, WD to Scotland. Thornton Junction had B1, V2, J38 and J37. Six different A4s are seen at Aberdeen, Perth and Stirling along with three Princess Coronation Pacifics in their last working week, green and maroon. Britannia 70035 puts in an appearance with Jubilee, Standard Class 5s and ex-LMS Black 5s. Bob's failed DMU is rescued by a B1. The film ends with a journey to Carlisle with now preserved 70013 "Oliver Cromwell". With nearly 90 different engines of 30 classes this is a superb compilation of 1964.

VOLUME 26 - YESTERDAYS STEAM (60-mins)

BR026D £14.99



This film starts in Scotland with visits to St.Margarets and Dundee sheds featuring V2, B1, J37 and A2 60532 "Blue Peter" among others. Returning to Glasgow Central we follow Standard Class 3MT 77005 on a brake van tour around Holytown and Motherwell in 1965. Southwards to Stoke-on-Trent for an exhibition of locomotives there in 1960, followed by film of Kildgrove and the WCML between Stafford and Whitmore featuring Crab, Patriot and Super D locos. Then to the Peak District for a look at the Buxton to Millers Dale auto train, lineside and on train journey with LMS tanks 58083 and 41905. Over the Irish Sea we find ex-LMS NCC division 2-6-4Ts at work on the spoil trains from Belfast in 1968 with a visit to York Road depot included. Now south through Dundalk to Athlone and beyond with a railtour with runpasts in the Emerald Isle. Jeep No.4 and CIE 0-6-0 No.186 star in this 2-day railtour. Back to England, we cover the Midland Ltd tour of 1962 from Marylebone to Derby via Nottingham behind ex-LNER B16 61438 and then utilising a Johnson 3F and the last "Pom-Pom" in service, No. 64354. A visit to Derby shed is included with views of Patriot 45543 "Home Guard" which hauled this tour on its last leg to St.Pancras. The "Banburian" tour from Luton Bute Street to Banbury Merton Street via Dunstable with Super D 48930 in 1962 precludes scenes at Banbury in 1966. Then travelling onto Woodford Halse to join GWR engines 2246 and 6388 on a tour via Worcester, Birmingham and on to Cheltenham viewing 45552 "Silver Jubilee" and Castle 7005 "Sir Edward Elgar". The film ends with a return to Scotland via Carlisle where we see A4, Britannia and Jubilee locos and scenes of the Jones Goods on a tour around Glasgow and GNSR No.49 with Caledonian Single No.123 at Glasgow Central in 1965. Much of this film was shot by Bob Todd and Tony Powell who contributed much to Volumes 23 and 25, all excellent material.

VOLUME 27 - SOUTH MIDLANDS STEAM MEMORIES (60-mins)

BR027D £14.99



Film from Douglas Haines of the lines south of Birmingham, taken from 1960 onwards on 16mm Kodak stock and all tripod work. This video takes us through the southern approaches to Birmingham, the Lickey Incline and on through Barnt Green and Kings Norton with the Halesowen branch, the GWR route via Hatton Bank and then the North Warwick line through Henley-in-Arden to Danzey. A feature of this film is the workings of the locomotives on the three banks of these lines with long detailed shots of engines working hard and the rolling stock of the time, now just a memory. All three sections feature normal service trains such as Jubilee, Scot, 9F, 3F, 4F etc. on the Midland with Hall, Castle, Grange, 9F and Standards on the Western. Nevertheless each section also has one surprise visitor. The Lickey has SR unrebuilt Pacific 34079 climbing banked by a 9F. Hatton shows us the restored GWR prairie 4555 on a brick train and the North Warwick line affords us a view of an ex-LMS 4F coupled to ex-GWR 6435 passing through on a railtour. The film covers all seasons from high summer to mid-winter with snow scenes around Kings Norton where surprise, surprise, ex-LNER 4472 "Flying Scotsman" passes by on a 3-coach private special which includes the ex-Devon Belle observation car. 4079 "Pendennis Castle", while still in BR ownership, concludes this fascinating video which all true enthusiasts will want to have in their collection.

VOLUME 28 - EASTERN STEAM RECALLED (60-mins)

BR028D £14.99



A valued supplier of early material, Bob Todd, has allowed us to bring to life steam on the Great Eastern lines from Liverpool Street and Kings Cross. Over 30-minutes is spent on the steam suburban services to Edmonton, Enfield and Chingford, steam to Epping and Ongar, The North Woolwich branch, steam in the Lea Valley to Bishops Stortford and a railtour over the Colne Valley line. Cambridge follows before visiting Kings Cross and lineside locations to Hatfield for express and suburban workings. Ex-LNER locomotives featured are N7,N2,L1,J50,J15,J17,B1,B2,B12,B17,A1,A2,A3,A4,V2,01,04 backed up by Britannias and J69 at Liverpool Street and the odd WD and 9F. The last few minutes remember the early diesel changes on the ECML when Deltics took over from Pacifics and Kings Cross station was rationalised for electrification. A truly magnificent record of events from 1957.

VOLUME 29 - STEAM AROUND THE MIDLAND Part 1 (60-mins)

BR029D £14.99



Film from Brian Lockey of Luton who recorded so many of the events around the Midland Main Line from 1958 onwards with the accent on Luton Midland and Bute Street, from Napsbury to Sharnbrook before steam finished on this busy route into the capital. Early railtours over closed branches and secondary lines are included with sometimes quite unusual motive power such as both tours with J52 No.1247 in the early sixties to Hertford and over the Hatfield to Luton Line. A journey around Midland and London & North-Western lines centred on Luton is the main theme of this video with all the usual LMS types associated with the area included such as Jubilee, Royal Scot, 4F, 2P, Fowler and Stanier tanks, 9F, Black 5, Super D, 8F and Standards, Northampton-Olney-Bedford locals, Wellingborough and excursion traffic at Luton (just look at those headboards). The Hemel Hempstead and Higham Ferrers branches preclude a visit to Derby Works and the "Farewell to Midland" steam tour of June 1968 with "Oliver Cromwell" to Manchester brings another fascinating insight into along vanished scene to an end.



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VIDEO CATALOGUE

VOLUME 30 - FAREWELL TO STEAM (60-mins)

BR030D £14.99



Cine film of the steam railway was well into its stride by 1968 when hundreds of photographers were recording the dying days of steam traction on British Railways. B & R Video fortunately had access to thousands of feet of film taken of these events, needing only to use the best from cameramen with considerable filming experience to produce some excellent footage. This is a definitive look at the happenings and events of these last seven months from January 1st, with all remaining steam sheds visited at least once surrounded by normal steam workings of the time as they come to an end, culminating in the 4th and 11th of August specials. Highlights of the last workings are Chequerbent and Padiham branch freights, Windermere branch, the last steam workings to Liverpool and Blackpool, the last steam derailment (48666 at Rose Grove!), the last Copy Pit banker disposed and all the notable specials of the year. All in all a balanced look at the last days of steam in glorious colour and sound.

VOLUME 31 - SOUTHERN PRIDE (60-mins)

BR031D £14.99



Features the Southern Region, for most part in 1961 and 1962, when so many of the engines so long associated with the Southern Railway were ending their time. The scenes portrayed in this video come from the able photography of Jim Oatway whose camera work has been seen in many books portraying the steam railway scene in its last 10 years of operation. Jim was a signaller working the boxes from Waterloo to Clapham Junction and therefore had the advantage of knowledge of workings and a position by the track in which to record the very best of the action on the ex-LSWR route out of London. Bulleid pacifics dominated the scene, kept very clean in the early 1960's, working the Bournemouth Belle, Atlantic Coast Express and prestige boat trains. But intermingled with these were the odd Lord Nelson, King Arthur, Schools and Moguls with M7's on empty stock workings. Freight types like S15, H15 and Q1 are seen alongside their tank engine counterparts of H16, G16, W and M7. A typical summer Saturday of 1962 at Walton-on-Thames is shown and the variety at Byfleet, where freight to Feltham yards joined or left the procession of express passenger workings. From thundering pacifics, the rural charm of Terriers on the Hayling Island branch and the 02's on the Isle-of-Wight allow a few moments of calm before the excitement of the "Bluebelle" specials on the main line at Haywards Heath with such noble motive power as preserved T9 No.120, Caley Single No.123, "Birch Grove" and the Adams Radial in 1963. Beattie Well tanks put in an appearance in the London suburbs, all helping in their own way to make this a superb compilation of the "Pride" of the Southern Railway.

VOLUME 32 - STEAM AROUND THE FELS (60-mins)

BR032D £14.99



This is a second offering of Douglas Haines 16-mm film following on from his highly successful video of the lines south of Birmingham and the Lickey in Volume 27. We turn our attention to the Fells working north from Birmingham and Uttoxeter to reach the Settle & Carlisle line in the early sixties when Jubilee, Royal Scot, A3 and Clan classes worked alongside Crab, 4F, and 8F over the Pennines. Cumbrian steam includes Maryport, the Keswick branch and early days on the Ravenglass line. Shap Incline was always a good location for engines working hard in superb countryside and the last Duchess workings preclude the more usual sightings of 1967 with long freights banked by the Standards 4's. As with Volume 27, a tripod was used for steadiness of picture and most views are of sufficient length that one does not feel rushed from one sequence to another.

VOLUME 33 - STEAM NORTH OF CARLISLE (60-mins)

BR033D £14.99



The basis for this video was film from the collection of Geoff Lumb who visited the south western area of Scotland in the early sixties. The area covered was bisected by the West Coast Main Line over Beattock summit between Carlisle and Glasgow. Using this route as a basis the film begins at Carlisle station and Kingmoor depot with scenes from lines radiating from the city to branches such as Alston, Silloth and Langholm and on the Waverley route. We visit the Dumfries to Stranraer route with its branch to Kirkcudbright and by the link to Lockerbie cover the climb to Beattock in detail. The colliery area around Ayr offers many fine views of Fowler's Crabs working coal trains to and from the pits of Barony and Killoch. A link by coastal steamers visiting-Fairlee pier brings us via Gourcock to the lines south of Glasgow around Wishaw, Cobbinshaw and Motherwell. The four routes out of Glasgow from Central, St. Enoch, Queen Street and Buchanan Street close this film of South West Scotland. The immense variety of motive power seen is a glory to behold from ex Caledonian classes through to BR Standards with Duchess, Scot, A4, A2, B1, and V2 as well as the preserved Scottish locos working railtours in 1965.

VOLUME 34 - CAMBRIAN COAST STEAM HOLIDAY (60-mins)

BR034D £14.99



Another fine volume based on Jim Oatway's wanderings along the Cambrian coast in 1962. Predominately Western Region we begin our journey from Paddington via Reading, Shrewsbury and Talerdigg to reach Aberystwyth with its Manors and Standards. The Vale of Rheidol was still worked from its original terminus by Brunswick green tank engines and chocolate and cream stock. On via Bow Street to Dovey Junction and Aberdovey with a rare glimpse of the harbour branch. North to Towy for more Manors, 43xx, 2251 and Standard locos. a visit to the Tal-y-llyn was always included in an enthusiasts tour of the area, in 1962 No.4 sported a giesel ejector!! North again via Friog to Fairbourne by standard gauge with a look at the Fairbourne railway as it was before its change of gauge. Barmouth is the next port of call with much activity as the line to Ruabon was still open in 1962. Manors still worked on to Portmadoc and the Ffestiniog Railway employed driver Bill Hoole to work some trains to a picturesque Tan-y-Bwlch. Fairlee's were still coal fired, all of this bringing back the memories of sunny days on the Cambrian coast when a holiday by the sea over 30 years ago was dominated by standard gauge steam and the Great Little Trains of Wales. Oh yes, even Dinorwic still had little steam engines working its quarries. This video is sheer nostalgia.

VOLUME 35 - SOUTHERN STEAM FINALE Part 1: January to March 1967 (60-mins)

BR035D £14.99



There have been many videos of Southern steam from Waterloo and this line has been included on earlier videos in the range. But we thought there was good reason to promote this series when we came across so much good footage of film taken between 1966 and 1967 in such detail as we have been able to amass. From at least 12 collections we can tell you the complete story of the run down period in Southern steam history. And it will not be all Bulleids and Standards either. In this first volume we feature sixteen different classes and over sixty different locomotives and that only takes us from January 1st to March. The highlights of this period was the closing of the Somerset & Dorset, the last Maunsell S15 tour in the snow and the closure of the Ryde to Cowes line via Newport on the Isle of Wight. These events are punctuated by normal Southern steam workings from Waterloo to Weymouth and the last S & D workings. Further volumes will continue this story to the end of Southern Region steam in July 1967 with all the visiting locomotives featured, not a quick glimpse but full coverage from the lineside and train, so if you witnessed Southern steam passing by travelling on one of the 58 specials which ran in this period under review or just stood by the lineside to witness their passing and last farewells this has to be a series you will not want to be without.

For these titles and many, many more, why not visit our Web site at www.wolvertonrail.co.uk

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VOLUME 36 - STEAM NORTH OF YORK (60-mins)

BR036D £14.99



Redressing any imbalance in our coverage of the British Railways steam scene we return to the North East of England for a journey of nostalgia from York to Berwick calling off at lines which diverged or crossed this route. So scenes at Goole and Leeds are featured for this video is loosely collated around steam at work on former North Eastern Railway lines. To set the scene the film begins with rare black & white footage taken at Thirsk in 1949 when LNER was still on the tender of one B1 and the A4's and V2's carried BRITISH RAILWAYS in full in their livery. A York shed visit includes A1, A3, A4, B1, V2, O4 and 9F before off to Whitby by K1 and 3442. A B1 will transport us via Battersby to reach Leeds via Kippax allowing us to continue north via Ripon to Northallerton and scenes on the East Coast mainline around the 200 milepost. A visit to Darlington Works and shed follow before the Consett line with its 9F's crosses our route. Then a visit to Newcastle and Gateshead with A4 and A3 prominent. The Reedsmouth branch features the Wansbeck Wanderer railtour south of Berwick and its inspiring Border bridge. There is just enough time to look at the freight scene around Sunderland at its end visiting Tyne Dock, Hall Dene, Seaton bank and Ryhope, all new footage ending when 63395 and 65894 were specially cleaned and adorned with a blue star for the final day of steam in the North East. again an immense variety of motive power from humble tanks to roaring Pacifics on the East Coast main line.

VOLUME 37 - LANCASHIRE & YORKSHIRE MEMORIES Part 1 (60-mins)

BR037D £14.99



A video film covering the railways of Lancashire & Yorkshire, following loosely the routes of the former Lancashire & Yorkshire Railway and some of its branches. This volume covers an area from Goole in the east to Huddersfield in the west, Bradford and Copy Pit in the north, Penistone in the south. There was something magical about the steam railway in the high Pennine hills, be it on a hot summers day or in the deep mid-winter when snow lay deep and caused many problems on the roads allowing the railway to prove its worth. These conditions are portrayed along with a wide variety of motive power from the London Midland and Eastern Regions from 1960. Among the highlights to be seen is the V2 derailment near Mirfield in January 1962, a visit to Leeds Holbeck shed, Leeds Central steam and Calder Valley steam with WD, 8F, Jubilee, B1 etc.. Much of this film was taken by local enthusiast Geoff Lumb of Huddersfield who has already had one Pennine video published; this is more footage from the same stable like his Volume 33 which has been well received. There is 52515 near Huddersfield, and much, much more in this interesting look at steam in the high Pennines.

VOLUME 38 - NORTH WALES BRANCHES (Black & White) (60-mins)

BR038D £14.99



A slightly different type of video to the normal format. Brian Cowlshaw of Denbigh took advantage of all the ex-Government black-and-white film stock in 16mm format that he could obtain, to film around four completely different lines in North Wales in the early 1960s. Firstly he concentrated on documenting the Mold - Denbigh - Ruthin line visiting all stations like Bodfari and Starr Crossing. This line was rarely filmed and there is nearly 15-minutes of Brian's efforts. He continued on the Wrexham to Ellesmere line before its closure in 1962. Although this line is portrayed in colour in earlier volumes, some people cannot get enough of rural branch or ex-Cambrian!! Next comes the mineral line from Brymbo filmed from the lineside at nearly every level crossing! Again this is covered in great depth never seen before on video. On to Bala for coverage of the line over Cym Prysor to Ffestiniog on the occasion of the last passenger train over line, Pannier hauled. This coincided with the filming by the BBC Railway Roundabout team. Finally we return to colour for a 1966 run by the LCGB up the Conway Valley and Rhyl to Denbigh line with ex-LMS Stanier 2-6-4T tanks and a Crab 2-6-0. Certainly rare material and covered in great depth.

VOLUME 39 - STEAM AROUND THE WEALD Part 1 (60-mins)

BR039D £14.99



Despite the wealth of Southern Region films, there is little coverage of the area in the south-east of England around the Weald. However, Bob Todd did manage to cover the area reasonably well and along with Brian Lockey, Eric Hayman and Frank Wakeham this video shows a variety of scenes from 1958 to 1966. The film begins with the Sussex Coast tour of 1962 with T9 No.120, E6, E4, K and M7 classes used via Horsham, Bognor and Eastbourne. Before the Kent Coast electrification began there was another nice tour, run with 30782 "Sir Brian", H and U classes. Next the Gravesend to Allhallows and Westerham branches are covered and seven minutes of the Hawkhurst branch with H and C classes from the SECR. On the Bluebell line before closure (see Newick & Chailey and West Hoathley), and Atlantic "Beachy Head" at Brighton. In 1959 a tour was run from Tunbridge Wells via Horsted Keynes with C2X No.32535 as motive power; watch this in full colour! Early Bluebell Railway scenes with T9 No.120, CR No.123 and "Holborough" a wonderful old Aveling & Porter 2-2-0. Lewes with E6 and A1X (Terrier) classes. H class on Rowfast to East Grinstead services preclude coverage of the South-Eastern Limited tour up the Kent and East Sussex line, Christs Hospital to Guildford, scenes at Steyning and Ashford, moguls at Redhill and the last steam hauled "Golden Arrow" make this a superb Southern South-Eastern section video.

VOLUME 40 - SETTING THE STANDARDS (60-mins)

BR040D £14.99



A video of British Railways Standard Classes of locomotives introduced onto the main lines of Britain in 1951. By 1960, when 9F 92220 "Evening Star" emerged from Swindon Works, there were a total of 999 engines in 12 classes of 6 different wheel arrangements. From an extensive archive collection of film we tell the story of these locomotives in great detail using only film from pre-1968 days, except in the case of 71000, even though we do portray her at Crewe in the early 1960's. With this one exception, all the classes shown cover the varieties and workings of the locomotives within their class and after extensive research, we believe we have found most of them! These locomotives were meant to traverse, within their limitations, the majority of lines on the BR network. From liveries to modifications and tender types you will find them in this video covering the country from Scotland to Weymouth and West Wales to Tyne Dock since. Over 90 different engines appear in many locations. Good quality 8mm and 16mm film has been used in what is a completely different kind of video from our normal "area" type of film story. Some views have been seen in earlier releases and some will be used in future productions, but here we see them in a completely new context, the real story of Standard Steam.

VOLUME 41 - SOUTHERN STEAM FINALE Part 2: Spring 1967 (60-mins)

BR041D £14.99



Volume 35 covered January to March. This film carries on from there into Spring 1967, covering lines from Waterloo to Salisbury, Bournemouth, Weymouth, Guildford and Exeter. Exeter, because this was a period when A4 60024 "KINGFISHER" visited the region and we have extensive coverage of its two forays from Waterloo to Weymouth and the West of England. Two other railtours are equally well shown. The New Forester to Gosport, Fawley and Lymington with U Class, USA tanks and Q1 haulage. In April the penultimate tour to use N and U Class moguls and the last surviving Q1 33006 journey via Redhill, Guildford, Ash and Basingstoke to Salisbury, returning via Eastleigh. These tours punctuate normal steam services on the Bournemouth main line. The arrival on the Southern Region of Standard Class 3 mogul 77014 and C Class 0-6-0's still at work at Ashford feature as part of the history of the end of Southern steam. Therefore, as with Volume 1 of the series, this video stands on its own as a record of Southern steam with 15 different classes portrayed within the video. Further volumes will follow into the summer of 1966 and to the end of steam on the region in 1967.

VOLUME 42 - RAILWAYS OF THE EAST MIDLANDS Part 1 (60-mins)

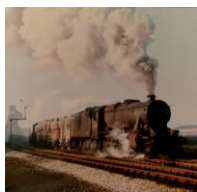
BR042D £14.99



A second helping of steam around the Midland so well received in Volume 29. Although the area covered then is repeated in this film, it has been extended to show additional routes through the East Midlands. Again, the archive film collection of Brian Locky, a local enthusiast, has been drawn on heavily to reach parts of the East Midlands most film makers never seemed to get to, certainly not early enough to record steam. Early diesels do appear of course but they only serve to set the scene of the time and who would not sacrifice a ride in a DMU between Hitchin and Bedford to catch a glimpse of a Midland 3F on the local pick-up freight. Beginning at Luton we journey to Nottingham Midland before reversing our path from Nottingham Victoria down the Great Central to Marylebone, some film from 1964 showing us Hall, Jubilee, LNER O1 and a Windcutter 9F hauled. Journeying north again with Black 5's, with one in dire trouble at Brackley, witness the fire being thrown out hurriedly! From Leicestershire to Rugby Central before joining the WCML at Rugby Midland and go lineside on the Newport Pagnell branch, (Volume 29 was on train). Carry on from Leighton Buzzard to Luton with normal service trains and the Skimpot Flyer. Luton again and east to Hitchin for a nostalgic run to Bedford over the now long closed Midland line. The North Western line Northampton to Peterborough East follows with good coverage of the Seaton to Stamford push-pull trains. Thence to iron ore country and the Corby system in the good days when up to a dozen locos would be hard at work. On to Burton and Derby with a shed and works visit in 1962 before visiting the Wirksworth branch with a Midland 4F. This is superb coverage of an area not normally greatly covered on video. There are all the usually expected Midland locos from 1F to Black 5 and Scot, LNER B1's, even a Southern Bulleid pacific and a Western Region Castle and Hall! (pre - preservation days). Oh yes, 58148 on the Leicester West Bridgebranch, delightful scenes from the great days of steam.

VOLUME 43 - AN APPRECIATION OF STEAM (60-mins)

BR043D £14.99



The format for a video from one individual photographer is not new. Indeed we have done this on more than one occasion. One photographer who was quite prolific with a cine camera was Douglas Cartmel whose material ranged over a ten year period from 1958 to 1968. He, like many others, started with black and white still photography around 1948 and a couple of minutes of this 61-minute video has been devoted to a few of his historic prints taken in the early 1950's by way of an introduction. His National Service days were spent in the south of England and using black and white and colour cine film we can see Southern Lord Nelsons, King Arthurs, Schools, 700 Black Motors, H, E4 and Terrier Tanks to name a few. Locations are as diverse as Woking, Eastbourne, Guildford, Folkestone, Tonbridge, Brighton and Salisbury. The Western Region shows us Kings, Castles, Counties, freight types and pannier tanks at Paddington, Didcot, Salisbury, Weymouth, Wrexham and Saltney Junction. Living near Stockport, Douglas captured his local scene on the Midland Region by venturing to Rowsley, Cheadle Heath, Gowhole, Saltney as well as a passing interest in Shoburyness. As steam retreated to the North West, and Manchester and Stockport in particular, he visited all his local sheds and witnessed the working environment of steam in all its moods with some atmospheric views of steam normally only captured on still photography. There are scenes of coaling, smokebox cleaning, turning of engines, taking on water and a brilliant fire dropping sequence on a Britannia pacific. Three minutes are given to four industrial locations, Astley Green, Yates Duxbury, Stanton and Ifton colliery in this story of how one true enthusiast chased the steam locomotive to its dying days in 1968. There are 50 Classes of locomotives and 100 different engines in this video, all seen through the camera lens, and a good one at that (Bell & Howell) of an enthusiast with an eye for detail and the unusual, witness the pantomime at Gowhole when a Black 5's crew take water! This is an excellent record of ten years of steam, from someone who really did appreciate steam.

VOLUME 44 - CUMBERLAND GLORY (60-mins)

BR044D £14.99



Carlisle Citadel was a mecca for steam enthusiasts in the 1960's. Situated as it was on the West Coast route to Scotland, and it witnessed a veritable wealth of express steam power. Couple this with the freight activities and the fact that it was the focal point for routes such as the Settle & Carlisle, Waverley and Dumfries line among others then you have all the ingredients for an interesting programme. We have used as a basis, film taken by local enthusiast Brian Irwin who started filming before the Duchess pacifics gave way to diesels and eventual electrification. The film is centred around Citadel station with the Coronations, Jubilees, Clans and Black 5's on the West Coast route LNER A3 and A4 pacifics drift through off the Waverley Route and a whole profusion of engines on railtours visiting the Border City. Hence a Southern pacific 35012, and a Western Castle 7029, ensure all the 'Big Four' are represented. Three of the Scottish preserved engines visited in 1963 and 1964, 256 "Glen Douglas", Caledonian Single 123 and 49 "Gordon Highlander". "Sir Nigel Gresley" met "Sir William A Stanier FRs" at Citadel in 1964, a unique event? The steam tours of the 1960's are all seen on the approaches to Carlisle as well as Citadel. Therefore 35012 is seen at Grayrigg, 46255 returning over Ribbleshead, two Ivatt Class 2's at Basenthwaite, 123 and 49 at Silloth, "Sir Nigel" on Shap and Ais Gill, while 7029 "Clun Castle" is at Scotby. Of course 4472 puts in an appearance, where hasn't this engine been? But so does 60052, 60528 and 60532 Blue Peter. Carlisle also saw the last Jubilees in service in 1967 along with its last pacifics, the Britannias. This film follows them all with visits to Kingmoor and Upperby depots. There is a look at the Settle and Carlisle route into the city with views at Armthwaite, Kirkby Stephen and Ais Gill. Travel south out of Carlisle to Penrith and Shap bank. This is a story of the steam age in and around Carlisle, competently filmed like no other programme on this border city, using the best material available in our collection. We think the sounds are of the best also, all original 1960's recordings and there are no silly fades and flashes either! The last two minutes show the electrification at Citadel with the arrival of the Royal train. Twenty three classes of steam, some early diesels in green livery, remember when D232 was named "Empress of Canada"? or when there really were trains called the "Royal Scot" and "Middy Scot"? All this and more are included here, a superb record for the capital of Cumbria.

VOLUME 45 - LANCASHIRE & YORKSHIRE MEMORIES PART 2 (60-mins)

BR045D £14.99



This is the continuing story of the railways in the counties of Lancashire and Yorkshire. No sooner had Volume 1 been released all who purchased it were asking for Volume 2! So here it is and in this title we leave Yorkshire and head for Lancashire via the ex LNWR route from Heaton Lodge Junction, through Huddersfield and the climb to Stanedge. Local enthusiast Geoff Lumb of Huddersfield filmed almost yard by yard from Springfield Junction to Stanedge tunnel. This involves virtually all the types of traffic and locomotives to be seen from 1963 to 1967. So summer extras (just look at the stock on some of the trains), coal trains westwards, empties returning, general freight, and oil tank trains feature with Jubilee, Black 5, Crab, 8F, 9F, WD and 2-6-4 Tanks as motive power on this six mile climb over the Pennines mainly on a 1-in-105 gradient. As in Volume 1 snow scenes are included, this time at Longwood. Then it is down the other side of Stanedge through Diggle to Stalybridge. Although not Lancashire or Yorkshire specifically, there is a look at the Woodhead route over the Pennines with excellent footage at Guide Bridge including steam and electric traction running side by side. A full programme on this route will be issued later. To return to our route for Manchester we journey via Denton Junction to Miles Platting and are now on L & Y territory. There follows a look at traffic through Newton Heath before a journey with Fowler 2-6-4 Tank 42343 over the L & Y railway lines of Middleton Junction, Rochdale, Whitworth branch, Royton and Oldham Werneth ending at Manchester Ducie Street Goods. Finally a look at Manchester Victoria station which will be our stepping off point for Volume 3! Sometime we will reach Liverpool and Blackpool! But like all our productions we try and do the story in depth and this volume is no exception.

For these titles and many, many more, why not visit our Web site at www.wolvertonrail.co.uk

VOLUME 46 - STEAM ROUTES WEST (The Western Way) (60-mins)

BR046D £14.99



This is the first of two volumes to visit the West Country. The Western Way takes a journey from Paddington to Saltash but not necessarily by the most direct route. It is primarily to visit the less well covered areas by film cameramen dealing with secondary lines and branches. Gloucester is reached via Reading, after which there is a look at the Chalfont auto service along the Golden Valley. On via Bristol Temple Meads to find Tiverton Junction. Here, in 1963, a railtour headed by 60022 "Mallard" allowed participants a trip from Exeter via Cadleigh behind two 45xx prairie tanks to the Junction, before visiting the Hemyock branch. This was worked by 14xx auto tanks and this theme continues for a visit to the Teign Valley line from Newton Abbot to Exeter via Heathfield, filmed in 1958. Then a visit to the Moretonhampstead branch also in 1958, Titfield Thunderbolt stuff this, racing the local bus! A branch to survive into preservation was the Ashburton line from Totnes. This is seen in depth, also in 1958, and all these lines in colour. Before the Dart Valley or South Devon Railways came into existence, stock was stored and steamed at Totnes Quay including 6998, 1363 and 1466. Banking on Rattery is seen taking us further west into Plymouth and a shed visit to Laira. An auto train is used to journey across the Saltash Bridge and visit the station. Steam in and out of Cornwall in the hands of Castle, County and Grange classes. Finally back to Paddington with "Burton Agnes Hall", "City of Truro" and the last County No. 1011, and Castle and diesel hydraulics at Iwer. No. 7025 "Sudeley Castle" arrives under Brunel's roof just how it was in the days of steam. Twenty-five classes of steam, most of them ex-GWR, and the true GWR branch line atmosphere are well portrayed. There is some very rare footage here!

VOLUME 47 - SOUTHERN STEAM FINALE PART 3 (60-mins)

BR047D £14.99



This third volume in an in depth series on Southern Steam covers the period April to July 1966, and at last the sun shone! Scenes along the South Western main line to Bournemouth and Weymouth are punctuated by the events of the period such as the demise of Maunsell's Moguls in the April. The two Longmoor railtours take twelve minutes to cover for they provided some excellent filming opportunities. There were double headed Maunsell moguls, WD 2-10-0 "Gordon" on the Southern main line. WD J94's ran around the Longmoor Railway and a visit to the shed there; watch out for the flying PW trolley! On the Isle-of-wight, Wroxall and Ventnor closed, this is covered. Locomotives on shed are always appealing. Nine Elms is visited in glorious weather. There is a railtour deep into Surrey with Bulleids 35028 and 34089 with full coverage from lineside and train of the "Green Arrow" railtour which saw the only time an LMS Black 5 hauled a tour on the Southern and featured the last steam train down the Weymouth tramway. The failed LNER V2 does put in an appearance. There are footplate sequences on a Bulleid pacific, even a trolleybus on a turntable. This video stands on its own as a tribute to Southern steam but, as the continuing story of its demise, it is a must for all enthusiasts.

VOLUME 48 - NORTH WALES STEAM HOLIDAY (60-mins)

BR048D £14.99



The railway route to Holyhead saw steam up to 1967. Today it still sees steam on the Yns Mon Expresses but on a completely different railway to the 1960's. Like our Volume 34 on the Cambrian we begin our journey in London, at Euston, departure point of the Irish Mail. Duchess and Britannia Class are seen alongside empty stock workings. Continue along the West Coast Main Line through Rugby and Stafford to Crewe. We stop off here for a visit to the locomotive works, the station with Duchesses, Britannias and Jinties. On to Chester meeting the GWR route from Shrewsbury and a fine view from the 1930's of Scot 6146. Lineside through Mold Junction and Shotton to Prestatyn and Rhyl. Holiday expresses pass through behind a variety of power and a short visit to the miniature railway in 1962. Llandudno Junction with Jubilees, Duchesses, 2-6-4 tanks, Conway with Scots and Black 5's. At Penmaenmawr steam passes against a backdrop of the sea, Llanfairfechan and its zoo! Bangor for more action in 1962. Travel the Snowdonian through Caernarvon to Llanberis. Holyhead in 1962 with Duchesses and Scots and 1949-built TS Cambria. Twenty different classes feature from Jinties and 4F's to Patriots, Jubilees and Duchesses. Two LNER pacifics and GWR Castles put in an appearances. Comparing the route with that of today, this is sheer nostalgia.

VOLUME 49 - LANCASHIRE & YORKSHIRE MEMORIES PART 3 (60-mins)

BR049D £14.99



Another fascinating look at the railways using ex-L&Y lines. This video is firmly in Lancashire, Preston and the Fylde. Preston was complex with L & Y and LNWR routes to its main station. Sadly the East Lancs side has now completely disappeared. Using archive film from 1962 up to 1968 this video covers all routes to Preston, from the south and out to the north-west onto the Fylde and Blackpool. It covers all the many junctions and types of traffic passing through, freight, coal, cement and of course the busy passenger traffic especially to Blackpool. See Farrington yards, a birds eye view of Preston station, Lostock Hall shed and a glimpse of the Preston North shed after it had burnt down. The Longridge branch was visited by a Super D in 1962, Preston Docks had steam up until 1968. Specials pass through, we cannot show a Southern engine but there is an LNER A2 and a GWR Castle. Jubilees, Royal Scots and the occasional Duchess appear. The two routes to Blackpool Central and North are covered, this time a Clan and an LNER A1 put in appearances alongside LMS and Standards. See the pick-up freight at Lytham St. Annes and visit Blackpool Central shed. Twelve cameramen filmed for this video including Eric Woods whose still material has been published in the "Glorious Years" features of Steam Railway magazine. His cine film was rare too and this video covers the Glorious years of steam around Preston.

VOLUME 50 - THE GWR RECALLED (60-mins)

BR050D £14.99



A look at the Western Region of British Railways from 1958 to 1965 covering all the major classes of ex- GWR motive power. There is Paddington in all its steam glory with Kings, Castles, Halls and pannier tanks. It was the starting point for a unique railtour in 1963 to Swindon Works behind 72006 "Clan Mackenzie". We join the tour and see Swindon Works while it was still overhauling steam followed by a visit to the shed. A return to Paddington for lineside action through Westbourne Park in 1962, more Kings, Castles, County, Hall and a view of 4704 the ultimate 2-8-0 of the GWR. Westward via Southall in 1963 to Maidenhead and a nostalgic look at the Marlow branch and its "donkey". At Reading, also in 1963, more Castle action and a couple of SR engines pass through en-route to Moreton yards. Station pilot was 7817 "Garsington Manor". Didcot provides us with another County class and the last GWR Castle "Great Western". Sapperton for the Chalford auto trains lead on to the Birmingham route at Hatton and yet another rare event, Bulleid Pacific's on football specials at Handsworth & Smethwick. Farewell to the Kings with 6018 to Swindon, then Oxford and the last steam train to Fishguard with 6859. Returning to London there is a look at the Brentford and Windsor branches before 7029's last Farewell tour. Lots of copper caps and lower quadrants!

For these titles and many, many more, why not visit our Web site at www.wolvertonrail.co.uk

VOLUME 51 - SHAP'S STEAM GLORY (60-mins)

BR051D £14.99



When we produced Volume 20 Shap's Steam Twilight, we advertised it with only Britannia's, Black 5's, Standards and 8F's, all at the end of steam over this famous incline. It has been one of our best sellers over the years and now it is time to produce another version filling in the gaps in the story as more well taken views have come to us. This video does include all the previous types of locomotive but here there is the odd Duchess, Clan, Royal Scot and the 2-6-4 Tanks which banked on Shap before the Standard Class 4's. Instead of Crewe as a starting point we begin at Lancaster and visit the Arnsdale line and Windermere branch. There is more action on Grayrigg than before. Excellent action on the troughs of Hest Bank and Dillicar. We had to include yet another cab ride on a Shap banker. Shed scenes at Tebay and Carnforth provide nostalgic viewing as engines are prepared for the struggles over the one thousand foot summit of Shap. One Britannia really struggles as it is brought to a stand at Scout Green in a westerly gale! A double header out of the loop at Tebay was not staged but the crews entered into the spirit of things for the cameraman. Thirteen cameramen provided the film for this production. The men who worked this railway are seen at work, the grime and the glory of what was Shap, even a cow could almost disrupt the West Coast Main Line traffic! Sit back and enjoy this one if nothing else, taken on 8mm & 16mm film with authentic sounds taken at the time for your enjoyment.

VOLUME 52 - INDUSTRIAL STEAM (61-mins)

BR052D £14.99



The popular misconception that Industrial railways were just yard shunts with small 0-4-0 tanks or the ubiquitous J94 type will be completely dispelled by this programme. Some systems were enormous like Ashington, Philadelphia and Corby, often fully signalled as well. There were ex BR steam engines to be found from all of the "big four" companies sold into industrial service. There were narrow gauge systems as well at Bowaters, Kettering and in North Wales. Ironstone systems could boast nearly 100 engines. Engines wrestling with poor track abounded at cement works while ports such as Preston, Whitehaven and Falmouth were locations providing steam locomotives at work. Par had one of the smallest and Baddesley Colliery had a Garratt at the other extreme. Fire-less engines found favour with paper manufacturers. The oldest engine in service could be found at Seaham, with Wirksworth a close second. Sentinels lived at Burton Latimer and Whifflett. Crane tanks at Doxford's and Stanton & Staveley. Even a sewage plant found use for steam. Power stations had side tanks the power of a Black 5, the NCB probably had the biggest fleet of all. These are not posed views of steam but engines working hard for their living in their true environment. There are 100 engines from 25 builders in this story. It was all part of the steam scene in Britain, if you saw them, here are the memories; if not see what you missed.

VOLUME 53 - SOUTHERN STEAM FINALE No.4 (60-mins)

BR053D £14.99



The fourth volume in our series of Southern Steam finales covers the two months of August and September 1966. There was much to see during the last full summer of steam in the South. The weather was good and we have chosen the best scenes to portray the Southern scene in general and the railtours that ran in the two months. Two tours took Bulleid Pacifics to Nottingham on the Great Central, Bulleid stock went as far north as Penistone behind an electric loco of Class EM1. Reciprocating these visits there were two Eastern pacifics, travelling on Southern metals, 60532 "Blue Peter" and 4472 "Flying Scotsman". A general feature is the story of Southern boat trains, passenger, freight and gold bullion! 02's on the Isle of Wight still ran but Black 5's visiting the region ended with the summer timetable. The Swanage branch is seen in detail before it lost its regular steam service in the September. All these stories are related in this programme allowing 15 different classes to be seen. Filmed by competent cameramen, using the best of equipment, this really is the definitive story of Southern steam at the end. There are only another five volumes to go !!

VOLUME 54 - STEAM THROUGH THE PEAKS (60-mins)

BR054D £14.99



The Midland Railway route from Derby to Manchester traversed the Peak District of limestone hills. It was this limestone which produced much traffic for the railway, the ICI works around Buxton provided steam haulage up to 1968. First there is an introduction to the route using the last steam hauled train over the entire route in 1968. Beginning then at Derby we go north to Wirksworth and its quarry. A detailed look at the Cromford and High Peak line, J94's storming Hopton incline, even a B1 at Parsley Hay. Steam around Rowsley where the long climb to Peak Forest begins. Stop off at Millers Dale to see 58083 and 41905 on the service to Buxton. 8F's in the snow at Buxton and Patriot 45522 puts in an appearance. Peak Forest, Dove Holes and Chinley North and South Junctions. Chinley with a Midland Spinner, absolutely unique film from 1980. Buxton and Gowhole yards, New Mills and its branch through Birch Vale. Bredbury, Woodley and down through Stockport Tiviot Dale. Georges Road to Heaton Mersey, 1962 to 1968. Then rejoin the Midland route at Cheadle Heath, Scot, 4F and 2-6-4 tanks, to journey via Didsbury and Chorlton to Manchester Central. Once again this video covers an area in great detail and well filmed. A worthy successor to our earlier videos made south of Derby.

VOLUME 55 - ALONG LNER LINES PART 1 (60-mins)

BR055D £14.99



To delight all LNER fans this video portrays the end of North Eastern steam in Northumberland and Durham. More than that, it includes a journey along the East Coast main line from Kings Cross when A1's, A3's and A4 's ruled south of Peterborough. Lineside action from Wood Green, Brookmans Park and Hatfield in 1962. Visit Retford for 02 and WD, travel north to York via Doncaster. A shed visit at York and a works visit at Darlington. Newcastle had a visit from 60019 and 7029 "Clun Castle", a K1 emulating the Western product with its own copper cap! Bedlington and Blyth on north Tyneside in detail for J27, Ivatt and K1 moguls and Q6. Tyne Dock where engines came home for a rest. Hartlepool shed provided engines for the Durham coalfield, Hall Dene has lineside action. Ryehope Grange was never quiet and traffic for Silksworth and Seaton very spectacular. amongst all this, visits are made to Ashington, Philadelphia and Seaham Harbour. A footplate ride on a J27, visits to signal boxes all included in this tribute to North Eastern steam as you have never seen it before.

VOLUME 56 - SEVERN to DEE PART 1 (60-mins)

BR056D £14.99



This is the first in a two volume series on the railways between Bristol and Chester. The route follows the proximity of the River Severn from its outflow into the Bristol Channel through the West Midlands to Shrewsbury. Beginning at Bristol Temple Meads, the Midland line to Gloucester is taken calling at Berkley Road. On via Ashchurch to Worcester with views of its steam shed and the small works there. The route northwards continues via Birmingham Snow Hill to Wolverhampton, the Severn Valley route will be covered in another volume. Scenes at Madley Junction and Upton Magna prelude a long look at Shrewsbury from 1962 to 1967, with a Royal Train as well as a diesel crash in 1965. The last half of the film takes us on to Wrexham with a detailed look at this line through Gobowen, Oswestry, Weston Rhyn (including the Ifton Colliery line), Chirk and Ruabon. Motive power seen includes ex-GWR and LMS types from pannier to Duchess. Occasional use of steam rail tours of the early 1970's is used when the infrastructure of the line was still in place before any modernisation.

VOLUME 57 - LANCASHIRE & YORKSHIRE MEMORIES PART 4 (60-mins)

BR057D £14.99



A fourth volume of our series on the lines of the Lancashire and Yorkshire Railway. Firmly in Lancashire, this film will delight all that loved the scenes towards the end of steam in the North West. It covers an area from Burnley to Blackburn and south to Bolton, Horwich and Chequerbent. Mostly filmed in sunny bright weather by competent cameramen, we see Rose Grove at its best (or worst!) with duties over Copy Pit. 8F's struggle up the Padiham branch and run freely through Huncoat to Accrington. West to Blackburn, Pleasington and Hoghton summit. South of Blackburn, we follow the now singled line through Sough Tunnel to Entwhistle and Bolton. We visit the shed there before moving west to Horwich to see the passenger service to Chorley worked by 84xxx tanks. An in depth look at the Chequerbent incline from the lineside, guards van and footplate, trains having to be split to just three wagons because of the severity of the climb. Although the odd 2-6-4 tank and WD 2-8-0 appear, the most prolific engines were the Black 5's and 8F's but all are beautifully filmed, another fitting tribute to the end of steam in the North West and Lancashire in particular.

VOLUME 58 - WIRRAL STEAM (60-mins)

BR058D £14.99



An in depth look at the steam scene on the Wirral peninsular from Chester to Birkenhead, Bidston to Shotton. Fifteen cameramen supplied material for this video, notably John Ryan, a local enthusiast from Bromborough. From Chester we take the LMS and GWR Joint line to Hooton calling at Upton, Mollington and Capenhurst. Here the line was joined from the east at Mouldsworth via Ellesmere Port where a visit is made to the Manchester Ship Canal Railway. Returning to Hooton, we go north to Birkenhead calling at all stations. Birkenhead provides nostalgic views of Woodside station, the ferries to Liverpool & a glorious sight of the liner "Empress of Canada" docking there. A prolonged visit to Birkenhead Shed precludes a visit to the Docks lines with mogul 42942 and early 1970's tours with industrial steam engines. Coverage is then given to the Bidston to Shotton ore trains seen everywhere along the route from the Docks to Shotwick Sidings with 9F power right into the steelworks. At Bidston we divert to New Brighton worked by ex-GWR pannier 4683. Motive power seen includes 2-6-4 tanks, Black 5's, 9F's, Standard 4's, Crabs and visits by B1, A2 and a Castle on the last day of steam services from Paddington to Birkenhead. A film full of atmosphere and nostalgia for anyone who knew the railways of the Wirral.

VOLUME 59 - SOUTHERN STEAM FINALE No.5 (60-mins)

BR059D £14.99



The next volume in this definitive series of the end of Southern steam, now being collected as the historical record of the time, covers the four months of October to December 1966 and into January 1967. Once more, sixteen cameramen supplied material for this volume allowing the full story to be told for the period. As a video of Southern steam it also stands on its own since the general steam service is filmed over the South Western lines from Waterloo to Weymouth. However, as with all videos in this series, full coverage of rail tours of the period is included. The first seen is the RCTS Four Counties tour covering the Tooting branch with Guildford's shed pilot engine 30072. Next the Dorset and Hants tour with two un-rebuilt pacifics taking in the Somerset and Dorset line, the remains of the Ringwood branch and finally Hamworthy Goods. Merchant Navy class 35026's visit to Newcastle, Doncaster and York. "CLUN CASTLE" and Britannia 70004 took Bulleid stock to Stratford on Avon and Stourbridge Junction. The end of steam on the Isle of Wight did come on the last day of December 1966 and coverage is given to the whole route remaining from Ryde Esplanade to Shanklin. Lastly the rail tour to the Bridport branch via Salisbury, Westbury and Maiden Newton with all its troubles is fully related. Oh yes, and also the last steam run to Exeter!

VOLUME 60 - ENGINE ON SHED PART 1 (60-mins)

BR060D £14.99



This has to be one of our most ambitious projects ever. With the demise of steam on Britain's railways the work of the engine sheds also disappeared. To keep a steam locomotive in traffic entailed much manual labour. Throughout our long association with enthusiast railway films we have amassed enough material to cover the subject in detail, albeit using some film already seen in some of our videos. By collating this film with new material obtained, we have put together the most comprehensive documentary on this subject ever. This video contains pure archive film on locomotive depots. There are no scenes of the shed's locomotives out on the main line. This is how it really was for the many thousands of men involved in the maintenance and repair of the steam locomotive.

Part 1 shows at the atmosphere on an engine shed from roundhouse to straight sheds. Smoke and steam abound on all five regions. On arrival on shed, the fires were cleaned or dropped providing many volcanic scenes. Then to the ash pits to be cleaned. Smokebox emptying and tube cleaning were the dirtiest jobs on the railway. Replenishing the engines with coal and water took many forms and with sometimes hilarious results. Speed of turnaround was sometimes important with some breaking of the rules.

VOLUME 61 - ENGINE ON SHED PART 2 (60-mins)

BR061D £14.99



Part 2 begins with the work of shed pilot engines before assessing the needs of engine repairs at Works or in the sheds, boiler washouts, re-metalling axle boxes and other jobs for the fitters. The work of the breakdown trains were also the responsibility of the fitters; we visit loco derailments and see a WD 2-8-0 in steam and tenderless. The various types of turntables used for steam engines are now virtually extinct. Finally, the preparation of engines for the road from fire lighting to eventual ringing off the shed is seen in detail. An engine's last run in steam and a driver's last turn of duty on the footplate, are all carefully filmed and recorded by an army of enthusiasts to portray what really went on behind the scenes by those privileged to see it. A lasting-memory to the footplatemen and fitters who had to do it.

VOLUME 62 - STEAM THROUGH THE COTSWOLDS (61-mins)

BR062D £14.99



THE JIM CLEMENS COLLECTION No.1. B & R were privileged to acquire the rights to produce videos of the archive British railways steam films of the late Jim Clemens of Worcester. The films were taken during the period 1959 to 1968 and cover most of Britain. Jim was particularly interested in branch and secondary main lines. The films are of a high standard of photography with a number of very rare scenes. His vast collection has been seen publically over the years and continues to be shown by his son Mike.

In this first volume, we cover the route of the famous Cathedrals Express from Paddington to Worcester, Ledbury and Hereford. Branch lines along the route are also visited such as Newbury to Didcot, Oxford to Fairford, Moreton-in-the-Marsh to Shipston-on-Stour, Kingham to Notgrove and Chipping Norton. At Worcester we take a look at the "Vinegar pilot" branch and the Kidderminster portion of the Cathedrals Express north to Fernhill Heath. On to Hereford with that portion viewing all stations and visiting the Bromyard branch, before Malvern and Ledbury and an arrival at Hereford. All stations and Halts were still open along this journey on the Old Worse & Worse (Oxford, Worcester and Wolverhampton Railway). Ex-GWR Castles reigned supreme on the main route with a little footplate running thrown in. There are Halls, Granges, Manor, 53xx, 28xx, 22xx, 43xx, 41xx and Panniers. A King appears at Princes Risborough and a GWR Railcar at Ledbury. This route has never before been covered in such detail, an omission put right in this video.

VOLUME 63 - SCOTTISH RAILWAYS REMEMBERED Part 1 (60-mins)

BR063D £14.99



railways of Scotland be remembered.

A general look at the railways of Scotland from 1960 to 1966, from Ayr to Wick and Mallaig in the west. Beginning with the Caley single No.123 we move on to see the route from Perth to Aberdeen with A4 and V2 classes. A look at South West Scotland around Ayr, and Carlisle with Crab, Black 5, Standards, a Princess Royal and Caledonian 0-6-0 tanks. A tour of Glasgow sheds in 1960, infinite variety here. The Killin branch and Ballachulish with steam, and on to Fort William and Mallaig with K1, K2, and J36. The Far North line with steam at Inverness and early diesels to Wick and Thurso although a Pickersgill 3F 4-4-0 appears at Thurso. South to Perth via Inverurie and Craigellachie for more steam at Gleneagles and Stirling. Via Kinross to the Forth Bridge brings us to Edinburgh Waverley when A3's still had the "Queen of Scots" Pullman. Finally, No.123 again on that infamous Scottish Rambler tour of Easter 1963 from Dunblane to Crianlarich via Killin when it snowed! Of all this will the steam

VOLUME 64 - ALONG LMS LINES Part 1 (Euston to Stafford) (60-mins)

BR064D £14.99



after the wires went up. Four Princess Royals pass the camera, Duchesses galore, Jubilee, Scot, Standards and even a 2P 4-4-0. There are sights of green liveried Class 40's and a WD. Into the West Midlands with Super D and 8F at Saltley and Bescot. There is a Scot and a Duchess at Wolverhampton High Level; the trolleybuses were still here and an industrial Garratt works a colliery. This is how it was in the early 1960's. Sheer magic.

The demand for LMS steam scenes seems insatiable. Following on from our successful Lancashire & Yorkshire volumes we now look at the London & North Western lines. We will cover the West Coast Main Line and some of its branches and secondary routes from Euston to Glasgow. This first volume looks at the scenes of the 1960's from Euston to Stafford via Northampton, Rugby and the West Midlands. With fifteen Duchess pacifics, four Princess Royals, Scots, Jubilees, Super D's and Patriots, mixing it with Crabs, Jinties and Black 5's, we have it all in this video. Visit Camden and Willesden Sheds, steam over Bushey troughs, steam and early electrics at Watford Junction plus five different Duchesses at Bletchley. More steam power at Roade and an in-depth look at Northampton with even a GWR interloper here! The Highlight of the video has to be Rugby before and

VOLUME 65 - STEAMING THROUGH SHROPSHIRE Part 1 (61-mins)

BR065D £14.99



of steam at Oswestry including the sight of a Castle on the shed in 1963. And we see the Shropshire & Montgomery Railway on closure day in 1960 with the SLS tour. Absolute nostalgia!

THE JIM CLEMENS COLLECTION No.2. covers the steam scene around Shropshire, filmed from 1960 to 1967. Beginning at Birmingham Snow Hill, we travel via Wolverhampton and Oxley to Wellington, Shropshire. Both routes into the town from Stafford and Crewe are featured as most stations were in Shropshire. Shrewsbury is shown in fine detail, with Jubilee, Manor and Standard classes. Continuing north of Shrewsbury there is plenty of lineside action in 1966 on Leaton bank before arrival at Gobowen, junction for Oswestry. The route from Whitchurch to Oswestry is followed, stopping at Ellesmere to travel on the Wrexham line viewing all stations and halts, on these long closed lines. South of Oswestry to Llanymynech and the Llanfyllin branch, again we cover all stations. Return to Oswestry from Nantmawr quarry with a steam hauled ballast train, double headed from Oswestry to Gobowen via Park Hall. It is all action at Gobowen amid semaphores and two signal boxes. Plenty

VOLUME 66 - SOUTHERN STEAM FINALE No.6 (61-mins)

BR066D £14.99



ran on the Isle of Wight as the last O2's were cut up at Newport. Another tour took a Bulleid pacific to Eastbourne. The story is told in the usual informative manner of this series after much research and knowledge from people who witnessed these events.

The continuing story of the last eighteen months of Southern Steam. This volume covers the period January to March 1967. As in all volumes in this definitive series, the general Southern scene is portrayed between Waterloo and Weymouth. Although steam was in decline from the January timetable, we search it out throughout the region portraying any unusual events and give the reasons why. There were railtours over normally non-steam lines, the LCGB ran its 100th railtour during this period, much more successful than its 99th, seen in Part 5. The tour visited Chessington, Shepperton, Windsor and Reading Central Goods. The Surrey Downsman went to Oxted, Redhill and Kensington Olympia; it ended at a steamless London Bridge. We look at and examine Ron Cover's attempts to dignify the steam engine with fabricated but brilliant number plates. 3442 "The Great Marquess" visited the region and we follow its run from Victoria to Brighton, Chichester and Southampton. The first electric trains

VOLUME 67 - RAILWAYS OF THE EAST MIDLANDS No.2 (61-mins)

BR067D £14.99



Kettering Furnaces industrial systems. There was a line to Butlins, Butlins Sidings that is! Engines working hard and fast, slow and branch line work, a feast of steam in an area now mostly devoid of the traffic you see in this video.

Again, the success of our Volumes 29 and 42 have led to this production centred on the Midland main line through Wellingborough and Kettering. However, views at Leicester, Nuneaton, Nottingham and Staveley set the scene to begin at Marylebone for the GC and St.Pancras to Luton. Remember when Class 27's in their original livery worked suburban stock and the Wheathampstead to Dunstable branch was still with us? This time it is with diesel and early DMU as steam was covered in Volume 29. Next the steam scene north of Irchester Junction to Wellingborough and Kettering. In the early 1960's freight dominated the railway here; 9F, WD and 8F engines pulled loaded and empty trains along the four track main line. Wellingborough shed and station saw Fowler and Jinty tanks and the 84000 Standard tanks on the locals to Northampton. We traverse the route to Northampton

VOLUME 68 - STEAM IN THE CAPITAL (60-mins)

BR068D £14.99



Waterloo via Feltham for S15 and Q1, Clapham for M7, ex-GWR pannier tanks, W Class and Fowler tank. A Schools and Lord Nelson appear before nostalgic views of Beattie well tanks and an H16. See what a 1960's railway enthusiast and all the cockney sparrows witnessed on a visit to England's Capital City.

A nostalgic look back to London's termini for the Big Four in the 1960's and on lines radiating from them. We begin at Euston, 70032 departs on the "Comet" and first generation diesels 10201/2 on the "Royal Scot". At Marylebone, we go north to Chorley Wood with 2-6-4 tanks, Rickmansworth for a B1. Growler No.11 of London Transport leads us to Neasden and the work of LT's pannier tanks at Croxley and Farringdon. A Britannia and Patriot are at St.Pancras with Scot and Jubilee. Next door was King's Cross and the East Coast main line to Hatfield. This section is full of A1, A2, A3 and A4 pacifics, V2, WD and B1 all appear in the early 1960's. Next, the Great Eastern from Liverpool Street, through North London and east to Colchester and Ipswich, Britannia, J15 and even a D16 4-4-0. Fenchurch Street to Shoeburyness with 2-6-4 tanks. Over to Paddington and the Western main line to Reading via the Marlow branch, Castles, Halls and auto-tanks. At Reading we meet the Southern Railway. Return to

VOLUME 69 - THE WITHERED ARM (60-mins)

BR069D £14.99



THE JIM CLEMENS COLLECTION No.3. Jim visited North Devon and Cornwall often in the early 1960's sometimes using the Atlantic Coast Express. This is a classic journey on the Atlantic Coast Express to the far flung reaches of the Southern Railway known as the Withered Arm, that part of the route west of Exeter. Join this celebrated train at Waterloo and travel via Basingstoke, Salisbury and Sidmouth Junction to Exeter Central seeing the line from the train and lineside in steam days, no single lines then. Onto the Withered Arm itself to Barnstaple Junction and Ilfracombe, virtually every station is seen. Return to Barnstaple and travel south via Instow and Bideford to Torrington with 02 and Ivatt tank engines. Forward to busy Halwill Junction before an in depth visit to the Bude branch and its harbour line. T9's still visited here in 1961. Further west via Launceston to Wadebridge, more classic steam with Beattie Well tanks, and T9's to Padstow. Bodmin is visited, both General and North stations. Return via Bere Alston, Gunnislake and Okehampton to Exeter Central. There is a visit to Penzance by a Bulleid Pacific, steam once again at Barnstaple Victoria Road. This has to be the definitive video of the Southern in Devon and Cornwall superbly filmed in those sunny days of the early 1960's all in colour.

VOLUME 70 - ALONG GWR LINES Part 1 (60-mins)

BR070D £14.99



The first in a series of videos planned to show GWR steam from Paddington to Penzance. This first volume covers the London Division from Paddington to Oxford. In 1960, most trains out of London were steam-hauled by Castles and Kings. The ubiquitous panniers of Collett and Hawksworth ran in and out with empty stock and are seen at Paddington and Westbourne Park. We cover the period right up to 1965 when steam bowed out on the 4.15 p.m. to Banbury as it did on Southall shed. Slough, Taplow and the Marlow branches follow. Reading is similarly seen from 1961 to 1965. Engines took water on Goring troughs before Didcot. Now a preservation site, see how it was in the early 1960's. Plenty of inter-regional trains at Oxford, Castles, Halls, Bulleids and freight locomotives from moguls to 9F, and all within the infrastructure of semaphores and a yet to be modernised railway.

VOLUME 71 - LANCASHIRE & YORKSHIRE MEMORIES Part 5 (60-mins)

BR071D £19.75



A video based solely in Lancashire, an area bounded by Manchester, Liverpool Southport and Wigan. Starting at Manchester Victoria we travel to Kearsley and then see unique footage of "LION" at Eccles on its original route of the Liverpool and Manchester Railway. Next Patricroft and the coal fields of Walkden. Wigan Wallgate for 2-6-4T and Crab 2-6-0. South to Earlstown, Widnes and St Helens. The push-pull service through Warrington, Widnes and Ditton Junction. Edge Hill yards and shed take us to Liverpool. On to Southport to travel the line to Preston via Crossens, Hesketh bank and New Longton when there were still steam worked services. Liverpool Exchange to Preston via Maghull, Ormskirk and Burscough Junction. Return to Liverpool is via the Wigan to Kirby line. Mainly filmed between 1964 and 1968.

VOLUME 72 - STEAMING THROUGH SHROPSHIRE Part 2 (60-mins)

BR072D £19.75



THE JIM CLEMENS COLLECTION No.4. This second part of steam railways of Shropshire in the early 1960s covers the south of the county. For completeness it begins briefly in the north where part 1 finished showing new film of Gobowen and Iflton Colliery. Scenes south and west of Shrewsbury are then covered. Arriving at Shrewsbury there is an incursion into Wales to follow the line from Welshpool to the county town which serviced the Cambrian Coast Express route. Very rare 1932 footage of the Shropshire & Montgomery Railway shows ex-LNWR 0-6-0's, ex-LSWR Ilfracombe Goods engines and petrol railcars between Shrewsbury Abbey, Kinnerley and the Criggion branch. A comprehensive journey the whole length of the Severn Valley now follows. Travelling south along the line passing all stations to Bridgnorth via Berrington and Cressage. At Buildwas the film diverges to Much Wenlock and Longville. On the opposite bank of the River Severn, we join a tour to Coalport via Dawley in 1959. We depart Bridgnorth in the early 1960s, before preservation, viewing the railway south to Bewdley as it used to be. All stations are seen including Highley and Arley as well as some of the freight workings to Avieley Colliery. The film continues with the line through the Wyre Forest to Tenbury Wells and Wooferton with steam hauled passenger trains and Western railcars. On the return a complete journey along the Cleobury & Ditton Priors line is shown. Next a round trip along the Bewdley to Kidderminster, Hartlebury to Stourport triangle, before it lost its steam service and at the end, the last day DMU operation before the line was closed. A return journey on the Kidderminster to Wooferton pick-up freight with Prairie tank 4175 leads to the south west corner of the county to see now preserved Jubilee 45699 "Galatea" working from Knighton to Craven Arms. This video covers so much of the Severn Valley from 1959 to 1965 and is an excellent record of the rural branch line.

VOLUME 73 - SOUTHERN STEAM FINALE No.7 (60-mins)

BR073D £19.75



Number seven in the definitive story of the end of Southern steam. This volume covers March and April 1967. Even with new diesel and electric rosters, beside the normal services, steam was still covering failures. These are covered in detail through the suburbs of London. The main focus is around the Southampton and the New Forest areas. The Fawley branch is visited by USA tanks on a railtour which then continued on the truncated S & D line to Blandford Forum and the Swanage branch. The Lymington branch lost its steam traction in April 1967 and views of the last week are well documented. The Hampshire Branch Line tour is featured via Salisbury and Ramsey. Finally the "Kenny Belle" service to Olympia.

VOLUME 74 - SCOTTISH RAILWAYS REMEMBERED Part 2 (60-mins)

BR074D £19.75



A concentrated look at the railways from Inverness to Aberdeen and Perth. Scenes at Forres, Keith and the GN of S route are seen in 1962 with a railtour behind HR 103 and GN of S 49. Aberdeen in 1961 had A2, A3, WD and even 4F classes. The Bal-later branch still lived, albeit with DMU, and we travel the whole line. Back at Aberdeen the A4's had arrived amongst B1's, V2's and Standards. On to Perth via Stonehaven and Forfar. Pickersgill 4-4-0's at Leysmill and Blairgowrie. The Aberfeldy branch, by Type 2 diesel, did exist then. Perth in 1961, whose pilots were 4F and Caley tank. Later, Clan, Duchess, A4, A2, A1, V2 and LMS 2-6-4T and Black 5.

For these titles and many, many more, why not visit our Web site at www.wolvertonrail.co.uk

VOLUME 75 - SHREWSBURY AND THE CAMBRIAN (60-mins)

BR075D £19.75



A superb film of the steam age from Shrewsbury to Aberystwyth. From local enthusiast cameraman and Radio commentator Russell Mulford's collection of railway films, we offer an in depth look at the steam scene of Shrewsbury. Many types of locomotive are seen at the station and shed. Castle, King, Grange, Manor, 28xx, pannier, Jubilee, Black 5 and Standard designs are a few. Servicing on the shed when the turntable stuck! A comprehensive journey through Westbury, Welshpool, Talerdig, Machynlleth to Aberystwyth. Token exchanges vividly portrayed, an action packed railway so loved by enthusiasts to its last steam train in 1967

VOLUME 76 - THE MIDLAND AROUND WORCESTERSHIRE (60-mins)

BR076D £19.75



THE JIM CLEMENS COLLECTION No.5. The video covers the Midland lines and branches around Worcestershire and South Birmingham. Living in Worcestershire, Jim was in a good position to film the area served by the ex-Midland Railway. Beginning at Sallley, the film moves on to the Halesowen branch before arrival on the Lickey incline. With sights and sounds of numerous classes tackling the 1 in 37 gradient, we include footplate scenes both up and down the incline. The busy station and shed at Bromsgrove is covered before travelling south via Abbotswood Junction to Ashchurch. A return journey to Barnt Green follows via Evesham and Redditch when Fowler 2-6-4T's worked the service calling at all stations then open. Back to Ashchurch, the same treatment is given to the Tewkesbury and Upton-on-Severn line viewing 3F and 4F locos. Finally, return to

Worcester on the last day of the stopping service in 1964 when most of the stations north of Ashchurch closed. Superb filming again by Jim whose eye for detail is so well known.

VOLUME 77 - MEMORIES ON THE SOMERSET & DORSET (60-mins)

BR077D £19.75



The Somerset and Dorset closed in 1966. A local enthusiast and railwayman, Terry Nicholls, whose still photography is quite well known, he has been in the Glorious Years in the Steam Railway magazine, turned his cine camera to the line in its last two years. Unlike some videos of the line, this covers the Bristol to Bath via Mangotsfield route before venturing south to Templecombe and the Highbridge branch from Evercreech. Specials are also covered right up to the last day of working, with 4F, 8F and West Country pacifics.

VOLUME 78 - ALONG GWR LINES PART 2 (60-mins)

BR078D £19.75



A look at Great Western locomotives at work from the South Midlands to South Wales. The large and the small are seen in this video starting at Oxford. The Fairford branch is covered in detail before going on to Birmingham via Banbury and scenes at Worcester. There are scenes at Swindon including the Works. Gloucester via Chalford leads us to Pontypool Road. Follow the route to Crumlin and Aberbeeg, coal trains from Blaenavon. There are panniers and Kings, Prairies and Castles to delight the GWR fans.

VOLUME 79 - NORTH WALES STEAM LINES (60-mins)

BR079D £19.75



THE JIM CLEMENS COLLECTION No.6. A video film of a circular tour around North Wales from Chester to Llandudno via Llangollen, Bala, Barmouth, Pwllheli, Caernarvon, Holyhead and Bangor. Featuring 75xxx, 63xx and pannier tanks, the line through the Dee Valley via Llangollen shows all stations and halts before the whole route was closed. Plenty of activity at Bala Junction including scenes at Bala Town & the route to Blaenau. Continue via Dolgellau and Penmaenpool to Morfa Mawddach. North now through Barmouth and all stations to Portmadoc and Afon Wen with GW and Standard classes. A quick visit to Pwllheli before continuing to Caernarvon via Ynys. Then Bangor to Holyhead with a return journey on the Alnmwch branch. Returning to Bangor and a visit to the Penrhyn narrow gauge system. Eastwards and the Llandudno Junction to Blaenau Ffestiniog branch. There is also a look at the Corwen - Ruthin - Denbigh line by DMU and archive film of the famous Land Cruise train via

Afon Wen and Corwen. Filmed mainly in colour from 1959 to 1966, a memorable record of the time steam reigned in this part of North Wales.

VOLUME 80 - SOUTHERN STEAM FINALE No.8 (60-mins)

BR080D £19.75



This video readies May and June 1967 in our definitive series of Southern steam. The Southern steam fleet was decreasing rapidly but what was left was well worth seeing. It was superbly filmed by our cameraman at many locations between Waterloo and Weymouth. Two railtours were operated in this period, one took 34023 to Swanage with runpasts at Corfe Castle; we had cameraman all over the place including on train. 4498 "Sir Nigel Gresley" spent two days on the region visiting Salisbury and Weymouth, again covered in fine detail.

VOLUME 81 - ALONG LMS LINES PART 2 (60-mins)

BR081D £19.75



Beginning where Part 1 left off at Stafford, we leave the West Coast main line to visit Stoke-on-Trent and the Churnet Valley to Caldon and Congleton which was visited with a Black 5. North to Stockport for extensive coverage of the area through Edgeley and the engines that visited the shed there. The end of steam at Manchester Piccadilly, return to Crewe via Sandbach. The last ten minutes are spent at Crewe with not only LMS power in the form of Duchesses, Scots and Jubilees but the early electrics and diesels as well. An area covered in detail not seen before on a video.

For these titles and many, many more, why not visit our Web site at www.wolvertonrail.co.uk

VOLUME 82 - SEVERN TO DEE PART 2 (60-mins)

BR082D £19.75



This video covers the line from Wrexham to Chester. Volume 56 ended on arriving at Wrexham. This film begins there and looks at the steam scene around the town, especially near Croess Newydd. The branch to Brymbo and Minera was steep and engines worked hard over it with panniers, 8F and 9F. The coal mine at Gresford supplied traffic to the railways and the bank here should need no introduction for its scenery and hard working engines. Saltney Junction saw North Wales traffic working alongside the Western with Castle, Jubilee, Scot and others filmed here and over the Roodee. Chester station saw steam until 1967, the last rites are seen with some specials as well.

VOLUME 83 - EAST COAST MEMORIES (60-mins)

BR083D £19.75



THE JIM CLEMENS COLLECTION No.7. Filmed along the East Coast route from Kings Cross to Newcastle, there is much to delight fans of the LNER Pacifics in this video. There is also a brief visit to the long lamented M&GNR. Main locations include Kings Cross, Langley, Peterborough, Corby Glen and York. Jim Clemens filmed extensively in Yorkshire on the lines to Bridlington, Filey and Scarborough. The coast route to Whitby and return over the North Yorkshire Moors, when it was still open, through Pickering to Malton. Northwards to Northallerton and witness steam around Newcastle and Gateshead. Pelaw and Ryehope also feature with a visit to Seaham. There are ten A4's, ten A3's, eleven A1's, two A2's and numerous V2's and other ex-LNER classes such as B16, V1, J72, J27, Q6 and B1 in this video. Rarest of all has to be the LNER Garratt No.2395 filmed at Sheffield in 1930. Definitely one for all LNER enthusiasts.

VOLUME 84 - RAILWAYS AROUND BRISTOL (60-mins)

BR084D £19.75



A film of the railways around Bristol from local cameraman Terry Nicholls who worked for British Railways and knew the best spots to see steam at work around the city. First we see Bedminster and Clifton Bridge with the Docks at Wapping Wharf using steam. Return to Temple Meads with a visit to Bath Road and the line to Bath via East Depot. Then the Midland route north to Wickwar and Mangotsfield after a visit to Barrow Road shed. Finally the South Wales line to Pilning via Stapleton Road filmed from 1964. Many LMS and GWR types are included, Castles and Jubilees, even examples of the SR and LNER. Some early diesels are also seen such as the Blue Pullman and a couple of Hymeks, but predominately steam at its best.

VOLUME 85 - STEAM ROUTES WEST PART 2 (THE SOUTHERN WAY) (60-mins)

BR085D £19.75



Back in Volume 46 we travelled west the Western Way as far as Plymouth. This volume covers the Southern route from Waterloo to Plymouth, a bit like the Withered Arm video really. Along the way we visit various branches like Ludgershall and Bulford before a glorious interlude at Salisbury on a summer Saturday before the diesels came and altered the Atlantic Coast Express for ever. Down to another summer Saturday at Exeter Central via the Seaton and Sidmouth branches. Onto the Withered Arm to Barnstaple and Ilfracombe. A long look at Wadebridge to Wenfordbridge with a Beattie Well Tank even though the 1366 Class had arrived. A brief view of the Callington Branch and finally Plymouth. Plenty of Bulleids but many other types as well on a route that has now changed or closed forever. A real West Country treat of steam.

VOLUME 86 - ALONG LMS LINES PART 3 (60-mins)

BR086D £19.75



The previous two volumes in this series covered London to Crewe via Wolverhampton and Manchester. Before continuing our journey north, this video gives a flavour of the ex-LMS in general. Using film from the Ray Webb collection we cover the area from Derby to Manchester, the Settle and Carlisle, the CLC around Northwich, Crewe of course and the West Coast main line to Carlisle. Filming from 1962 the motive power is a wealth of Coronation pacifics, Scots, Jubilees, Patriots, 4F's, Super D's, 1F's, Black 5's and 8F's. There are visiting engines along the way to give immense variety. Even the demise of Jubilee "Minotaur" which crashed near Altrincham. Recommended viewing for all fans of the Midland Region.

VOLUME 87 - GREAT CENTRAL REMEMBERED (60-mins)

BR087D £19.75



THE JIM CLEMENS COLLECTION No.8. The Great Central London Extension was the last main line in England and closed as a through route from Aylesbury to Nottingham in 1966. Jim Clemens visited the line many times in the early 1960s and this video has comprehensive coverage of the route. The video takes the form of a complete return journey from Marylebone to Nottingham Victoria through most locations along the way with an extension north of Nottingham to Chesterfield and a brief look at the Woodhead line electrics. The feeder lines to the GC are not omitted either, such as Aylesbury to Princes Risborough and Woodford Halse to Banbury. Latterly the passenger trains were in the hands of Black 5's but over the years covered other motive power was to be seen, LNER V2, B1 and L1 classes, 9F's on windcutters and the occasional passenger train. Britannias are also seen and GWR Halls, especially at Banbury.

VOLUME 88 - SOUTHERN RECOLLECTION (60-mins)

BR088D £19.75



From Terry Nicholls, who brought us the S&D and Bristol videos, a record of his visits to all things Southern. There are visits to the Wenfordbridge branch with a 1366 class. The last steam over the Torrington branch to Barnstaple and Ilfracombe. This is all collated with a journey from Bere Alston to Okehampton. Exeter Central before the steam finished there, a bit like Volume 55 really! But a lot of different engines before travelling to the LSWR route at Basingstoke. Here Inter-regionals had Black 5's and Halls for motive power mixing with the resident Southern Pacifics. We have a look at traffic through Shawford before visiting Weymouth and the line returning to Southampton.

VOLUME 89 - ALONG GWR LINES PART 3 (60-mins)

BR089D £19.75



The third volume in the series takes us from South Wales to Penzance with an introduction at Paddington. Cardiff and Newport scenes in 1965 when there was still steam hauled freight by both large and small tank engines. Freight with steam is also seen climbing Pilning Bank out of the Severn Tunnel including the car ferry train. Down to Bristol on Stapleton Road bank. Another visit to the Staple Hill Bank on the old Midland, but by now under Western Region control. While at Bristol see 4079 being loaded onto a ship for Australia. We thought it would never come back, but it did. Westwards via Taunton, Exeter and the sea wall to Plymouth. Cornwall and its branches to Penzance. A mixture of steam and diesel-hydraulic power., all scenes unrepeatable!

VOLUME 90 - WOODHEAD REMEMBERED (60-mins)

BR090D £19.75



A video for electric traction fans. Not entirely, for steam was seen occasionally on the route especially west of Dinting. But this is the story of the 1500v dc system across the Pennines from Sheffield to Manchester. Filmed mainly in the 1960's, you will see the EM1's and EM2's as they were in their green livery as much as they were in blue towards the end. Passenger services are there throughout the route. Class 506 units are seen on the Glossop service and there is coverage of the EM2 class in Holland. All told a pretty comprehensive film of this period of electrification on an ex-LNER line. One day it may reopen again although not at 1500v dc!

VOLUME 91 - SOMERSET STEAM RAILWAYS (60-mins)

BR091D £19.75



THE JIM CLEMENS COLLECTION No.9. Today the railways of Somerset have been decimated. In the 1960's there were so many interconnecting branches feeding the main lines through the county. Once again, Jim visited them before closure and has left us this invaluable record of the country railway. We begin in the north of the country with rare 1930's footage of the Weston Clevedon and Portishead Railway. Scenes of the Clevedon miniature railway before the complete length of the Cheddar Valley and East Somerset line from Yatton to Witham. The long lamented Somerset and Dorset line from Bath to Templecombe with its 2-8-0's and 4F's mingling with Standards and Ivatt tanks. The Highbridge and Burnham branch the whole length to the sea before heading for Taunton and all stations to Chard. Eastwards to Yeovil Junction, Town and Pen Mill to traverse the route back to Taunton via Martock and Athelney all stations. A Summer Saturday at Norton Fitzwarren in 1959 leads to a journey by DMU over the Minehead line before closure and preservation. Finally with GWR moguls to Dulverton from Taunton. A veritable wealth of nostalgia.

VOLUME 92 - STEAM STILL AT WORK AFTER AUGUST 1968 PART 1* (60-mins)

BR092D £19.75



No, we have not run out of archive pre-1968 steam film. There are plenty more to come, but it is interesting to see what the steam enthusiast got up to when the fires were dropped on BR in 1968. This is the first film in a series that ends in October 1971 when steam returned to BR tracks. Follow this series and you will find it never really went away. There was other interesting steam railways to soften the blow for the ardent rail fan. There are visits abroad, industrial steam with some ex-BR engines, and the early days of preservation. Some surprises along the way. It is half a lifetime away now and well worth a look. *Please note this DVD was originally titled "Return to Steam Part 1" and has been renamed. The content is the same.

VOLUME 93 - NORTH WEST STEAM SWANSONG (60-mins)

BR093D £19.75



A portrayal of the last two years of steam in the North West of England as seen through the eyes of Edward Downing with his 16 -mm camera, and mainly in colour. Beginning in Manchester at Victoria and Exchange the film does a tour around the North West visiting Guide Bridge, Stockport and Copy Pit. Rose Grove shed and area are well covered showing the last steam hauled coal and parcels trains. North to Skipton and Hellfield where West Coast diversions brought three Britannia Pacific's to the town in quick succession. Over the little North Western route via Giggleswick to Carnforth Barrow and Ravenglass with Black 5's, Britannia's and 2-6-4 tanks. The return journey is via Penrith, Morecambe and Lancaster to Crewe before arriving at Manchester via Patricroft and Trafford Park. The April to August 1968 rail tours are reviewed with nicely turned out motive power of Stanier and BR Standard types around Lancashire concluding with the 15 guinea special at Ribbleshead and Ais Gill.

VOLUME 94 - STEAM NORTH OF SWANSEA (60-mins)

BR094D £19.75



JIM CLEMENS COLLECTION No. 10 Jim Clemens seemed to visit areas which others did not reach, certainly in such depth. This video shows that. This is Welsh steam at its best, secondary lines and branches. A line still with us is the Central Wales, but in the early 1960's it still retained much of its infrastructure and above all, steam. A return journey is made, including one way with Jubilee "GALATEA". Carmarthen to Aberystwyth was worked by GWR Manors and the Newcastle Emlyn and Aberayron branches by panniers. The Cambrian is a firm favourite with enthusiasts. Journey from Llanymynech, where Volume 2 finished, all the way to Aberystwyth.

VOLUME 95 - SETTLE AND CARLISLE (60-mins)

BR095D £19.75



The Settle and Carlisle route from Keighley northwards. The last 3F hauled passenger train up the Worth Valley in 1962. Main line steam in Airedale. The alternative route to Skipton via Ilkley and Embsay. The Grassington branch with a steam excursion to Wharfedale. A variety through Skipton with coverage of the Barnoldswick branch. On through Bell Busk to Hellfield. Steam from Wiltshire to Hellfield. The S&C all the way to Carlisle via Settle, Horton, Ribbleshead, Blea Moor, Dent, Garsdale and Ais Gill. A variety of motive power from 1962 to 1968 with Jubilees, Scots, Britannias, Staniers, 4Fs, 9Fs and WD's. Visiting A4 and Castle classes plus West Coast diversions with Class 40 and Peak diesels. Filmed competently in all weather conditions from sun to snow, mist and rain - typical of this route. The S&C at its best!

VOLUME 96 - SOUTHERN STEAM FINALE No.9 (60-mins)

BR096D £19.75



The final weeks of Southern Region steam in June and July 1967 covered in depth. Normal running over the main line from Waterloo to Weymouth with the remaining Bulleids and Standards is portrayed. There are shed visits to Nine Elms and Weymouth as engines are prepared for their last turns and for some the last ever. Railtours are seen with the visit of 4498 Sir Nigel Gresley to the region for a tour to Weymouth and is covered by nine different cameramen en route. The two BR specials hauled by Merchant Navies and two Society tours, the last one visiting Haslemere bank and the Swanage bank sometimes utilising double heading. The last weeks' trains including running at 97 m.p.h. from the footplate. There were failures too. The last day of steam as the final up steam-hauled train came up from Weymouth whilst other engines were steaming off to withdrawal at Salisbury. This video is different. This is how it really was at the end. It is not just a succession of runpasts, we also concentrate on detail.

For these titles and many, many more, why not visit our Web site at www.wolvertonrail.co.uk

VOLUME 97 - THE WESTERN AROUND WORCESTERSHIRE (60-mins)

BR097D £19.75



THE JIM CLEMENS COLLECTION No.11. This film shows the days of steam on the line from Hereford to Worcester and through Campden to Moreton-in-the-Marsh. This was the last Western Region Class "1" service to be worked by steam, notably by Castles allocated to Worcester shed. There are other Western types on view such as Halls, Granges, Prairies and Panniers. Some LMS types also pass through the region and even an LNER A1 came to Worcester. Branch lines are included such as the Bromyard Branch which was also visited by a Collett 0-6-0 on a driving special for enthusiasts and also a decorated pair working an excursion to Blackpool on the last day in 1964! The Shipston branch is also featured with the daily freight. Filmed in the early 1960's there is a wealth of memories here through Malvern, Worcester, Pershore, Honeybourne, Evesham and climbing Campden bank. This was the route of the 'Cathedrals Express', all Brunswick Green and sometimes chocolate and cream stock, all competently filmed by local Worcester enthusiast Jim Clemens.

VOLUME 98 - LANCASHIRE AND YORKSHIRE MEMORIES Part 6 (60-mins)

BR098D £19.75



film of the steam railway scene as it was in the 1960's.

Part 6 - Manchester to Bury. A film of the steam age in the late 1960's around the ex-Lancashire and Yorkshire's Manchester Victoria station. The climb of Miles Platting bank at the time when steam worked out of the Bury platforms and where the trams now reign. There also is coverage of the LNWR's Exchange station. Shed visits to Patricroft, and Newton Heath with an extensive footage of locomotives working there in 1965 such as Britannias, Ivatt 2-6-0's, 2-6-4T's, and visiting B1 and A2 amongst the resident Stanier types. The line to Bury is followed including a railtour which brought a pair of Jinty's to Bolton Street and a 2-6-4T to Bacup. Various industrial locations are also visited including Trafford Park, Manchester Ship Canal Railway at Mode Wheel, Heap Bridge and the ICI Blackley Works. Even Manchester and Stalybridge trolley buses put in an appearance in this

VOLUME 99 - HEREFORDSHIRE BYWAYS (60-mins)

BR099D £19.75



THE JIM CLEMENS COLLECTION No.12. Three lines in Herefordshire are extensively covered by archive film from the Jim Clemens collection showing the rural atmosphere of working steam railways from 1959 to 1964. The lines seen are Leominster to Kington and Presteigne, the secondary line from Hereford to Gloucester via Ross-On-Wye, the last steam freight from Ross-On-Wye to Lydbrook Junction and the Ledbury to Gloucester line. Motive power seen comprises Panniers, Prairies, Auto tanks and Collett 0-6-0 types along with a GWR Diesel railcar. These lines are now history and a way of life is gone forever for the rural communities these lines served. Most of this film is in glorious colour and authentically sound-tracked with recordings made at the time. This is complemented by an informative commentary as a fine record of these lost routes.

VOLUME 100 - CAMBRIAN COAST ROUTE Part 1 (60-mins)

BR100D £19.75



The Cambrian Coast Express followed a route from Paddington to Birmingham, Shrewsbury and Talerddig to Aberystwyth and Pwllheli. In this first volume of the series, we trace the route from Paddington to Shrewsbury. Using archive footage, the route is seen with steam haulage over a period from 1960 to the 1970's with some early diesel film of the Hydraulics and Blue Pullman as well. There is mainly ex-GWR motive power from Kings, Castles, Halls and Praire tanks. See steam powering up Hatton bank in 1962 with Kings and Castles and on through the Birmingham suburbs to Tyseley and into the old Snow Hill Station. We visit both the old and new Snow Hill stations. A diversion to the Old Hill and Dudley branches and then on to Wolverhampton, Wellington and Shrewsbury.

VOLUME 101 - PEAK LINE STEAM (60-mins)

BR101D £19.75



A detailed film of the railway in the Peak District of Derbyshire which closed as a through route in 1968. There is extensive coverage of the Cromford & High Peak Railway which ran over the 1000 ft. contour in windswept conditions. It had the formidable Hopton incline at 1-in-14 which taxed loco skill to the limit for the J94's seen here. Then there were the 8F's from Buxton shed where a visit is made to see them in the snowy February of 1968. They are seen taking the limestone traffic through Peak Forest. There is also a journey along Ashwood Dale. Heaton Mersey shed is visited including the last day of steam there and some views along the line to Manchester Central and return to Millers Dale. This is a worthy record of those halcyon days of steam, filmed mostly in colour on 16mm format. Accompanying the film is an authentic soundtrack with an informative commentary.

VOLUME 102 - SCOTLAND REVISITED Part 1 (60-mins)

BR102D £19.75



THE JIM CLEMENS COLLECTION No.13. The first in three volumes to be released of Jim's visits to Scotland over the years 1959 to 1967. This video covers the West side of Scotland from Carlisle to Mallaig. The WCML north of Carlisle included the climb of Beattock and the junction at Carstairs. Rarely visited lines here, remember Catrine and Alton Heights Junction? East Kilbride leads on to Gourrock and the Clyde. Glasgow sheds like Polmadie, Hurford and Motherwell. The City's trams and trolleybuses and west coast steamers. Glasgow Queen Street to Fort William with 256 and a J37 double heading. Then Mallaig with two J37's in 1963. There is a wealth of archive film here.

VOLUME 103 - STEAM ALONG THE WELSH BORDERS (60-mins)

BR103D £19.75



Beginning at Hereford the line to Three Cocks, Builth Road and Brecon are visited in the snow at the end of services in 1962. North via Llanidloes. Hereford to the Severn Valley when it was open as a through route to Shrewsbury. The Much Wenlock branch. Welshpool to Machynlleth and return. Welshpool to Oswestry via Llanfyllin and the rarely filmed Llanraeder branch. Finally the Llangollen line to Bala. From the Wye to the Dee really.

VOLUME 104 - ALONG LMS LINES PART 4 (60-mins)

BR104D £19.75



Another look at steam on ex-LMS lines in the 1960s, this time around the North Cheshire and South Lancashire area from Crewe to Wigan and the WCML. Centres visited include Crewe, Northwich, Warrington, Wigan and Widnes with plenty of action on the West Coast main line around Moore and Acton Grange, Warrington Bank Quay and Arpley. Plus a trip from Earlstown to Ditton Junction. Shed visits include Crewe South, Warrington Dallam and Northwich. There are scenes of industrial steam at Northwich, and Bickershaw with ex-North Staffs tanks at Walkenden. Classes of locomotives include Stanier Black 5s and 8Fs, Standard classes and WDs.

VOLUME 105 - REMEMBERING THE SOUTHERN (Jim Clemens Collection) (60-mins) BR105D £19.75



THE JIM CLEMENS COLLECTION No.14. Over the years, Jim visited the Southern region a lot of times. Remember how good the Withered Arm video was? In this volume we begin with a film from his collection of Dover in 1949. He took excursions to Brighton and Portsmouth, visited the Hayling Island and Lymington branches with M7's and early 1960's film on the Isle of Wight. The southern end of the Somerset and Dorset which was not included in the Somerset Railways video. This is not all about the end of Southern steam in 1967 although doubtless it will turn up one day! See how the sun really did come earliest in the South!

VOLUME 106 - STEAM ROUTES NORTH TO SHREWSBURY (60-mins)

BR106D £19.75



This film covers the route from Gloucester to Shrewsbury. Steam around Gloucester means a visit to the Golden Valley for the Chalford autos and other passing trains. Plenty of GWR steam from Stonehouse Junction to Gloucester. Gloucester to Hereford via Ross on Wye. Newport to Hereford via Abergavenny. Lines from Three Cocks and Merthyr to Brecon. Swansea to Craven Arms and steam specials in the 1970's. North to Shrewsbury.

VOLUME 107 - GLOUCESTERSHIRE WARWICKSHIRE STEAM ARCHIVE (60-mins)

BR107D £19.75



THE JIM CLEMENS COLLECTION No.15. The GWR preserved line is up and running successfully back to Cheltenham Racecourse. But what was it like before closure? Jim covered the whole route from Stratford upon Avon to Cheltenham and Gloucester from 1959 to 1966 along the route of the CORNISHMAN express. Castles, Hall, Granges, 9F's, Prairies and all manner of Standards and LMS power not to mention early diesels ran along this secondary main line. Also included is the old S&MJR line from Stratford to Woodford Halse and the Kingham to Cheltenham via Andoversford line. Express running to Gloucester via Churchdown completes this unique archive of film, never to be repeated or even bettered.

VOLUME 108 - CAMBRIAN STEAM LANDCRUISE Part 1 (60-mins)

BR108D £19.75



This video forms the first part in what really is a double volume with Volume 109. It tells the story of a circular trip from Barmouth via the coast to Dovey Junction and up the Cambrian line via Talerddig to Shrewsbury. The second volume continues the story back to Barmouth. This volume has some remarkable footage in detail of the journey to Shrewsbury leaving virtually nothing out at all of the halts and stations. A Standard Class 4 losing it completely on the climb to Talerddig is a gem. It is in the days of steam with excellent coverage in the mid 1960's. The final ten minutes is at Shrewsbury with a visit to the shed.

VOLUME 109 - CAMBRIAN STEAM LANDCRUISE Part 2 (90-mins)

BR109D £19.75



The second volume continues the story back to Barmouth from Shrewsbury but via Ruabon and the Dee Valley via Llangollen and Dolgellau. Shrewsbury and the depot is covered in sheer depth with many types of locomotives from Panniers to Manors, Standards and LMS types. North through Gobowen to Ruabon with views of Llangollen Line Junction in sun and snow. Down the Dee Valley through Llangollen from 1959 and the early days of preservation on the Llangollen Railway with visiting engines in the 1980's. Continue down to Barmouth Junction via Bala and eventually back into Barmouth station. Please note that the duration of the volume is 90minutes for the same price as the usual hour. Excellent value!

VOLUME 110 - COALS TO NEWCASTLE (60-mins)

BR110D £19.75



For all Industrial fans this is the story of steam in the North East coalfields with particular accent on the Philadelphia system. Collieries visited are Derwenthaugh, Backworth, Seaham, Amble, Morriston Busty, Rising Sun and others rarely seen on film. This is a product of cameraman Jon Marsh whose photographic skills are superb capturing the mood of the steam engine at its best. Occasional BR steam puts in an appearance as well such as at Ryehope.

VOLUME 111 - FOUR WAYS TO BRECON (60-mins)

BR111D £19.75



THE JIM CLEMENS COLLECTION No.16. There were four railway routes to the town of Brecon in Mid-Wales until 1967. There was a line over the Brecon Beacons to Newport via Torpantau climbing to over 1300 feet. From the west came the 33 mile railway along the Vale Of Neath. Connecting Brecon into the Midlands there was a line to Hereford via Hay-On-Wye. Then to the north the Mid-Wales Railway followed a scenic route via Builth Wells into the Cambrian mountains to reach Llanidloes and Moat Lane. All these routes are covered in detail from the camera of Jim Clemens up to the closure of the lines in 1962. Motive power over the routes was in the hands of GWR 5700 Panniers and LMS Ivatt Class 2 moguls. All filming was done between 1960 and 1962 including the last weeks at Brecon when the 1962/3 winter began with heavy snowfall. There is also coverage of the last steam into Brecon in 1964 from Cardiff with an enthusiasts special.

VOLUME 112 - STEAM INTO WESSEX Part 1 (60-mins)

BR112D £19.75



Another Southern Region video without the constraint of time as in the Southern Finale series. Therefore Southern views can be savoured from Waterloo to Southampton with excursions to Guildford, Redhill, Winchester to Sutton Scotney, Hayling Island and Southampton Docks. Filmed over a period from 1958, even 35028 is shown un-rebuilt and 3440 still worked in service from Didcot, allows many rare Southern types to be seen such as Lord Nelsons, King Arthurs, T9s and even a C14! A must for Southern fans.

VOLUME 113 - ALONG LNER LINES Part 2 (60-mins)

BR113D £19.75



Archive film of steam along the East Coast Route from Kings Cross to York before it ended south of Peterborough in 1963. There are detailed views of Kings Cross terminus, Peterborough and Doncaster with visits to Top Shed and Grantham. Motive power shows A1, A2, A3 and A4 Pacifics with B1 and V2 classes putting in appearances. The Eastern suburban services up to 1962 were worked by L1 and N7 classes and scenes from Liverpool Street to Bethnal Green, Chingford, Hertford East and Bishops Stortford are seen. The LTS line via Dagenham to Shoeburyness is covered with LMS 2-6-4 tanks. Spalding is seen as a diversion off the East Coast line before the North Eastern Region is reached. That is covered by a journey over the Stainmore line on its last day of service in early 1962 and in 1967 with a K1 hauled special to Bishop Auckland. Rare footage of the Flying Scotsman train in the 1930's is included and the Grimsby & Immingham line before it succumbed to closure. Mostly filmed in colour from 1959 to 1967 but some black and white footage is included. A detailed commentary and authentic sound-track completes a nostalgic look at LNER steam.

VOLUME 114 - SCOTLAND REVISITED Part 2 - The East Coast (60-mins)

BR114D £19.75



THE JIM CLEMENS COLLECTION No.17. This is the second volume in a trilogy of videos on Scottish railways from the Jim Clemens archive collection and covers the eastern areas of the railways north of the border. Edinburgh Waverley using 1930's film with a comparison to the 1960's using a Deltic diesel. Visit St.Margarets and Dalry Road sheds in Edinburgh before leaving on a 1963 railtour with North British No.256 and J36 and J37 types to Queensferry, Thornton and Alloa. There is a visit to Fife for NCB workings at Dysart before leaving the eastern side of Scotland for the infamous Caledonian Railway Single No.123 1963 tour from Glasgow to Crianlarich in the snow. The Easter 1962 tours included rare visits to branches along the Strathmore route, Leysmill, Coupar Angus and Bankfoot with Caley motive power. The Inverbervie branch from Montrose, Brechin and the Carmyllie branch. The Highlands of Scotland feature with visits to Inverness, including its shed, from where a run with Highland Railway 4-6-0 No.103 travels via Elgin to Inverurie. Finally steam at Perth and Stirling and a trip on the Thames-Clyde Express out of St Enoch to Carlisle. Here there is a look at Kingmoor with Duchess locos. Filmed in colour from 1962 to 1966 but some black and white footage from 1930 and 1959 is included. A detailed commentary and authentic soundtrack completes a nostalgic look at Scottish steam.

VOLUME 115 - STEAM NORTH OF DERBY (60-mins)

BR115D £19.75



Another video like Volume 54 that looks at the steam scene north of Derby on the Midland main line through the Peak District with varied motive power. Scenes at Belper and Wirksworth Quarry. Some more Cromford and High Peak normal working scenes with a B1 at Parsley Hay. A journey from Bakewell to Buxton where Jubilees are seen. On via Peak Forest to Chinley. Steam up the Hope Valley to Sheffield Midland. B1s, 8Fs, 4Fs and Jubilees climbing and descending from Chinley through Buxworth and Gowhole. Then via the line through Romiley to Stockport Tiviot Dale and a visit to Heaton Mersey shed.

VOLUME 116 - GLOUCESTERSHIRE BYWAYS (60-mins)

BR116D £19.75



THE JIM CLEMENS COLLECTION No.18. The railways around Gloucestershire consisted of main and branch lines and most are covered in this video film. The main GWR line ran down the Stroud Valley to Cheltenham and via Gloucester to South Wales. The Midland line ran a line north to south via Cheltenham to Bristol. Both saw heavy traffic in the days of steam, expresses and freight. The branch lines, all long gone now, were delightful rural byways and the Kemble to Cirencester and Tetbury, Berkley Road to Sharpness and Coaley to Dursley lines are covered in detail. There are main line auto services to Chalford and the secondary line from Kington to Cheltenham is illustrated here. Finally Bristol is reached, which was in Gloucestershire at the time of filming, all between 1960 and 1967. Motive power includes Castles, Jubilees, Black 5s, Standards, Pannier and Prairie, freight types from 4F to 8F and the renowned auto tanks of 1400 and 6400 types.

VOLUME 117 - PASSION FOR STEAM Part 1 (60-mins)

BR117D £19.75



A compilation of film from the Dr. Rogers collection. He travelled far and wide recording railways of many gauges from Hornby Gauge "0" to main line steam over a period from the late 1940s on miniature railways through to steam in Britain in the 1960s. His interest in miniature and narrow gauge railways was immense and this video brings to life many rare views that are history today. The story will run in two volumes and this first one deals mainly with miniature and narrow gauges in England, Ireland, Holland, France and India. There are though some main line British steam views in the film. A fascinating insight into days long gone. The second volume will deal with his coverage of British main line steam.

VOLUME 118 - ELECTRIC TRACTION ARCHIVE (60-mins)

BR118D £19.75



For those interested in how electric traction developed in Britain over a period from the beginning of the last century to the 1960s. From trams to main line at many locations. Included are London Transport, Southern Suburban, Grimsby and Immingham, Swansea and Mumbles, Tyneside, Southport, Morcambe and Heysham, Bury, Altrincham, Great Eastern Suburban, Glasgow, Wirral, Woodhead, Isle of Man and the West Coast Main Line. Even industrial electrics at Wastoe. So many different voltages on third rail and overhead systems.

VOLUME 119 - STEAM INTO WESSEX Part 2 (60-mins)

BR119D £19.75



Southern steam from Waterloo to Weymouth throughout the 1960's with many types of locomotives from Bulleids to Standards. Main line steam to Wimbledon, Woking, Guildford, Brookwood, Basingstoke, and Salisbury. Templecombe to Burnham on Sea on the Somerset and Dorset. Yeovil and Eastleigh. Visit the Isle of Wight from 1962 to 1966. Views at Southampton and Bourne-mouth before Weymouth and the Isle of Portland. Some Western engines on the Southern. M7's, Black Motors, S15, and Standards. A visit to Eastleigh Works and much more to delight all steam enthusiasts.

For these titles and many, many more, why not visit our Web site at www.wolvertonrail.co.uk

JIM CLEMENS No.19

VOLUME 120 - SOUTH WALES ARCHIVE (60-mins)

BR120D £19.75



THE JIM CLEMENS COLLECTION No.19. Archive film of the railways in South Wales and the Forest of Dean featuring the vale of Neath line from Pontypool Road to Neath. there is a section using a railtour with panniers to Blaengarw, Caerau and Llantrisant in 1960. The Forest of Dean lines cover Lydney, Parkend, Coleford and Cinderford with an auto train in 1962 also visiting Sharpness viewing the damaged Severn bridge. Class 14 diesels work freight to Whitecliff Quarry and Coleford via Parkend followed by another freight trip from Bullo Pill to Cinderford before the line closed in 1967. Complete coverage of the Pontypool Road to Neath line with steam in 1964 before the line lost its passenger service over this spectacular route. travel via Hafodyrnyys, Crumlin, Hengoed, Nelson, Dowlais Cae Harris, Mountain Ash, Aberdare and Resolven. There are also visits to NCB collieries at Hafodyrnyys and Mountain Ash, the latter with an ex-GWR pannier tank. Filmed mainly in colour this production takes a fascinating and nostalgic look back at the steam scene of the 1960's. A mixture of steam and archive diesel off the beaten track.

VOLUME 121 - LOVE OF STEAM (60-mins)

BR121D £19.75



An overall look at steam traction around Britain with views from all Regions of British Railways with particular emphasis on the London Midland. Here, the West Coast main line is covered, particularly the Shap area with Princess Coronation Pacifics, Scots and Jubilees. Banking then was by LMS 2-6-4 tanks. Plenty of action on Dillicar troughs. Bescot, Chester and the Peak Forest line are also included. Western steam at Wednesbury, Shrewsbury and Chester area. The Southern with Pacifics and Moguls are seen on the South Western main line from Pirbright to Micheldever with the odd 9F thrown in and Q1s are seen. The Isle of Wight has the 02 class at Newport. Eastern scenes at Doncaster with Pacifics, Langwith area for freight. Scotland had the A4s and North British freight types on the branches. J27, Q6 and K1 worked the North East coal trains and K1s were on the Alnmouth branch. Finally a few Industrial tanks and a look at the end of steam in 1967 and 1968. A highlight at the start is some 1940's film of streamlined Duchess Pacifics. Filmed in colour, except for the 1940s material, this video takes a fascinating and nostalgic look back at the steam scene of the 1960's. The film has an authentic sound-track and is researched in detail to give an informative commentary.

VOLUME 122 - CAMBRIAN COAST ROUTE Part 2 (60-mins)

BR122D £19.75



This second video about the Cambrian Coast Express takes a look at the section from Shrewsbury to Welshpool. Shrewsbury is covered in great detail at the station and motive power depot. Engines from both the Midland and Western Regions are seen including Castle, County, Hall and Manor classes, Duchess, Jubilee, Black 5 and 8F off the Midland. There are Ivatts and Standards especially in 1966. The diesel scene has come rarities. Besides the Class 37 there is a Peak on the Hookagate line, the Fisons weed-killing train, 08's on the oil workings to Abbey Foregate and the short lived visits of the Cromptons. Preserved King 6000 "King George V" works the Centenary dining car set in 1979 and 5596 visits Hookagate yard. A visit to the Severn Valley line when it was still connected to Shrewsbury from Bridgnorth. The Minsterley branch with steam and the long single line route to Welshpool with Standard 4's and Manors. Coverage of some of the Tal-y-Llyn specials also with Dukedogs. A very definitive programme of this section of the route. Filmed mostly in colour this video has an authentic sound-track and informative commentary.

JIM CLEMENS No.20

VOLUME 123 - SCOTLAND REVISITED Part 3 (60-mins)

BR123D £19.75



THE JIM CLEMENS COLLECTION No.20. This is the third volume in a trilogy of videos on Scottish railways from the Jim Clemens archive film collection and covers the Border region of Scotland south of a line from Glasgow to Edinburgh. Some of the SLS/BLS Easter railtours were good opportunities to visit long lost branches that were just hanging on for freight but passenger working had ceased years before. Covered in this volume are the Reston to Duns, Tweedmouth to Wooler, Coldstream, Roxburgh, Jedburgh and Greenlaw lines. Then Morpeth to Reedsmouth, Bellingham, Scotsgap and Rothbury lines on the 1963 Wansbeck Wanderer Railtour. A main line now closed was the Port ROAD to Stranraer and with a Jubilee hauled railtour, we traverse the route and also visit Kirkcudbright, Whithorn and Garleiston. A second run is with a normal service train to Stranraer. North to Girvan and Ayr with a B1 around Mauchline and Muirkirk; Caley No.123 around Ayr and Kilmarnock in 1962. There is also a railtour over the Waverley route with an A4. The Ayrshire coalfields are seen at Waterside. Filmed in colour from 1962 to 1966 some interesting motive power is seen from Caledonian types to Standards. The odd Duchess comes in as well. A detailed commentary and authentic sound-track completes a nostalgic look at the railways north of the border.

VOLUME 124 - ALONG LNER LINES Part 3 (60-mins)

BR124D £19.75



The third in our series of films on the East Coast mainline and others in the 1960's. This film begins with extensive coverage of Peterborough station in 1963 just before through steam services to London, were due to cease. All four classes of Pacific are seen with V1 and B1 back-up. Move on to Spalding, a crossroad for railways, with much steam hauled traffic in 1963 with B1s, 9Fs, WDs and V2 motive power. The journey travels via Doncaster and Leeds from where a B16 took a rail-tour to Boroughbridge and Middleton with a V3 in attendance. The Wakefield area and Fryston colliery and then on to Scarborough and Whitby on a rail-tour with 3442, before steam at York. The Newcastle area had plenty of steam, serving the coalfields before heading north to Berwick and finally a tribute to the A4 Class north of the border, showing nine of this class making a total of 14 A4s in this film. There are over 100 recognisable locomotives on this film of mainly ex-LNER motive power. A few industrial engines add interest and even a few early built Deltics appear.

JIM CLEMENS No.21

VOLUME 125 - STEAM INTO DEVON (60-mins)

BR125D £19.75



THE JIM CLEMENS COLLECTION No.21. An archive video film of mainly steam on the lines of Devon that includes Western and Southern motive power. The Southern lines include the Sidmouth Junction to Exmouth branch via Budleigh Salterton and on to Exeter Central. There is also coverage of the Exmoor Ranger tour, that went to Barnstaple and Ilfracombe. The Western branches see steam on the Exeter to Tiverton, Dulverton and Barnstaple lines using 14xx, 73xx and pannier motive power. On the way, the Hemjock branch is seen in ordinary traffic days and finally the 1963 visit from 60022 and the corresponding visit to Hemjock by 14xx and assorted brake vans. 3205 heads the Exmoor Ranger from Barnstaple to Venn Cross. The Western main line from Exeter to Newton Abbott with a 28xx precludes a visit to the Paignton branch. Then the Totnes to Ashburton branch from 1958 to 1970; Launceston to Plymouth with Prairie tanks. Many of the railways seen here have long gone, along with the motive power. This was the time of living branch, secondary and main line traffic in the County of Devon.

For these titles and many, many more, why not visit our Web site at www.wolvertonrail.co.uk



VIDEO CATALOGUE

VOLUME 126 - ALONG LMS LINES Part 5 (60-mins)

BR126D £19.75



Wigan-Preston-Carnforth The fifth volume in our series Along LMS Lines, takes the story further north along the West Coast main line and covers WIGAN to Preston, Lancaster and Carnforth. There are diversions to look at the East Lancashire line from Preston Farington to Rose Grove, Blackpool North on the Fylde, and Morecambe. Filmed in colour from 1965 to 1968 it is mainly about the end of steam in the North West of England and so Stanier and Standard locomotives predominate with Jubilees, Black 5s, 8Fs, 2-6-4 Tanks and Britannias.

VOLUME 127 - STEAM AROUND THE WEALD Part 2 (60-mins)

BR127D £19.75



Our second volume of steam in the garden of England. Filmed in the 1960's when early Southern motive power still reigned supreme on main and branch lines. Steam around Guildford, Christs Hospital, Three Bridges and East Grinstead. Railtours to the Bluebell Railway in its early days. Brighton scenes including the Kemp Town branch. South along the Cuckoo line to Polegate and Eastbourne including good coverage of the shed there; Oxted and Groombridge. Redhill to Reigate and steam over the Downs. So many classes, M7, H, S15, Schools, K, Q and Maunsell moguls, an absolute feast of Southern motive power.

VOLUME 128 - CAMBRIAN COAST ROUTE Part 3 (85-mins)

BR128D £19.75



had its own terminus station.

This third volume in the series covering the Cambrian Coast Express Route from London to Aberystwyth and Pwllheli, takes a look at the line west of Shrewsbury through the hills of Mid-Wales over Talerddig summit. Using archive steam material from the 1960s with occasional diesel footage such as the first ever visit of an HST working in 1983, Welshpool is reached. Here there is extensive coverage of the Welshpool and Llanfair line in its pre-1956 working days with freight. Onwards over Talerddig with Manors and Standards and a few views of the return to steam tours. Machynlleth is seen also in great detail and variety with film sometimes from the 1950s; ex-Western motive power including Dukedogs and eventually their Standard class replacements up to 1967. The Aberystwyth line through Glyndfi and Borth is followed by some scenes on the Vale of Rheidol when it

VOLUME 129 - STEAM INTO CORNWALL (63-mins)

BR129D £19.75



and nostalgic look back at the steam scene of the 1960s. The film has been mastered with an authentic sound-track and researched in detail to give an informative commentary.

THE JIM CLEMENS COLLECTION No.22. An archive film of mainly steam on the lines of Cornwall including Western and Southern motive power. We follow the Great Western main line from Saltash to Penzance, viewing the major stations en route including Liskeard, Truro, Par, Chacewater, Gwinnear Road, St. Erth and Penzance. There are visits to the Looe, Helston, Falmouth, Newquay and St. Ives branches and a visit to Par Harbour for industrial steam and to Newlyn harbour with narrow gauge diesels. Bodmin to Wadebridge and Padstow on the Southern, including T9s. A 1960s visit to the Forest Railroad at Dobwalls near Liskeard. A complete journey on the last steam to Penzance, the Cornubian tour of May 1964 with a 28xx and a West Country pacific. Filmed in colour except for the earliest material from a GWR publicity film, this video takes a fascinating

VOLUME 130 - LONDON TRANSPORT ARCHIVE (60-mins)

BR130D £19.75



Something completely different to our usual steam archive programmes but there is still steam on the LT network in the form of ex WR panniers of course. Aylesbury to Rickmansworth with LMS tanks. Growlers in service and on the special tour of 1972. Steam at Neasden and Lillie Bridge sheds, Moor Park and Farringdon. The last day train to Neasden. London Underground trains from T and Q stock to 1938 and A60 and A62 on the North Weald branch. Over to the road scene with Trams and Trolley-buses and all manner of buses filmed in the 1960's, RT's in the centre of London and excellent visits to Aldenham and Chiswick with its skid pan. London Country and Green Line routes. Horse Buses on parade and even RT's at Niagara Falls! This is fascinating footage of London's transport through the years.

VOLUME 131 - PASSION FOR STEAM Part 2 (105-mins)

BR131D £19.75



A 105-minute video of Dr. Rogers steam material on cine. Watch it in two halves if you like! He has a passion for all gauges of railways including narrow and miniature railways and this was very evident when we produced our Volume 117 as a tribute to his journeys, both at home and abroad in search of fascinating lines of many gauges. In this volume though it is his record of British Railways standard gauge steam that is seen. A few sequences have been shown before in other volumes but very few. It is a journey around Britain with the accent on his local area near Worcester with journeys to Didcot and Oxford at the beginning. On the south coast he filmed the Isle of Wight system and the South Western main line before the engines got too dirty. Tunbridge Wells and Exeter are included before visiting Barnstaple and Torrington. Midland power is seen on the Lickey Incline with a footplate ride and some LMR around Worcester and Water Orton. Off to Scotland via the Forth Bridge, a rail tour on the Waverley Route before returning south via the West Coast Main Line. A Drivers Experience course on the Bromyard Branch really did happen! This is an all colour record of his journeying. We have added an accurate as possible soundtrack along with a fully researched commentary. This is not always about seeing trains coming at you three quarters front either as some producers think we should only see. There is a considerable amount of detail in some views! As a further knock at the opposition, Dr.Rogers never saw a commercial 35mm camera being used anywhere throughout his travels.

VOLUME 132 - SCOTTISH RAILWAYS REMEMBERED Part 3 (60-mins)

BR132D £19.75



It is a long time since we produced Part 2 of this series on Scottish Railways, way back with Volume 74. In the meantime, we produced three volumes on Scottish Steam in the Jim Clemens Collection to retain our balance of covering all regions of the British Railways network. This volume begins at Perth with A4, V2, Black 5 and Standard 5 types. We reach Dundee via the Perth & Dundee Railway to view A2, V2 and J37 motive power. North to Montrose and the Bervie branch. See the Arbroath miniature railway in the 1960s and Elliot Junction to Carmyllie on a rail tour with Ivatt 2s before returning to Dundee. Take a trip along the now closed Tayport branch via Wormit with a standard Class 3 tank. Back to Perth for more pacifics and then south to Gleneagles where there are even more! A visit to the Crieff branch, before its closure, using a Black 5 and preserved No.256 before passing even more steam through Gleneagles. Further south to Stirling with its semaphores. This is an enjoyable film all in colour and mainly from the 1960s when ex-LNER pacifics ruled on the Aberdeen to Glasgow trains through the region. Of course, a few diesels do appear with the ill fated NBL Type 2s amongst them. But this is how it was in the transition period of the 1960s.

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VOLUME 133 - WESTERN STEAM SOUTH OF BIRMINGHAM (60-mins)

BR133D £19.75



THE JIM CLEMENS COLLECTION No.23. A Jim Clemens video film of his travels around Birmingham and south thereof, eventually reaching Swindon and on to some Wiltshire branches. The footage includes the GW main line south of Birmingham Snow Hill through Hatton to Leamington Spa. There is early film of an SLS 65xx lass hauled tour to Henley-in-Arden along with a Standard Class 2 hauled service train journey from Wolverhampton to Stourbridge via Round Oak, Bordesley steam and plenty of Birmingham Snow Hill steam scenes. A visit to Tyseley shed and just for interest, the Class 15xx panniers at Coventry Colliery. The North Warwick line is traversed in 1968 by a DMU showing in great detail all the stations along the line. Then south through Fenny Compton to Banbury and a visit to the ironstone quarries there. A 1963 visit to Swindon Works with the last King class No.6018. Other visits to Swindon show County class and even a Clan pacific! A short sequence of the M&SWJR line at Swindon Town followed by the Highworth branch, Marlborough, Savernake and Calne branches. A very varied programme with some rare scenes on which much of the railway was Great Western. Motive power ranges from panniers to Kings, Prairies and Counties.

VOLUME 134 - ALONG LMS LINES Part 6 (60-mins)

BR134D £19.75



A further look at the West Coast Main Line in our series of videos that covers in detail the route from London Euston northwards to Carlisle and Glasgow. So far we have reached Carnforth from Rugby, Crewe, Warrington and Preston. After a small review at Warrington, we cover Carnforth and its route via Barrow to Workington before returning back to Carnforth for another brief encounter with the steam scene around the station and its motive power depot in 1967 and 1968. Then northwards to Oxenholme and the last steam freight on the Windermere branch in 1968. Climbing to Grayrigg for a tantalising glimpse of Tebay and Shap incline that will form the core of our next volume in the series, No.7. Mostly filmed from 1966 to 1968, this video shows mainly Black 5s, 8Fs and Standards but well filmed nevertheless. A few minutes are spent watching LNWR No.790 "Hardwicke" returning to the Cumbrian Coast in 1976 and very rare footage of the last steam hauled TPO from Whitehaven in 1985. Yes, 1985! Excellent memories of lines and views now completely changed since 1968.

VOLUME 135 - STEAM IN THE VALLEYS Part 1 (60-mins)

BR135D £19.75



We have often included industrial steam locations in our archive steam series, especially if it is appropriate to the area being covered. This video is mainly industrial steam in the South Wales valleys although there is a short introduction of BR steam in the area and scenes at a couple of scrap yards, including the removal of one of them. Then detailed coverage of steam at Brynliw, Pontardulais, Maesteg, Park, Treorchy, Wern Tawr and Mountain Ash collieries. Tinplate industrials at Llanelly, Verindre and International Nickel. There are Peckett, Andrew Barclay, Hunslet, Bagnall and Hudswell Clarke products not forgetting ex-GWR panniers 9642 and 7754. Some of the sites were steeply graded, some very rural, with derailments and skidding. This was all the fascination of filming steam in industrial areas after BR steam had finished. If you saw them, then you will enjoy this video; if not then see what you missed and still enjoy the scenes! Sometimes some very unusual scenes could be seen if you only looked over a period of at least ten years.

VOLUME 136 - STEAM TO NORTH WALES (100-mins)

BR136D £19.75



Way back in 2003 we produced Volume 48 "North Wales Steam Holiday". Over the intervening years we have received more very interesting film material of this area and have produced this detailed look at the North Wales line again. We start at Crewe, where the route travelled westwards to Chester. Besides the usual London Midland Region motive power to be expected here, we have some ex-GWR Castles when they worked the Paddington trains in 1960. There is a run on the Wirral in 1967 when two Castles went there and 9Fs were to be seen. Back to Saltney Junction with Western engines and a variety of Midland engines from 4Fs to Scots. Forward along the coast route to Prestatyn to visit the Dyserth branch, albeit with a DMU. Via Rhyl to gain access to the Denbigh line for a protracted visit in 1962 with three engines being present! Along the North Wales coast to Llandudno and up the Conway Valley to Blaenau Ffestiniog and Trawsfynydd again by DMU. Via Abergelle to Bangor and a look at the slate quarries of Penrhyn with steam on the narrow gauge. Dinorwic is also visited. over the Menai Bridge to Holyhead calling in at the Amlych branch. There is a vast range of motive power, including Princess Coronations, Scots, Jubilees, Black 5s along with many Standard classes including Britannias. Mostly filmed in colour but with some excellent Black and White early scenes. We do not have a problem showing people working as signalmen, footplate crews or station staff as this was what it was all about, not just trains running past.

VOLUME 137 - REMEMBERING THE SOUTHERN Part 2 (65-mins)

BR137D £19.75



THE JIM CLEMENS COLLECTION No.24. This is the second video from the Jim Clemens Collection of archive steam railway films on or about the Southern Region. Here we cover the mid 1960s scene on the South Western Division from Waterloo to Southampton with good coverage of Basingstoke which had inter-regional trains passing through headed by Western or Midland Region motive power. These contrasted well with the usual diet of Bulleid pacifics; plenty of the unrebuilt variety though. There were also the Standard tender and tank classes present. There is coverage of the Broadstone to Salisbury line in 1963 when Maunsell moguls dominated. Jim well covered the S15 Tour which was run on two weekends in January 1966, one a bright day and the other in snowy conditions. The tour traversed the Bently to Bordon branch, Alton and Meadstead bank and then on to Alresford and Eastleigh. Finally the Isle Of Wight system is visited for scenes from Ryde to Ventnor and Cowes with the venerable O2 Class tanks and, of course, the occasional Paddle steamer!

VOLUME 138 - CAMBRIAN COAST ROUTE PART 4 (80-mins)

BR138D £19.75



The fourth and final part of a detailed look at the route of the Cambrian Coast Express from London Paddington to Pwllheli. The series has followed the route through Birmingham, Shrewsbury, Welshpool, Machynlleth to Aberystwyth showing various routes along the way that were accessed from the main route. This volume covers the route along the Cardigan Bay coast, stopping off at the various resorts where other attractions could be found. These included the Vale of Rheidol, Tal-y-Llyn and Ffestiniog Railways along with the infant Welsh Highland. We also cover two miniature lines, the Fairbourne and Butlins Pwllheli and even the cliff railway at Aberystwyth. The narrow gauge coverage includes very early film from the 1950s when preservation had only just begun. The main line steam includes the usual Standard types of Class 4, tanks of Type 2 and 4, 43xx Moguls, Manor class 4-6-0s, Ivatt Class 2MT Moguls and even a Class 4MT, the only time one of these visited. Diesels are occasionally seen, when they came to prominence after steam finished such as reopening the Barmouth Bridge. However steam predominates as is our main aim with archive videos. At 80-mins long, this video is longer than our normal length but it includes the interesting narrow gauge and historic sequences that can never be repeated. These are what we call "proper trains"!

For these titles and many, many more, why not visit our Web site at www.wolvertonrail.co.uk

VOLUME 139 - STEAM ROUTES MANCHESTER TO CREWE (60-mins)

BR139D £19.75



New archive film has been arriving at our studios over the last few years, appropriate to the areas seen earlier in our LMS Lines and Lancashire & Yorkshire Memories Series, but featuring new ground and scenes. We have therefore started a new "Steam Routes" series of which this is the first part. Steam power lasted in this area until 1968 and some scenes depict this era with views of the last steam hauled trains from Manchester and Crewe as well as the normal quota of service trains both passenger and freight. This video was appropriately produced in 2008 as that was the 40th anniversary of the end of steam on British Railways. But this is not a definitive video of that year as this is covered Volume 30! Here we have scenes at Manchester Victoria and the now closed Manchester Exchange stations. How Victoria has changed since the days shown here. There is excellent coverage of a journey up Miles Platting bank to visit Newton Heath shed including scenes in 1988 when an 8F needed firebar replacement and had to be relit! Also a 4468 Mallard is a rare visitor rare visitor to Victoria. We cross the city to Manchester Piccadilly, the old London Road station for the journey to Crewe via Stockport and an inevitable visit to Edgeley Shed. Southwards through Chaelede Hulme and Wilmslow in the early days of the newly electrified line where steam still mixed a little with the new AL series of electric locos, not all yet having a yellow front end. The last quarter of an hour is spent at Crewe and here we can see the glory days again with Princess Coronations, Jubilees, Scots and Crabs mixing it with Black 5s, Standards, Jinties and 8fs; those down the "muck-hole" as it was known. This is good nostalgia for those who witnessed it. For those who missed it, see what you missed!

VOLUME 140 - CONTINENTAL STEAM MISCELLANY (60-mins)

BR140D £19.75



A departure from our usual videos of British steam action is this video on the railways with steam traction on the Continent. BR finished with steam in 1968 and some enthusiasts went in search of it in Europe. A day excursion to Calais or Boulogne would be rewarded with sights of Pacifics still working south to Amiens on the Golden Arrow Express. The Paris suburban service was still worked by steam and with two nights travel could give you a whole day enjoying this. Further travels found other pockets of steam and soon Spain, Portugal, Italy, Austria and Germany were visited to find the iron horse. Some types of locomotive were found that were missed by enthusiasts in Britain such as Beyer Garratts, Franco Crostis and Giesel fitted examples that were either too few in number or short lived on British tracks. Often scenic locations could be found for photography with heavy trains and steep gradients. Above all they were serving the public and industry in a real setting. Some engines were even British built and often quite clean unlike the run down of steam back in Britain. Some scenes were taken before 1968 to show what people missed. Narrow gauge systems are included that suited all tastes. Yes, some engines looked as if everything was hung on the outside. However they gave a lot of pleasure to anyone who ventured over the water to see them. Eventually enthusiasts went around the world to find steam in China, South Africa and other havens for steam; the dedicated even through the then Iron Curtain. This video shows the easy and less expensive way to find some steam traction to suit all tastes.

VOLUME 141 - EAST MIDLANDS RAILWAYS (80-mins)

BR141D £19.75



THE JIM CLEMENS COLLECTION No.25. Jim Clemens filmed the railways of Britain around the system from Scotland to Cornwall. The area covered in this volume just about finishes his travels for it is in an area to the east of the West Coast mainline from Nuneaton to Bletchley. The previous time we were in this area was when he covered the Great Central route and its branches. In this volume we begin at Nottingham Victoria and work south to Leicester. The Desford line is seen with a 2F 0-6-0. A steam tour in 1963 covers the route east from Nottingham on the Great Northern Grantham route to Bottesford and then to Melton Mowbray and Leicester. East again to Seaton, Luffenham and Ashwell. South to Rugby and onto Northampton. The area east of here towards Wellingborough and Peterborough was full of industrial stone quarries. The narrow gauge Wellingborough and Kettering systems are covered along with Nassington, Exton Park, Storefield, Irchester, Scaldwell and Corby. Returning to Northampton we cover the line south via Olney to Bedford and Hitchin. Then Bedford to Bletchley. Before returning north to Nuneaton, the Leighton Buzzard to Dunstable and Wolverton to Newport Pagnell branches are visited. A call once more at Rugby for Princess Coronations and even the "Duke of Gloucester" passing through a station now heavily rebuilt with so many yards and sidings removed. There are 22 different classes of steam engine in this volume from Jinty to Pacifics. Eastern steam and even a Western Hall appear. With Industrial engines included, it all adds up to 80-minutes of enjoyable video!

VOLUME 142 - ALONG SOUTHERN LINES Part 1 (60-mins)

BR142D £19.75



An archive video film of many types of Southern locomotives on various lines of the Southern Region, the penultimate region to use steam motive power on express passenger work. However, unlike our popular Southern Steam Finale series, with this series there is no time limit for the period covered and we are able to cover a much greater area and depict a far larger variety of motive power types. This first volume shows scenes on some lines in the South Eastern section of the Southern such as Folkestone Harbour, Hawkhurst, Westerham, Gravesend and the Allhallows branch. A DEMU is seen on the New Romney to Lydd section of the Appledore to Dungeness branch. The nearby Romney, Hythe and Dymchurch Railway is also seen when trains like the Marshlander and Blue Train ran there. Over on the South Western section we see a variety of visiting engines including Scottish and Eastern classes. The Waterloo to Basingstoke line shows Schools and King Arthurs from 1962 with M7s, S15s and Western panniers when they were employed on workings through Clapham Junction. Later in this series we will cover the Somerset and Dorset, The Withered Arm and Salisbury with their attendant branch lines. This is a very comprehensive series and is for all those who saw the Southern Region in its glory days or for those who wish to see what today's preserved Southern locomotives did for real.

VOLUME 143 - Along LMS Lines Part 7 (60-mins)

BR143D £19.75



The most filmed area of the West Coast Main Line was around Tebay and the climb to the 916 foot Shap Summit. This video concentrates on the activity from Dillicar water troughs in the Lune Valley and over the entire climb to the summit. Detailed shed activity is shown at Tebay depot with its banking engines of Fowler, Stanier 2-6-4T tanks and Standard Class 4s. The varied traffic along the main line includes passenger, freight and ballast workings. Filmed from 1964 to 1967, motive power ranges from Coronation Pacifics, Jubilees, Royal Scots and Patriots to the work horse Stanier Black 5s, 8Fs, Standard 9Fs, Britannia Pacifics and Ivatt moguls. The magnificent scenery and very variable weather conditions are well shown at the popular location. All film material is in colour and the film has an extensively researched commentary with an authentic sound track.

VOLUME 144 - Steam in Wales & The Borders Part 1 (60-mins)

BR144D £19.75



This video concentrates on the northern area of Wales and its borders from the North Wales coast through Chester to Gobowen. Branch lines visited are the Conway Valley to Blaenau Ffestiniog and, by way of a rail tour, the Wrexham, Mold and Connahs Quay route ending at Wrexham. North to Chester for the end of steam here in 1967 and includes visits by preserved main line locos 40 years on. Over Gresford bank to Wrexham and a visit to Croess Newydd shed and steam activity at Ruabon in the 1960s. A journey along the Dee Valley through Corwen to Barmouth. Portmadoc with early scenes on the Ffestiniog Railway before returning along the Dee Valley to Ruabon. The video reaches Gobowen via Chirk and the Ifton colliery sidings at Weston Rhyn. Many ex-GWR classes are seen from Dukedogs to Castles and ex-LMS Black 5s and Jubilees.

VOLUME 145 - Steam in the North East (80-mins)

BR145D £19.75



THE JIM CLEMENS COLLECTION No.26. British Railways steam came to an end in the North Eastern Region in September 1967 and views of these workings are seen at Ryehope Grange along with the last passenger workings on the Alnwick branch featuring K1 2-6-0 and Q6, J27 & 9F hauled freight trains at Tyne Dock in 1966. Back in regular BR steam working days, we visit Darlington to see A1 and A2 Pacifics, V2 2-6-2s, WD Austerity 2-8-0s, Jubilee 4-6-0s and Ivatt 4MTs. Industrial steam and electric action in 1967 features Backworth, Widdrington, South Hetton, Burradon and Doxford, plus the former Bowes incline being worked manually. We then visit Beamish Museum to see 0-6-0 J21 and the replica Locomotion No.1 in steam followed by scenes of ex-LNER locomotives including Flying Scotsman at the Shildon 150th Anniversary Cavalcade event in 1975.

Lastly, we feature coverage of the K1 No. 62005 railtour in May 1967 from Stockton to Catterick and much, much more.

VOLUME 146 - Steam Routes Manchester to Lancaster (60-mins)

BR146D £19.75



This is the next in our "Steam Route" series and features the 1960s days of steam traction between Manchester and Lancaster via Warrington, Wigan and Preston. In Manchester there are a few more views of steam at Manchester Victoria that leads, as does Platform 11, to Manchester Exchange. West of here was Patricoft shed, which is visited in its last year of steam operation. We now reach the West Coast Main Line via Latchford and Arpley Junctions into Warrington Bank Quay Low Level platforms. The freight yards here were still busy with steam hauled trains and the West Coast trains are seen from them with trains ascending and descending from Acton Grange. Next there is much activity through Warrington Bank Quay High Level platforms before we travel northwards to Winwick and then Wigan where both North Western and Wallgate stations are seen with steam.

Onwards to Preston via Farrington Junction with views of Skew Bridge and steam activity in Preston station on both the main line and the erstwhile East Lancashire line. There are good views of steam at Preston No.5 signal box before we finally head north for Barton and Broughton, Brock water troughs and Garstang before arriving in Lancaster. Motive power seen is both ex-LMS Stanier and BR Standard locomotives, including a few Royal Scots and Jubilees.

VOLUME 147 - Steam in the Valleys Part 2 (60-mins)

BR147D £19.75



The valleys of Wales once supplied coal to the world. In the late 1960s and early 1970s, some collieries were still shunted by steam locomotives. Here in our second volume featuring these collieries, we portray steam at Maerdy, Merthyr Vale, Elliot, Ty Mawr, Cym, Marine, Benyon Blaina, Celyn North, Celyn South, Hafodyrynys, Tal Y Wain, Blaenavon and Tredegar. We see examples of industrial locomotives from five different builders as well as ex-GWR tanks, 9600, 9792 and 7754, in all weather conditions from sun to winter snow. Horse worked mines are also visited. These used narrow gauge track and at Darran open cast site we see horse traction being used before the arrival of steam. Both steam and diesel BR motive power served the valleys and we record the various comings and goings of coal trains. All filmed in colour by enthusiasts who found these industrial locations both fascinating and friendly after the demise of BR steam in the valleys of Wales.

VOLUME 148 - The Demise of Steam (90-mins)

BR148D £19.75



THE JIM CLEMENS COLLECTION No.27 A record of the demise of steam on British railways during 1967 and 1968 in the North-West of England, seen mainly through the camera of Jim Clemens. We feature scenes of steam at CREWE, WARRINGTON and PRESTON followed by shed visits to Dallam, Lostock Hall, Bolton, Buxton, Northwich, Camforth, Liverpool Edge Hill and Speke Junction. Then off to the Manchester area to see the last dying days of main line steam with Black 5s, 8Fs, 9Fs and Standards. There were rail tours to Ravenglass and around the North-West in July and August 1968. We include the last tours from Manchester on the 4th August 1968, especially the SLS tour plus some views of the very last steam hauled train on BR, the 15 Guinea Special on 11th August 1968. Into the early days of standard gauge preservation in 1968 and we cover the opening of the Keighley and Worth Valley Railway. We next visit Tyseley shed in September 1968 and finally 6000 "King George V" returned steam to British Railways in 1971 to end a record of what was to be seen in these declining years of steam traction.

We also show examples of narrow gauge engines that served in WW1. All of these types were designed for a short life, but some still survive today. They can be seen at work on preserved railways, especially for the WW2 re-enactment events. These are illustrated on the Churnet Valley Railway, Keighley & Worth Valley Railway, Severn Valley Railway and the East Lancashire Railway. Most locomotives shown are British built and we see some of them at work in Turkey, France, Poland, India and Australia.

VOLUME 149 - Locomotives of War (80-mins)

BR149D £19.75



The railways of Europe and the Far East played a vital role in periods of war. In the 20th Century there were two World Wars and this production portrays most of the locomotive types that were built for service in both conflicts, primarily for the Allies. We include the ROD types from WW1 such as ex-GCR 2-8-0s, Dean Goods 0-6-0s and Eastern J36 0-6-0s. During WW2, the War Department initially adopted the LMS Stanier 8F 2-8-0 for standard heavy freight. We show this type in service both at home and the Middle East. Later in WW2, the design was simplified into the WD "Austerity" 2-8-0s and extended with the 2-10-0s. Serving alongside were the Hunslet designed WD "J94" type 0-6-0 Saddle Tanks. We feature examples of all of these locomotives. The Americans built 2-8-0, 2-8-2 tender engines and 0-6-0 tanks. Army training camps such as Longmoor were used to train staff in railway work.

We also show examples of narrow gauge engines that served in WW1. All of these types were designed for a short life, but some still survive today. They can be seen at work on preserved railways, especially for the WW2 re-enactment events. These are illustrated on the Churnet Valley Railway, Keighley & Worth Valley Railway, Severn Valley Railway and the East Lancashire Railway. Most locomotives shown are British built and we see some of them at work in Turkey, France, Poland, India and Australia.

VOLUME 150 - ALONG SOUTHERN LINES Part 2 (60-mins)

BR150D £19.75



An all archive film of the Southern Region in the 1960s featuring both service trains and a few enthusiast rail tours in the area around the London Suburbs and the main line from Waterloo to Basingstoke. At Clapham there is extensive coverage of the area with many varieties of motive power from 1960. We include Schools 4-4-0s, King Arthur 4-6-0s and the now long extinct EMUs of 5-BEL, 6-PUL and 2-BIL types, ex-GWR pannier tanks, M7 0-4-4 tanks, Maunsell Moguls, H16 and W classes, all alongside the various Standard designs and Bulleid Pacifics. Travelling westwards through Earlsfield, Wimbledon, Surbiton, Hersham, Walton, Woking and Guildford, we see a further variety of motive power with S15 4-6-0s and more Maunsell Moguls.

Onwards along the South Western main line and we travel to Pirbright, Sturt Junction, Fleet and finally Basingstoke where T9, Schools, more moguls, Q1s and Inter-Regional motive power are seen.

For these titles and many, many more, why not visit our Web site at www.wolvertonrail.co.uk

VOLUME 151 - ALONG LMS LINES Part 8: Shap to Carlisle (70-mins)

BR151D £19.75



In this next part of our detailed journey of the West Coast Main Line from London Euston northwards to Carlisle and Glasgow, we cover the 30 mile descent from SHAP back to sea level at CARLISLE. This is over the last section of the Lancaster to Carlisle Railway, known locally to the railwaymen here as the "Lanky" and not to be confused with the Lancashire and Yorkshire Railway to the south! In the 1960s the trains were worked by a variety of types of ex-LMS locomotives as well as the more recently introduced BR Standards. Expresses were hauled by Princess Coronations, Royal Scots, Patriots, Jubilees and BR Britannias. Freight trains were worked by Stanier Black 5s, Stanier 8Fs and BR Standard 9Fs. Many of these locomotives were to end their days at Carlisle Kingmoor Depot. Shap Quarry is served by Harrison's Sidings and there is a detailed look at traffic passing and visiting the quarry with 9F and Britannia haulage. On to PENRITH, where more steam power is seen through the station, followed by a DMU trip along the line to KESWICK just before it closed. We reach CARLISLE, where we see plenty of steam action on service trains to this border city as well as rail tours featuring engines such as A4s off the Waveley Route, preserved Scottish engines and even an ex-GWR Castle! KINGMOOR depot is visited at length both before and after the building of the goods yard. Full of steam in the 1960s, there is much variety here including visiting engines off the Settle & Carlisle route.

Released February 2010

VOLUME 152 - STEAM IN WALES AND THE BORDERS Part 2 (80-mins)

BR152D £19.75



In this second part, we begin at Gobowen on the Shrewsbury to Chester main line before looking at the connection to Oswestry and the Cambrian line south to Llanymynech and Llanfyllin, prior to its closure in 1965. We return to Gobowen with a stone train and then onwards to Shrewsbury. Steam finished here in 1967 and there is a rare appearance of the Blue Pullman amongst the Black 5s. Onwards, we travel west along the Cambrian route to Machynlleth and Aberystwyth, using ex-GWR Manors and the later BR Standards for motive power. Along the way we see steam scenes at the narrow gauge Welshpool & Llanfair Railway both before and after preservation. The Vale of Rheidol is also visited when its original Aberystwyth terminus was in use. Finally, with steam reigning supreme, we return to Shrewsbury via Talerddig Incline with some contrasting views of steam returning to the route in later years. Included are some black & white film scenes of the Corris Railway. Manors, Halls, Black 5s, Ivatts and BR Standards are all featured, even a Dukedog!

Released April 2010

VOLUME 153 - REMEMBERING THE SOUTHERN Part 3 (65-mins)

BR153D £19.75



Our third volume of Southern Steam memories from the JIM CLEMENS archive film collection, this time featuring the South Western Division in Hampshire and Dorset in 1966 and 1967. After a brief glimpse of Waterloo station exterior, there is coverage of steam from SOUTHAMPTON to BOURNEMOUTH and WEYMOUTH with Bulleid pacifics. Next we feature four rail tours with a variety of motive power including a Stanier Black 5, USA tanks to FAWLEY, a Maunsell Mogul to GOSPORT, visiting A4 pacifics 60024, "Kingfisher" and the newly preserved 4498 "Sir Nigel Gresley" both to Weymouth and an Ivatt 2MT along the Weymouth Quay Tramway. Normal service trains see steam haulage along the main line through the New Forest area with Bulleid pacifics, both rebuilt and unrebuilt plus BR Standard classes. There is also extensive coverage of the LYMINGTON Branch to the end of steam in 1967, including views of LYMINGTON PIER station from the ferry! Plenty of action at Bournemouth Central with its shed visible from the main down platform, well filmed and with an abundance of detail. Finally, brief visits to BROADSTONE, BOURNEMOUTH WEST with the Pines Express, SWANAGE with a Special, and a last look at main line steam.

JIM CLEMENS No.28

Released May 2010

VOLUME 154 - SCOTTISH RAILWAYS REMEMBERED Part 4 (60-mins)

BR154D £19.75



An archive film covering the railways in Central Scotland from LARBERT to GLASGOW BUCHANAN STREET when A4 pacifics such as 60007 "Sir Nigel Gresley" ran on Glasgow to Aberdeen duties. Other motive power is also shown on this route. We then visit BEDLAY colliery with steam motive power before moving to the FIFE area on lines from DUNFERMLINE to THORNTON JCT, MARKINCH, ALLOA and ALVA. The "Aberdonian" railtour using two ex-NBR J37s is featured. Two collieries at KINNEIL and DYSART are seen in the Fife coalfields followed by a visit to the now closed LOCHTY Railway in the 1970s. From PERTH to DUNDEE in steam days with its variety of motive power in the mid 1960s. At Dundee, although diesel hauled, the Royal Train is seen. Finally over the TAY and FORTH bridges to EDINBURGH WAVERLEY. Among the steam motive power typical of this area are 0-6-0 freight types through to WD, Black 5, B1, V2, A2, A4 and Standard 5s including Caprotti examples along with the preserved Scottish locomotives Nos. 246, 256 and 673 on railtours when out on the main line and branch lines.

Released June 2010

VOLUME 155 - NORTH OF SHREWSBURY Part 1 (60-mins)

BR155D £19.75



The first of two videos covering the lines in an area north of Shrewsbury to Chester. This video features the line to Crewe as far as Willaston via Whitchurch, the Shrewsbury to Gobowen line and the Gobowen to Oswestry and Blodwell line. Archive film of steam traction is shown on these routes including ex-GWR and Standard classes. There is also footage of some of the main line steam hauled tours in the 1970s. We visit the signalboxes at Shrewsbury, Leaton, Whittington and Gobowen, observing the passing railway scene featuring both steam and diesel traction in the 1960s and early 1970s. At Gobowen the steam archive footage takes us south to Llanymynech with a look at the Shropshire & Montgomery and its last steam hauled tour. There is also extensive line-side and cab views of the diesel hauled stone trains from Gobowen to Blodwell Quarry. The traffic ceased in 1989. All film and video material used is in colour except for the Shropshire and Montgomery scenes.

Released August 2010

VOLUME 156 - ECHOES OF THE GREAT WESTERN Part 1 (80-mins)

BR156D £19.75



The first in a series featuring scenes of the former Great Western Railway using archive film from the 1920s all the way to the diesel hydraulic era in the 1960s. In this part we predominately feature express classes. The early GWR scenes are a complete contrast to steam on the Western Region in its last five years from 1960 to 1965 and this production is appropriate for the 175th anniversary year of the GWR. We start with a prelude of the broad gauge using the 1935 and 1985 re-enactments followed by extensive and detailed footage of the King, Castle and County 4-6-0 express classes. There are many scenes of these locomotives taken from all over the territories of the former GWR and Western Region of British Railways. From Paddington in London to Penzance in the Far West; to Worcester & Birmingham in the Midlands; to Swindon & Bristol; these are just few of the many locations visited. There are special events, tours and normal service train workings of both passenger and freight over this well loved railway. A short sequence features the early diesel hydraulics with D600s, Warships & Westerns. As a preview of Part 2, we conclude with views of Halls, Granges, Manors, Dukedogs, 2-8-0, 2-8-2T & 47xx freight classes & panniers plus a visit to the narrow gauge Welshpool and Llanfair line. Older scenes are in black and white but the majority is in colour.

JIM CLEMENS No.29

Released November 2010



VIDEO CATALOGUE

VOLUME 157 - SETTLE & CARLISLE Part 2 (85-mins)

BR157D £19.75



The second of our archive films covering the Settle & Carlisle route over the Pennines. We start with an introduction to the route, including a 1964 rail tour from London St.Pancras to Carlisle using a Jubilee locomotive and ex-LNER V2 and A3 classes. There are scenes of Leeds to Settle Junction and views at Skipton. Coverage of the "Little North Western" line to WENNINGTON and the Midland Railway's first attempt to reach Carlisle in the 19th. Century. We then return to Settle Junction for a detailed look at the Settle & Carlisle line north with the ascent to SETTLE, HORTON, RIBBLEHEAD, DENT, GARSDALE and AIS GILL followed by the descent to APPLEBY, CULGAITH, ARMATHWAITE, CUMWHINTON and CARLISLE. The archive film features many ex-LMS engines such as Jubilees, Black 5s, Stanier 8Fs, Midland 0-6-0s, BR Standards, Princess Coronation pacifics and some ex-LNER A1 and A4s. The film includes brief sequences of the "Return to Steam" workings for continuity, and finishes with scenes of steam workings at Carlisle. (Released before Vol.156)

Released October 2010

VOLUME 158 - ALONG SOUTHERN LINES Part 3 (65-mins)

BR158D £19.75



The third in our series of archive films showing the general scenes of the Southern Region in the 1960s with both service trains and enthusiast rail tours. This volume was filmed between 1959 and 1967 and covers railway locations from BASINGSTOKE to MICHELDEVER, EASTLEIGH, FAREHAM, GOSPORT, PORTSMOUTH and the ISLE-OF-WIGHT. Many Southern classes are seen including Lord Nelson 4-6-0s, ex-LSWR T9s, Bulleid Pacifics, USA, L1, M7, E1 and B4 tanks, Q1, N class Moguls and BR Standards. Early preservation scenes of 34023 contrast with previous BR service views. There are even brief scenes of ex-GWR and ex-LMS locos on inter-regional trains. We visit the Mid-Hants railway at Ropley in pre-preservation times with 31768 4-4-0 on a railtour. At Eastleigh there are many scenes dating back as far as 1959 including views inside the Locomotive Works erecting shop. We visit the shed to see the many classes of engines present including LSWR T9 No.120. Eastleigh was the junction for Fareham and Portsmouth and we visit Droxford and Gosport on railtours before arriving at Portsmouth Harbour. Finally we visit the ISLE-OF-WIGHT for extensive coverage of the last O2 tanks on the Southern at work on the Ryde, Newport, Cowes and Ventnor lines, including the last day of steam.

Released January 2011

VOLUME 159 - ECHOES OF THE BIG FOUR (90-mins)

BR159D £19.75



An archive film from the collection of Ian Griffiths portraying scenes of British Railways in the last ten years of steam from 1958 to 1968. Our film covers every region with many types of locomotives that existed during this period. We also include some rare types ranging from small tank engines to express engines which are not usually seen on archive videos produced today. We feature the London termini including Kings Cross, Euston & Waterloo. Many locomotive sheds are visited from East Anglia, South Wales, Nine Elms and Scotland. Rail tours are seen over the Waverley Route and from Paddington to North Wales. On the Southern Region we visit Guildford in 1964 and the Isle of Wight in 1965. On the Midland Region we visit Wellingborough, Leeds and Bescot.

The Western Region is visited at Oxford and Dan y Graig, the Eastern Region at York, Retford and Cambridge. There are even some scenes on the Bedford to Hitchin line showing the making of the film "Those Magnificent Men in Their Flying Machines". Finally, after the end of steam we see some views of LT pannier tanks at Neasden, preserved steam on the main lines in the 1980s and a visit to Dai Woodhams scrap yard at Barry. Overall a 90-minute memory of how it really was once.

Released February 2011

VOLUME 160 - STEAM IN WALES & THE BORDERS Part 3 (70-mins)

BR160D £19.75



We begin Part 3 at Shrewsbury in the 1970s and 1980s with a brief look at the main line runs with steam which returned here on the North-and-West route to Hereford. Back to the 1960s proper, and archive film at Hereford on its route to Gloucester. Then on to Talyllyn Junction for the northern section of the Brecon and Merthyr Railway with its pannier tank service through Talybont-on-Usk and Torpantau. The Aberystwyth to Carmarthen line was another route into South Wales and we travel this route including a visit to its Aberayron branch, a source of important milk traffic. Then southwards to Pencarder and Bronwydd Arms, now home of the Gwili Railway. The Central Wales line from Llandovery to Portarlui and Swansea is shown in the early 1960s including a visit to Swansea East Dock for pre-grouping 0-4-0 tank engines. We travel the Vale of Neath line from Pontypool Road to Neath via Crumlin, Dowlais and Quakers Yard leading through the coal mining area of South Wales and visit Abersychan and Graig Merthyr collieries for their "Paddy" trains. The South Wales main line from Severn Tunnel to Cardiff and Newport in the 1960s is also covered. Our archive film has many types of Great Western locomotives from Castles, Halls, Granges and Manors to 28xx, 72xx, 56xx and Panniers.

Released May 2011

VOLUME 161 - ALONG LMS LINES Part 9 (60-mins)

BR161D £19.75



Our series of films along the West Coast Main Line has nearly come to an end, reaching Glasgow Central this time. However, we start at Stockport with 70013 "Oliver Cromwell" in April 1968 before moving on to Preston in 1965, the stepping point for a visit to Blackpool Central just before it closed in 1964, with views of the shed there. We return to Preston to travel north again over Shap to Carlisle. Another way to Carlisle is via the Settle and Carlisle route and we show scenes from this line using previously unused new footage. At Carlisle, there is extensive coverage of lines and locomotives including a visit to Kingmoor shed. Many engine classes are seen including Princess Coronation Pacifics, Royal Scots, Jubilees, Black 5s and BR standard types such as Class 5s, 9Fs, Britannia and Clan Pacifics. Onwards and northwards we visit Dumfries on the old G&SWR route before returning to the West Coast line over Beattock including scenes from the footplate as we reach the summit. Preserved Highland Goods 4-6-0 No.103 is seen on the Inches branch before finally reaching Glasgow Central.

Released April 2011

VOLUME 162 - REMEMBERING THE SOUTHERN Part 4 (72-mins)

BR162D £19.75



The final volume of Southern Steam memories from the JIM CLEMENS archive film collection, this time covering the Bournemouth to Weymouth section of the main line as steam came to an end. We begin with extensive footage at Bournemouth including rarely filmed freight workings and M7 0-4-4 tanks as well as the usual Bulleid Pacifics and Standard classes. The Bournemouth trolleybus system is also featured with its turntable at Christchurch. Onwards and we cover the southern end of the Somerset & Dorset Joint from Templecombe to Blandford and Bournemouth West before journeying westwards through Poole and Wareham to the Swanage branch. Here we see footage from its M7 hauled days through to the Ivatts and Standards hauled era plus the last visiting steam rail tours in 1967 with Bulleid Pacifics. Travelling westwards via Wool, we reach Dorchester and visit the Maiden Newton to Bridport branch with steam hauled railtours plus coverage of the replacement DMU service just prior to closure. Finally there is a look at the Dorchester to Weymouth line with good scenes of trains on the Bincombe bank through Upwey.

Released July 2011

Jim Clemens No.30



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wrbcatlogue
Issue 365 14 Oct 2023



VIDEO CATALOGUE

VOLUME 163 - ALONG LNER LINES Part 4 (60-mins)

BR163D £19.75



The fourth in our series of films on the East Coast Main Line in the 1960s. There is much steam coverage but this is also a story of the transition from the steam age to the diesel age when Deltics came into service followed by the HSTs. We start with the Great Northern section and Kings Cross where there are many scenes of steam traction before it mostly finished south of Peterborough in 1963. All pacific classes are seen as well as V2 and B1 classes and occasional specials including one with a GWR Castle. We travel northwards through Finsbury Park, Harringay, Hornsey and through Hitchin to Peterborough. Onwards and further north to Doncaster, Langwith and Frodingham & Scunthorpe, with scenes of many of the ex-LNER freight types. Onto the former North Eastern Region for visits to Leeds, Wakefield and Bradford before returning to the East Coast line and Otterington (Northallerton). We arrive at Newcastle for the demise of North Eastern steam. Tours around this area include the Stanhope branch with K4 3442 "The Great Marquess" and some scenes of the Alnwick branch in Northumberland. Locations are mostly filmed in colour but there is some black and white footage from 1962 and 1963. Green and blue Deltics are included and even a Western Region hydraulic on it's one tour. There are also a few Type 2 diesels!

Released August 2011

VOLUME 164 - ECHOES OF THE GREAT WESTERN Part 2 (110-mins)

BR164D £19.75



The second part in our series featuring scenes of the former Great Western Railway using archive film from the 1920s all the way to the diesel hydraulic era in the 1960s. In this part we mostly feature the freight and mixed-traffic classes, from the large 2-8-0 class 42xx and 72xx 2-8-2 tank engines used in Wales, through to the Prairie 2-6-2T and the Pannier 0-6-0Ts which were unique to the GWR, including the condensing varieties and the last 84xx series, on both passenger and freight trains. The tender classes are covered in more depth than in our first volume, ranging from the heavy freight 2-8-0s to the mixed-traffic 4-6-0 Hall classes. We also feature the 43xx 2-6-0s and the 2251 class 0-6-0s. The GWR also ran extensive maritime services and we show footage of the Fishguard and Weymouth operations. There are scenes of steam all over the GWR network with normal service trains and special rail tours. We conclude with footage of the first locomotive to exceed 100mph, 4-4-0 No.3440 "City of Truro", newly restored and running on preserved lines plus the replica broad gauge engines at Didcot Railway Centre. Apart from a few scenes, filmed in the 1930s and 1940s, all the material is in colour and the film has an extensively researched commentary with an authentic sound track.

Released November 2011

VOLUME 165 - ALONG SOUTHERN LINES Part 4 (60-mins)

BR165D £19.75



The fourth in our series of archive films showing the general scenes of the Southern Region in the 1960s with both service trains and enthusiast rail tours. We start with a visit to Portsmouth in 1960 before travelling along the coast towards Havant and a detailed look at the Terrier tank engines on the Hayling Island branch. Onwards to Brighton for scenes in 1960 plus a visit by ex-LNER No.3442 "The Great Marquess" in 1967. At the former Pullman Works, we see the stored locomotives belonging to National Collection before the site closed and they were sent to other locations. The Bluebell Line is featured during the early days of preservation in the 1960s, including visits of Caledonian Single No.123 and ex-LSWR T9 No.102 and footage of other early locos on the line. A visit to Tunbridge Wells West for Standard and H Class tank locomotives. South again to Southampton Docks in 1962 and the activities of USA 0-6-0 tanks and E Class 0-6-0s. A variety of engine types can be seen at Eastleigh shed. Around Southampton and into the New Forest, there is extensive coverage of the many different locomotive types to be seen during last days of steam on the Southern, including Bulleid Pacifics, Standards and even some ex-GWR and ex-LMS locomotives on inter-regional workings.

Released September 2011

VOLUME 166 - INDUSTRIAL STEAM Part 2 (79-mins)

BR166D £19.75



With the plethora of main line and branch line steam film footage from the 1960s, the co-existing but equally fascinating industrial steam scene in Britain is often neglected. It is easy to forget that it continued until around 1980. Although we have featured some scenes of industrial steam in other volumes, our last dedicated volume to Industrial Steam was way back in 1997 with our Volume 52! Here we have further look at industrial steam at work in England and Scotland from 1960 to 1980, this time mostly featuring the larger locomotives which worked at collieries and iron stone mines. These locomotives were usually built by private builders, although some ex-BR tank classes were used. The North East and Midland areas are well covered and there are many scenes of long gone engines working in an industrial environment now often vanished. Many of these engines survived into the preservation era and were eventually saved from oblivion. It is only fitting that we conclude our video with 2011 views of a selection of these industrial locomotives at work on preserved lines such as the Tanfield, Foxfield and Blaenavon railways.

Released January 2012

VOLUME 167 - DIESEL HYDRAULICS HEYDAY (72-mins)

BR167D £19.75



The Western Region of BR adopted diesel hydraulic traction rather than diesel electric. Nearly 400 examples, both express, mixed traffic and shunting were introduced from the late 1950s. By 1977 they had all gone, save for a few preserved examples. We start with the original A1A-A1A D600 Warship Class 41 and a short B&W sequence of D600 leaving Paddington with an express and then passing Par. A D6xx in green with a yellow warning panel passes Lostwithiel and along Dawlish Sea Wall. Green D601 "Ark Royal" on shed contrasts starkly to a later scene on the Barry scrap line with blue liveried D600. The Class 42/43 Warships, in both maroon and green, are seen on the GW Main Line & in the West Country including scenes at Dawlish, Penzance and Par. Over to Waterloo for Warships of all colours including a short cab ride in D809 "Champion" as it departs. Back to Paddington for Warships double-heading, a blue Warship crossing Saltash Bridge and green D850 at St.Erth. Inside Swindon Works for views of Class 52 Westerns being built. A rare shot of Desert Sand "Western Enterprise". The comings & goings of a vast variety of maroon and blue Westerns on expresses at Paddington, out on the GW Main Line, Bristol, Dawlish Sea Wall, Newton Abbott, Plymouth and Penzance plus freight trains in the snow and china clay trains. Also featured are a number of rail tours such as "The Western Talisman" from Kings Cross and the "Western Finale". Over 30-mins of pure Western nostalgia! On to Class 35 Hymeks and with b/w film we peek inside the Beyer-Peacock works during their construction. Out on the main line and green and blue Hymeks on a variety of passenger trains including double-heading with steam. We see NBL D63xx Class 22s shunting at Coleford and Boscarne plus extensive footage of D6346 shunting at Charlbury! Scenes from a bygone era. Finally, Class 14 0-6-0 "Teddy Bears" and shunting at Coleford Junction and Lydney with D9555. Many Class 14s were sold into industry and we feature No.28 in industrial user. We close our film with a Western, heading into the sunset...

Released Feb 2012



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Issue 365 14 Oct 2023

VOLUME 168 - STEAM RAILTOURS OF THE SIXTIES (85-mins)

BR168D £19.75



THE CHRIS NOYLE COLLECTION No.1. Chris Noyle filmed railways in Britain and Europe from 1962 to 1972. This is the first part from his collection and features rail tours in England during the period 1964 to 1967. The area covered was from south to north including some long closed lines and using locomotives often to be withdrawn as the last in their class. And often a single tour would involve many changes of motive power. With footage from a variety of rail tours, and many steam hauled normal service trains in the background, we visit the Weymouth Quay Tramway for 13xx panniers, the Bluebell line in the early preservation years, Kings Cross and the ECML with a double-tendered 4472 "Flying Scotsman", Westbury, Nottingham Victoria, the Settle & Carlisle, Waterloo and Sussex. More scenes and Wellingborough, Higham Ferrers, Northampton Bridge Street, Kettering, Spendon, Derby and a 4F on the Wirksworth branch. Also featured are tours in the Thames valley including Witney and to the north, Haydon Bridge with ex-LNER 62007, Newcastle with a V2 and passing green NE electrics. Among other locations and lines visited are Weymouth with A4s, Yeovil Junction, Eastleigh, Swanage, Bridport, Ilfracombe, Highbridge with two Ivatt 2-6-2Ts, Bath Green Park with two unrebuilt WC pacifics and the Isle-of-Wight. Are some of the Ventnor scenes a model? No, they are very real! Locomotives used include ex-GWR Panniers, Prairies, Halls & freight 2-8-0s, ex-Southern S15s, U Class 2-6-0s, Q1 and Bulleid pacifics, ex-LMS 3Fs, 4Fs, Patriots, Jubilees and Black 5s, ex-LNER J11, V2, A3 & A4 pacifics and even a B16. Also many BR Standard types including Britannias, 9Fs and the last one of all, 92220 "Evening Star". A veritable variety! We conclude with rail tours in and around Manchester, Carnforth and the North West during the dying days of steam between 1967 and 1968. A mixture of 8Fs, 9Fs, Standard and Black 5s, Britannias and Standard 4 2-6-0s are seen in normal daily service as the rail tours pass by.

Released April 2012

VOLUME 169 - STEAM ROUTES LANCASTER TO SHAP (78-mins)

BR169D £19.75



"Steam Routes" is a series of films featuring steam traction along specific routes rather than areas, mostly using previously unseen 1960s archive film. Here our third instalment features the West Coast Main Line starting at Lancaster for the 40 mile journey to Shap Summit. At Lancaster there are many scenes of steam activity and over at Green Ayre we also see 3-car EMUs on the Heysham line electric services. We pay a short visit to the Morecambe to Heysham line with Black 5s on service and special trains plus Lostock Hall breakdown train attending a derailment. Back to the WCML with footage at Hest Bank and its troughs. A variety of steam hauled trains pass by with some picking up water and some with overflowing tenders! Northwards and we make an extensive visit to Carnforth and its shed. This was the main depot on this route and we show the operations there mainly in 1967 and 1968 when many Stanier Black 5s and BR Standards were being serviced as well as the last few Britannias and 9Fs. There are many scenes of the depot which even include the odd diesel: a Clayton Class 17, a blue Class 40 and Metrovick Co-Bo D5714. Scenes at the station include Bulleid 35012 on a special and Britannia 70013. Plus a very brief glimpse of B1 61306 in a siding! We continue on through Oxenholme and climb to Grayrigg, Low Gill and Dillicar for its troughs including a view of the troughs from the 4ft! Tebay was the shed for the bankers over Shap and the climb on the 1-in-75 incline is very well covered by this new archive footage. It includes the occasional Princess Coronation, Royal Scot and Jubilee engines as well as the staple Black 5, 8Fs, 9F and Standard classes. We see a variety of passing trains, including doubleheaders and many assisted by banking engines, before we finally arrive at Shap Summit.

Released May 2012

VOLUME 170 - STEAM STILL AT WORK AFTER AUGUST 1968 Part 2 (60-mins)

BR170D £19.75



Steam traction was eradicated on British Railways in August 1968. Gone with regret and steam was dead! But was it really? In our "Steam Still at Work" series of films (formerly called "Return to Steam") we discover that steam never really went away during this period which lasted until the "Return to Steam" tours in October 1971 when steam officially returned to BR with 6000 "King George V". In this second part, we cover the period 1968 to 1969 and include some preserved railways that started then. Their early preservation scenes contrast starkly with what we see today! From 1968 to 1971, 4472 "Flying Scotsman" was the only steam loco permitted on the main line and so we feature a number of its tours. We begin, on 11th August 1968, with that last steam hauled train on BR, the "15 Guinea Special" seen on the Settle & Carlisle along with views of the last steam locos at Carnforth. In the Autumn 1968 we visit the Severn Valley and Keighley & Worth Valley railways for early preservation scenes plus 4472 on the ECML. Next, a maritime interlude for rare footage of paddle steamers on the BR owned Humber ferry! Then to the Wallingford & Cholsey line for steam with the GWS's 1466 & auto-trailer. A visit to the Longmoor Military Railway for views of blue 0-6-0ST "Errol Lonsdale" and 2-8-0 "Gordon" in use. At Tyseley Open Day we see "Clun Castle" and "Kolhapur" on shuttles with 4472 arriving on the main line. Count the number of steam whistles on display! In France, steam was still in everyday use and we see SNCF 141Rs on rail tours and service trains. Back to the UK for 4472 on the "Yorkshire Harvester" train from Kings Cross to York and a visit to the old York Museum. At Bath Road Depot Open Day, we see steam visitors & electric loco AL4 E3044! We visit Bulmer's at Hereford to see newly restored No.6000 "King George V" pulling their Pullman train. Then to Bury depot for 5596 "Bahamas" and, despite the ban, its transfer trip (in steam) along BR lines to a new home at Dinting! We visit Northamptonshire for the industrial workings in the quarries and steelworks and special trains. Then more early views in 1968 of the KWVR and the Bluebell Railway. At Bressingham Gardens, a "caged" 70013 "Oliver Cromwell" is seen giving cab rides plus scenes of the narrow gauge lines there. More 4472 tours include the Midland, ECML, Ely & March. At Finsbury Park Shed, the narrator is seen cleaning 4472's nameplate! Finally a few visits in 1969 to Dinting, the KWVR (for a glimpse of unrestored 46115 "Scots Guardsman"), the Bluebell Railway and lastly to the newly reopened Dart Valley Railway for auto-trains with "engines in the middle".

Released July 2012

VOLUME 171 - ALONG GWR LINES Part 4: South Wales (60-mins)

BR171D £19.75



In this fourth part of our series, we mainly cover the railways in South Wales and mostly in the days of steam between 1960 and 1965. We feature many of the 0-6-2T and 8-coupled types famous for their use in this part of Wales. After a few brief scenes in 1960 at Towyn on the Cambrian, we visit the South Wales main line at Pilning for views of double-headed coal trains. Then to Cardiff for 0-6-2Ts, 2-8-0s, Prairies & Pannier tanks and even an 8F interloper from Toton! There is extensive footage of a 1964 SLS "Farewell to Brecon" tour, first with 0-6-2T 6606 via Abercynon and Quakers Yard to Merthyr, then onwards to Pontsticill and Brecon with pannier 3690 plus newly preserved 2-6-2T 4555. We return via Dowlais. A brief fast forward to 1977 and the last Western diesel hydraulics on railtours to Treherbert, Aberdare, Merthyr & Pontypridd. Back in the 1960s, we visit the NCB collieries at Maerdy, Merthyr Vale and Mountain Ash to see ex-GWR pannier tanks including now preserved 9600 and 7754. But at Cashmores, the scrapman is busy. We return to Cardiff for more 2-8-0Ts, Castles and 9Fs before travelling along the South Wales main line to Ebbw Jct. There are busy scenes at Newport and on the main line before reaching Severn Tunnel Junction. Further along we pass the Severn Road Bridge under construction and arrive at Gloucester, for scenes there in 1962 & 1964. The Vale of Neath line ran from Pontypool Road. We see a lot of activity around Pontypool and visit Hafodyrynys mine for its Hunslet 0-6-0STs. Crossing the 200ft high Crumlin Viaduct, there are spectacular views of the valley below. The demolition of the viaduct is witnessed in 1967. Then to Hengoed, Treharris, Quaker's Yard and Mountain Ash Colliery (for its saddle tanks), before arriving at Neath. We visit Duffryn Yard depot on our way to Swansea, where in 1965 we join the last steam hauled special to Fishguard and Milford Haven with 6859 "Yiewsley Grange". Plus some footage of the Tenby branch in 1960 with Prairies and Panniers. We conclude Part 4 with B&W and colour scenes at Cardiff Canton shed just before closure.

Released Sept 2012

VOLUME 172 - SCOTTISH RAILWAYS REMEMBERED Part 5 (60-mins)

BR172D £19.75



This volume features the well known scenic Highland lines in Scotland and includes many views of steam up until 1967 as well as some diesels in the 1960s-1980s. We open with a journey along the Highland main line, followed by railtour with a B1 along the Waverley Route to Hawick for scenes of a V2, A4s and Black 5s. At Gleneagles there are A4s on Glasgow to Aberdeen expresses followed by shed scenes at Polmadie including Britannias, Standard 5s, Standard 2-6-4Ts and a green Claydon! At Dunblane, we see A4s on passing expresses, before visiting the Callender and Oban line for a scenic trip using both steam and Type 2 diesels. Travelling past Doune, we visit Callender for a variety of station steam scenes, before going onward to Balquhider, Lochearnhead, Killin Junction (with a view of the Killin branch train), Crianlarich Upper, Connel Ferry and Oban. There is much activity around the station, shed and harbour including Caley Tanks shunting the yards! We return to Connel Ferry for rare footage of an Ivatt 2-6-0 hauled return trip along the Ballachullish branch travelling across the famous road-rail bridge and on to Creaghan, Appin, Kentallen and Ballachullish Ferry (for scenes of the ferry) before arriving at Ballachullish. On the West Highland line, we visit Tyndrum, Crianlarich, Rannoch and the old Fort William harbour station in the days of steam with ex-LNER/LMS engines. Next, a visit to the Mallaig branch in the 1960s for steam and early diesels as well as the later 1980s steam specials featuring ex-NBR 0-6-0 "Maude" and Black 5s. There are scenes at Glenfinnan Viaduct, Arisaig and Mallaig where we also see a lot of ferry activity in the harbour. Northwards to the Kyle of Lochalsh line, and views of the old Skye ferry in action at Kyle plus ships being loaded. Various station scenes include shunting with a Class 26 and service trains with Pullman observation coaches. We travel back along the line to Stromferry, Garve and Dingwall before visiting the Far North line with footage at Ivergordon, Golspie, Kildonan, Georgemas Junction and Thurso/Wick. We finish with scenes at Perth, Stonehaven and Glasgow Buchanan Street including Green A4s "Bittern" and "Sir Nigel Gresley".

VOLUME 173 - Along Southern Lines Part 5—The Withered Arm Part 2 (60-mins)

BR173D £19.75



Following on from our earlier Volume 69 "The Withered Arm", this volume features more footage of the Southern Lines west of Exeter. We start with scenes along the SR main line to Exeter Central including railtours with 60022 Mallard, T9 No.120 and BR Standard Tanks on the "Exeter Flyer" then travel along the North Devon line to Barnstaple and Ilfracombe. A stop is made at at Braunton to see the Morthoe bankers at work with a variety of passing trains before arriving at Ilfracombe for views of the station and the harbour. A paddleboat ferry departs for Bristol! Back to Barnstaple with a Hymek and glimpses of Rolles Quay Sidings, Pottingham swing bridge, Town station with its erstwhile L & B platform, the Taw viaduct (with steam footage) and into Barnstaple for scenes around the station and the shed. After closure we see footage of the now derelict viaduct, Town station and swing bridge. There is extensive coverage of the Torrington line with Class 25s & 31s on milk, china clay and special trains plus the comings & goings at Fremington Quay and Instow including many scenes inside the signal box. Yes, even seeing the signalman going off duty in his 1970s Ford Capri! At Bideford and Torrington we see activities in both steam and diesel eras, with Ivatt 2-6-2Ts, SR Moguls and Classes 22 & 25. Next, along the ex-SR Devon main line with diesel hauled ballast trains at Yeoford & Sampford Courtenay, before arriving at Okehampton for steam with SR Moguls, Ivatt 2MTs and BR Standard 2-6-4Ts plus later diesel scenes. We travel onto the North Cornwall line at Meldon Junction and at Halwill Junction visit the Bude branch with steam plus green DMUs. Then onwards to Wadebridge for extensive footage of T9s, ex-GWR 1369 panniers, BR standard tanks, Bulleid Pacifics and the Beattie tanks at Wenford Bridge and Pencarrow Woods before arriving at Padstow. Finally, we return to the ex-SR main line at Bere Alston for a trip along the Gunnislake branch to Callington with Ivatt 2-6-2Ts and close with steam scenes at Exeter Central, including Class Z bankers, and at Salisbury. A veritable feast for the Southern Enthusiast!

VOLUME 174 - The Glory Days of Steam (1961-1965) (90-mins)

BR174D £19.75



THE TERENCE DORRITY COLLECTION. The period 1961 to 1965 was arguably the last glory days of steam traction before its sad demise. Terence Dorrity took the opportunity to film steam during this period, on all regions of British Railways, the Welsh Narrow Gauge railways and on the Continent. Our journey begins with 4-6-0 "King George V" arriving at Birmingham Snow Hill contrasting starkly to the lines of stored Kings at Wolverhampton Stafford Road Shed. At Stratford-on-Avon there is much activity including freight trains and Castle hauled expresses to the West Country, plus trains to Evesham and Leamington Spa. We visit Banbury, for more freight trains and Kings on Birmingham expresses, Hereford Shed, Gloucester Shed and Cardiff station. Then to Tuffley Junction, Gloucester, for a variety of trains, to Chalford (including an auto train footplate ride) and Moreton-in-Marsh. We visit the Cardigan branch, Morfa Mawddach, Oswestry, Welshpool and Talerddig summit (with Manors and Standard 4s) before returning to Hatton Bank on the London to Birmingham line for 2-8-0 4707, Castle & King hauled trains plus Bulleid Pacifics on football specials. Onwards to the Southern Region for scenes at Templecombe, Eastleigh Shed & Worgret Junction with M7 tanks on both the Swanage push-pull trains and the Lymington Pier line. There are Terrier 0-6-0Ts on the Hayling Island branch and O2 tanks on the Isle of Wight! Next, to Rugby on the Midland Region in 1962, for Princess Coronations, Britannias, Patriots, Scots & Jubilees. A trip to Scotland features the ex-Caley Single on tours and A4s on the Aberdeen 3 hour expresses. Then to the Eastern Region and at Kings Cross we see A1s and A4s (including 60008 "Dwight D Eisenhower") and A2s and A3s at Wood Green. Early preservation scenes feature the Bluebell (1963), the Isle-of-Man Railway (1963), Vale of Rheidol (1965), Welshpool & Llanfair (1965), Tal-y-llyn Railway (1962), Ffestiniog (1965) & Snowdon (1962). We see industrial steam in 1962 at Kettering Furnaces, Wellingborough, Bilston (Wolverhampton), Beckton (North London), Oxford Ironstone (Banbury, Roxton), Waterside (Ayrshire, 1965) and Coventry Colliery with ex-GWR 15xx 0-6-0PTs (1969). Finally, to Granada in Spain (1961) to see 240 No.2020 and many other types on the shed there, some being over 100 years old. Then to Nice in France (1962) to see the 141 Class and a variety of steam locos in the station and the shed, narrow gauge on the Réseau Breton in Brittany (1964) and French main line steam at Nanterre. Our journey ends with steam into the sunset at Coventry Colliery.





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VIDEO CATALOGUE

VOLUME 175 - East Anglia Miscellany Part 1 (93-mins)

BR175D £19.75



The first in a series featuring the lines in East Anglia in the 1960s; from Liverpool Street in London to the North Norfolk Coast, from Fenchurch Street to Shoeburyness and many more in between. Steam was eliminated from East Anglia early during the changeover period from steam to diesel and so footage is quite rare. However here we feature a variety of steam scenes as well as some early diesel scenes with both green and blue liveries including some interesting DMU journeys over long lost lines. In 1970, we witness the early days of preservation at Chappel & Wakes Colne station (now the East Anglian Railway Museum) with the arrival of "Gunby" from Harlaxton Quarry and Fred Youell's Class N7 0-6-2T No.69621, from Leeds via Lincoln and Colchester. Early scenes on the North Norfolk Railway contrast vividly with more

recent steam at Sheringham and Holt. There is some interesting DMU activity around Cromer Beach. We journey over the Marks Tey to Sudbury line in 1967 with DMUs and visit Wisbech, Kings Lynn, Hunstanton, Ipswich and Yarmouth, with scenes over the years from 1967 to the present day. Locomotives seen include Britannias, J15s and ex-LMS and Standard tank engines on the Southend Line. A veritable miscellany!

VOLUME 176 - Steam Routes No.4 Shap to Glasgow (63-mins)

BR176D £19.75



"Steam Routes" is a series of films featuring steam traction along specific routes rather than areas, mostly using previously unseen 1960s archive film. Here our fourth instalment contains film of the West Coast Main Line from Tebay and Shap Summit to Carlisle, Beattock Summit and onwards via Carstairs to Glasgow. We start at Tebay with views of the banking operations to the summit at Shap plus operations at the quarry exchange siding, before descending to Penrith for scenes at the station and its approaches. The line to Keswick, Bassenthwaite & Arnside is visited with an Ivatt 2-6-0 hauled railtour in 1966. At Carlisle Citadel station, steam is all around and being used on normal service trains as well as railtours. Engines featured include Ivatt 2-6-2Ts, Britannias, Clans, Black 5s, Coronations plus some ex-LNER locomotives from Edinburgh. There is plenty of steam action

at Carlisle Kingmoor depot! Northwards, we travel along the ex-NBR Waverley Route to Riddings and visit the Langholm branch with a J39 0-6-0. A4s and A2s are also seen on specials on the Waverley Route. We return back to the WCML at Rockcliff and Gretna for views of passing steam hauled trains. Travelling further northwards, we visit Dumfries, on the ex-GSWR main line, and the former "Port Road" to Stranraer for scenes at Castle Douglas plus token exchanging at Crossmichael with a Crab 2-6-0! More scenes at Dumfries station include 4472 on a special and we return to the WCML at Lockerbie for some depot shunting with a Pickersgill tank! We continue on to Beattock for footage of the station, yard and the banking operations for the climb to the 1015ft summit. There are even views inside Beattock Summit signal box and passing locomotives include Clan Pacifics and A4 "Kingfisher" on a freight! Finally, we descend to Carstairs, Carlisle, Motherwell and into the suburbs of Glasgow including Wemyss and Gourock before arriving at Glasgow Central with steam and blue electrics.

VOLUME 177 - Industrial Steam in the South East (60-mins)

BR177D £19.75



In this volume, we cover the industrial railways in the South East of England including London. After steam had finished on the main lines, this area still had steam workings at the various industrial sites and for enthusiasts it was the place to visit until the mid 1970s. We start with a visit to London's Acton Lane Power Station and saddle tanks "Birkenhead" and "Little Barford" in action complete with wasp stripes on their smokeboxes! At Slough Estates complex, Hudswell Clarke tanks are shunting oil wagons. Mind the cars, there's just a gap! In 1972, we visit Rye House power station near Hoddesdon on the ex-GER main line to see RSH tank No.7597 shunting (more wasp stripes!) before witnessing its transport by road (mind those 25kv wires) for preservation on the Stour Valley Railway. Later, it is seen in action on the SVR and on the GCR at Loughborough. At Ipswich

Sugar Factory there are Peckett saddle tanks and then to Ford's Dagenham Works (it had 25 miles of lines), for a variety of scenes including the foundry and dockyard. Next to Chatham Dockyard and a 1980s view of the derelict saddle tanks followed by later preservation scenes with restored "Ajax". Then to the paper mills at Greenhithe and Gravesend for fireless locos in action in & around the works. Sittingbourne's Bowaters Paper Mill had the largest system for paper and we make an extensive visit to it's narrow gauge railway with mostly pre-preservation views of steam in action on goods as well as passenger trains. Plus views of standard gauge ex-SECR P "Pioneer II", saddle tank "Jubilee", the cableway and the dockside. Onto Swanscombe Cement Works & Quarry in 1968 for Hudswell-Clarke tanks busy shunting cement wagons and then to Snodland Cement Works to see "Hornpipe" in action plus steam at Holborough Quarry with "Tumulus". Finally we visit the Kent Coalfield and the collieries at Snowdown and Betteshanger for extensive steam activity with "J94 type" Hunslets (among others), more wasp stripes, loading & unloading of wagons and a Class 73 electro-diesel at the BR exchange sidings.

VOLUME 178 - Steam Memories from the Sixties Part 1(62-mins)

BR178D £19.75



THE CHRIS NOYLE COLLECTION No.2. Chris Noyle filmed railways in Britain and Europe from 1962 to 1972. This is the second volume from his collection and features the steam scene in England, Scotland and Wales in the 1960s. We start in Scotland at Aberdeen and Perth for B1s & A4s including 60016 "Silver King" before views at Derby in 1962 of the last remaining unrebuilt Patriot, 45543 "Home Guard" and of "Clun Castle" on the first part of the Paddington to Gloucester to Birmingham Snow Hill rail tour in 1965. Chris then visited Bridgnorth on the Severn Valley Railway in 1968. In those very early preservation days, steam trains only ran as far as Hampton Loade. A far cry from the scene today! Then onto the Southern in 1967 and a variety of scenes right up to the end of steam at a number of locations including Basingstoke, Guildford and Nine Elms Shed featuring Bulleids, Standards, USA Tanks and even an A4 Pacific! The very last "Bournemouth Belle" Pullman passes by... In 1966, Chris went on a rail tour, this time from London to North Wales hauled by Britannia 70004 from Crewe, a pair of Stanier 2-6-4Ts from Llandudno to Blaenau Ffestiniog and a Crab to Denbigh. Another rail tour is Black 5 hauled around the Walsall & Wolverhampton area before going forward via Shrewsbury to Chester with 7029 "Clun Castle" and then returning to Crewe with a former Crosti boilered 9F. In 1967, he visited the Banbury area to see the last two ex-GW steam hauled trains to Chester pass by with preserved Castles and he also visited the shed to see the last remnants of steam. The North East Region was of great interest to Chris. There are many scenes in this area before steam finished in September 1967, including at Tyne Dock shed. Onto the Midland Region for footage around Carlisle and Leeds in 1966 including a visit to Holbeck Roundhouse and Farnley Junction sheds featuring Britannias and ex-LMS Black Fives. Whilst in the area, Chris also visited Wakefield to see WD 2-8-0s and the other engines there. Finally, back to the North Eastern Region in 1967 for extensive footage of J27s, Q6s (including the now preserved 63395), WDs and K1s hauling coal trains and empties to and from Seaham, Hall Dene and Vane Tempest Collieries.



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VOLUME 179 - A Cuban Steam Holiday (60-mins)

BR179D £19.75



THE RON DAVIES COLLECTION. And now for something completely different from B & R: steam in Cuba in the 1990s! Cuba, in the Caribbean, was one of the few countries in the world where large numbers of industrial steam locomotives could be seen in daily use into the late 1990s, well after steam traction had been eliminated in other parts of the world. The 1959 revolution resulted in the island spending little on the railways and they became a "time warp" until further investment was available. There are three gauges in use in Cuba: standard gauge, 3' gauge and 2'6" gauge. Although steam power was eliminated from the main lines in the 1950s, it remained in use for many years on the sugar mill railways. These are used to transport cane from the collection points in the fields to the mills. In fact steam power can still be seen in parts of Cuba today, especially in the Spring during the sugar cane harvesting season. Ron Davies visited the island on a number of occasions between 1995 and 1999 to record all this steam activity amid the breath taking tropical scenery. He used Super-8mm cameras with the ability to record sound. Some of the locomotives featured in this film were built at the beginning of the 20th. Century (some even earlier) from builders such as Alco, Baldwin, and Rogers. There are a variety of engines including 2-6-0s and 2-8-0s moving cane from the fields, whilst 0-4-0T, 2-4-2T, and other tank engines shunt cane wagons to the crusher. There is even footage of some very large fireless locos. We see street running, shed scenes, multiple gauge railway level crossings and many trains passing by at speed both loaded and empty. But witness the extremely poor state of the track; it's a wonder they don't derail! A very interesting film and a complete contrast to the UK scene.

VOLUME 180 - Steam Memories from the Sixties Part 2 (60-mins)

BR180D £19.75



THE CHRIS NOYLE COLLECTION No.3. Chris Noyle filmed railways in Britain and Europe from 1962 to 1972. This is the third volume from his collection and mostly features the steam scene on the Midland Region in 1967 & 1968. We start at Carlisle with 8Fs on passing trains followed by footage of locos being turned on Kingmoor shed's turntable featuring Black 5s and 9Fs (even a former Crosti boilered example.) At Upperby Shed there is a line of withdrawn Britannias but inside we see a clean 70013 "Oliver Cromwell". Back at Citadel station there is a lot of activity with Ivatt 4MT 2-6-0s on freight trains. South to Tebay and scenes of passing goods & parcels trains as well as the Standard 4-6-0s banking engines on duty and positioning ballast trains for local trackwork relaying. Chris visited Stoke-in-Trent during the last days of steam in 1967 and we see many shed scenes featuring 8Fs, Black 5s and Standard 4s including (now preserved) 75029 being serviced. Returning to the North West, Chris visited Patricroft shed for more 8Fs and Black 5s including 45156 "Ayrshire Yeomanry". There are a variety of 8F workings on Chequerbent incline before a visit to Bolton in 1968. Amongst all the steam workings we see a rare glimpse of a pair of Metro-Vick CoBos passing by, light engine. On the Padiham line, 8Fs are on coal trains before we visit Rose Grove shed, at the end of steam, Todmorden and Copy Pit Incline. At Accrington 70013 passes by and there are some shots of Eccles, Lostock Hall Shed and (now preserved) 45305. At the very end of steam, Chris recorded many specials. The last remaining Britannia, 70013, is seen passing through Bolton on a special and on the line towards Skipton. Then at Kearsley double-headed Black 5s pass by on specials and towards Entwistle. The very last day of BR steam was 11th August 1968. Chris was on the Settle & Carlisle line to film the two Black 5s and 70013 pass by both light engine and hauling the famous last steam hauled special. The following weekend, Chris visited Carnforth shed to see the last steam engines there; some would be preserved but most would be scrapped.....

VOLUME 181 - Along Southern Lines Part 6 - Somerset & Dorset (72-mins)

BR181D £19.75



This volume features steam traction in the Somerset and Dorset areas of the West Country and in particular the famous Somerset & Dorset Joint Railway from Bath to Bournemouth with both normal service and special trains. We start with a glimpse of the ex-SR West of England main line before witnessing Bulleid Pacifics and BR Standards at Bournemouth Central and Weymouth. This is followed by a trip along the line visiting locations such as Radipole Halt, Upwey Wishing Well Halt, Bincombe Tunnel and Dorchester South. Spot the ex-LMS Black 5 interloper! Next, we visit the ex-GWR Bridport branch from Maiden Newton with a number of specials along the branch featuring Ivatt 2-6-2 tanks using both black & white and colour footage. By contrast, there is a DMU trip along the line shortly before it closed in 1975. In earlier times, we visit the Somerset & Dorset line with black & white scenes of Bath Green Park shed including ex-SD&JR 2-8-0 7Fs. Back to colour and footage of Bath Green Park station and views inside its famous train shed. We now travel along the line through Devonshire and Combe Down tunnels, Midford, Wellow and Radstock to see coal trains hauled by 7F 2-8-0s. On past Chilcompton, we climb to Masbury Summit, Shepton Mallet and Evercreech Junction. There are scenes of the line to Glastonbury, at Burnham-on-Sea, and Highbridge and Bridgwater. Travelling south from Evercreech, we pass through Wincanton and arrive at Templecombe for the junction with the ex-SR main line. A busy scene here, with a variety of trains and engines in and around the station, shed and junction. Even 92220 "Evening Star" is on a normal service train! We continue south to Stalbridge, Sturminster, Shillingstone, Blandford Forum and Bailey Gate joining the main line at Broadstone Jct. before continuing to Poole and arriving at Bournemouth West. Finally, there are views of the LCGB S & D farewell special with two unrebuilt Bulleids, some final scenes from the S&DJR line and we close with a classic S&DJR 7F under the train shed at Bath Green Park station. Steam traction featured includes many Standards, Bulleid Pacifics, 4Fs, 7Fs, Black 5s, 9Fs, and Panniers plus Collett 0-6-0s on the Glastonbury line including the now preserved 3205.

VOLUME 182 - Along LMS Lines Part 10 (60-mins)

BR182D £19.75



We start in 1968 near Todmorden with a Black 5 double headed train passing through followed a 1967 visit to Leeds for the last Jubilees. Here we see 45593 "Kolhapur" on a Thames-Clyde Express relief, with footplate scenes of the engine being fired. Then to Stockport to see Royal Scot 46115 "Scots Guardsman" on a service train, the Midland at Mansfield for a 4F leading a Brush Type 4 on a goods train and Market Bosworth with a Standard 2-6-0. After a brief glimpse of Gloucester Eastgate, we visit the 1 in 37 Lickey Incline area between Bromsgrove, Blackwell and Barnt Green for a variety of banking activities between 1962 and 1967 using combinations of 3F Jinties, ex-GWR pannier 0-6-0Ts, 9Fs and Type 3 diesels. There is even a train being banked by two panniers and a Type 3 diesel! Plus trains hauled by ex-LNER and ex-SR interlopers and a DMU cab ride from Kings Norton to Bromsgrove. At Bushby shed and Bescot, the last ex-LNWR Super Ds 0-8-0s are in action around the shed and on railtours including at Birmingham New Street. We even see a Peckett shunting at Walsall Gas Works exchange sidings. More railtour views at New Street in steam days contrast with a rail blue era glimpse of a rebuilt New Street with class 86 and 87s. In London we visit a newly rebuilt Euston station for a 1960s electric arrival. But in earlier times we see a Black 5 on station pilot duties, visit Camden and Willesden sheds and see Royal Scots on the ex-GC main line. We return to the WCML at Roade in Northamptonshire for scenes of various trains passing by followed by a visit to Nuneaton for a Crab on a PW train and Super Ds on freight. Other workings are seen before visiting Tamworth for trains hauled by steam and EE Type 4s. Crewe is a hive of steam activity with Duchesses, including 46256 "Sir William A Stanier FRS", Patriots, Jubilees, Britannias and 3F station pilots. A brief glimpse of the future with AL5s passing by! We visit Crewe South Shed for scenes of both steam and diesel motive power. We travel northwards along the WCML with 8Fs, Black 5s, Jubilees and others to Warrington and its shed including 45221 being coaled. Then to Winwick and along the 4 track main line to Wigan followed by a visit to Walkden Colliery for Austerity 0-6-0T and ex-NSR 0-6-2Ts on coal trains. We close with views of passing steam trains on the Midland main line at Belper, shed scenes at Bolton, and finally Jubilee 45658 "Keyes" departing Sheffield Midland.

VOLUME 183 - Irish Railways Miscellany (60-mins)

BR183D £19.75



In this volume, we visit Ireland to see the variety of steam and diesel services operating in the 1950s and 1960s. Steam services are shown on the secondary lines at Claremorris and along the western rail corridor serving Ennis, Limerick Junction and on to the south Wexford line to Rosslare, as well as northwards to Wexford Quays. A variety of steam, Metro-Vick and General Motors diesel powered services are seen operating on lines radiating from Dublin and Cork, visiting Mallow, Galway, Sligo and Limerick Junction. Arrivals and departures of the Belfast-Dublin Enterprise expresses are shown in the hands of the McIntosh GNR(I) V Class 4-4-0 River Class locomotives, which were built by Beyer Peacock in 1948. Crossing the border into Northern Ireland, stops are made at Goragwood junction and the port of Warren point and on to Belfast, visiting the engine sheds at Adelaide (Great Northern) and YorkRoad (LMS NCC) in UTA days. Sligo Leitrim tank engines and the Harland and Wolf Harlandic diesel (which was built for the BCDR) are on pilot duties. Suburban services are shown at Bangor and Larne using MED and MPD railcars. A circular tour of Ulster arrives at Londonderry/Derry Foyle Road station via Portadown, Omagh and Strabane, returning to Belfast via the LMS route visiting serving Coleraine, Ballymena and Portrush. Steam locomotives were used in the construction of the M2 foreshore motorway on the northern shore of Belfast Lough. Northern Ireland Railways used LMSNCC steam locomotives to transport rock fill from Magheramorne Quarry and loading bays on the Larne line. Loading operations are shown in detail together with trains operating along the coastal headlands around Whitehead. Steam operations are also shown between Derry and Strabane operated by the County Donegal Railway, and on the Ulster Railway route between Belfast to Lisburn celebrating the 150th anniversary of the opening of the railway in 1849. The programme concludes with summer steam trains to Portrush and diesel locomotive services to Rosslare Europort from the South Wexford line, and from Dublin around Bray Head in County Wicklow.

VOLUME 184 - Along Southern Lines Part 7 - Dorset (75-mins)

BR184D £19.75



The Southern always seemed to be the happy friendly holiday line. Their public relations officer the great Sir John Elliot's slogan was the sun always came soonest to the Southern. This volume begins at Waterloo Station where many happy parents weighed down with suitcases, and their excited children carrying their buckets and spades started their holidays. We see rebuilt Bulleid pacifics depart from Waterloo. The prestigious Bournemouth Belle is seen passing through Clapham Junction and Common. One of Maunsell's famous Schools is seen at Woking. A brief visit across country to Guildford where an N Class mogul departs on a train. We quickly return to the Bournemouth main line and several rebuilt pacifics are seen at Southampton Central. This is followed by a nice sequence at Millbrook. The Redbridge causeway is crossed and a Maunsell S15, Standards and Bulleids are seen at Totton station. A trip is taken down the Fawley branch behind two USA tanks. An earlier special sees an H16 tank at Fawley. Rejoining the mainline, we have a footplate trip into the New Forest complete with views of it's famous ponies. There are scenes at Lyndhurst Road and shots of Bulleids at Brockenhurst. The Lymington branch train is seen arriving and departing. Standard Class 4, Ivatt and M7 tanks are seen on the branch. There is even a trip behind a Q1 on a railtour. Travelling further west we see Bulleids and Standards climbing Sway bank. A nice long sequence of film at Bournemouth Central station and shed follows, with many engines seen including Lord Nelsons and M7s. Next stop is the now closed line to Bournemouth West. The severely curved platform at Poole sees plenty of activity. The rarely filmed lines to the west of Poole and the Oxbow bridge are seen, before we head for Wareham and the Swanage branch which is fortunately beautifully preserved. Standard and Ivatt tanks are seen on the line, along with specials top and tailed by Bulleids and Standard 4s. The sun did not always shine and we see some shots taken in the pouring rain. On departing the branch and Wareham, several shots are seen across Ashley Heath before arriving at the old Dorchester South Station with its separate up and down platforms and its complex movements before the station was rebuilt. Bulleids reign supremely here. A train is then boarded for the journey to Weymouth.

VOLUME 185 - North East Industrial Steam (60-mins)

BR185D £19.75



Many of the great names associated with the birth railway are also associated with the North East of the country. Such names at Stephenson and Hackworth spring to mind. In this volume we cover many of the locations still using steam in this area and these famous names continue as those of the locomotive builders. At the NCB Philadelphia central workshops we see the remains of a Hackworth locomotive, built for the Hetton Colliery Railway as far back as 1838. Many of the other locomotives seen in use come from the factory in Forth Street, Newcastle built where George and his son Robert Stephenson set up their original works in 1823. In Northumberland, we start at Ashington, the "largest pit village in the world" and see coal being moved from the pit to the power station. Moving south to County Durham, we see locomotives built by the pre-grouping North Eastern Railway still being used on BR tracks. Other locations visited include the shipbuilders Doxford's, with their fascinating fleet of crane tanks. Many NCB locations are also visited including Derwenthaugh, Morrison Busty, Hetton, Lambton, Backworth, Burradon, Bates, Widdrington, Amble, Whittle, Shilbottle, and Harton with its electric locos. Onwards to the Durham coast and we visit Seaham Harbour with its second-hand locos and the famous steam paddle tugs "Eppleton Hall" and "Reliant" in action. Apart from the Hetton Colliery locomotive, the other locomotives seen date from one built in 1887 to the Stephenson long-boilered design and the modern Hunslet of 1957. We have a ride in the cab along a colliery mineral railway and also see the colliers being loaded from coal staithes at the coastal ports. A veritable feast of steam in the North East with a flavour of industrial history!

VOLUME 186 - Turkish Delight Part 1 (90-mins)

BR186D £19.75



Turkey lies at the further eastern extremity of Europe with one seventh of its territory in Europe and the remainder in Asia, separated by the Bosphorous waterway. While the former is largely flat, the latter is mountainous with railways facing severe gradients climbing into the rugged interior from the coastal plains of the Mediterranean in the south and the Black Sea in the north. The first railway was started in 1856 and construction continued until 1971 when the final section from Lake Van to the Iranian border was finished. But this still resulted in a sparse network of lines for such a large country. Locomotives were of necessity, powerful and sturdy with mainly British, German and American builders. Passenger working were sparse with only one or two trains a day for most lines and often mixed traffic. Freight workings predominated with many trains double headed or with banking engines on the steeper line sections. Most lines were standard gauge with a few narrow gauge lines. Dieselisation was completed first in the West, gradually moving eastwards. Steam locomotive building ended in 1961. In the West most locomotives were coal fired due an abundance of coal mines; in the East most were oil-fired. However by the late 1980s all had been withdrawn. Our first scenes concentrate on the western part of Asiatic Turkey with scenes from Izmir with its intensive suburban services and longer distance trains to the interior plus around the Black Sea port of Zonguldak with its extensive coal mines and associated workings. Later scenes move further east via the Black Sea coast to Sivas and the Euphrates Gorge near Erzurum and returning south via Konya.

VOLUME 187 - Scottish Railways Remembered Part 6 (60-mins)

BR187D £19.75



In this sixth part of our series, we cover the lines around the Scottish Lowlands, the Borders area and the South West. We begin with steam and diesel activity at Edinburgh Waverley including a visit to St.Margaret's Shed. North of the Border, regular Easter features were the "Scottish Rambler" rail tours. In 1963 these were jointly organised by the Stephenson Locomotive Society and Branch Line Society. It gave an opportunity to travel over branch lines that had lost their passenger service years earlier. On Easter Sunday, 14th.April 1963, we visit Reston to Duns, Tweedmouth to Wooler and the Coldstream, Roxburgh, Jedburgh and Greenlaw lines. Two strategic routes that are sadly no longer with us were the Waverley Route from Edinburgh to Carlisle and the Port Road from Dumfries to Stranraer. We feature footage along both lines. Also included are the branches to Lockerbie, Kirkcudbright, Whithorn and Garlieston. In the middle of the Galloway Moors we visit the lonely passing place of Loch Skerrow with no road access and the impressive "Big Water of Fleet" viaduct. Coal traffic was thriving around Newton-on-Ayre and we also visit the NCB steam operated system at Waterside. All the archive film used is mainly in colour and was filmed between 1963 and 1966. Motive power seen varies from ex-Caledonian and ex-North British types through to BR Standards. We even include the last ever passenger working with a Caley "Jumbo" 0-6-0!

VOLUME 188 - Along Southern Lines Part 8 (65-mins)

BR188D £19.75



Most of the Southern's train journeys to the West commenced at Waterloo where we see a Merchant Navy pacific backing on to its train before departing. Double headed MNs are seen departing from Weymouth followed by a Standard Class 5 at Wareham. There is Bulleid action at Seaton Jct and Barnstaple plus an N Class 2-6-0 at Okehampton. A nice cameo of Bournemouth Central follows with S&DJR 2-8-0s, Bulleid pacifics, Standard Class 5s and Ivatt class 2 tanks. Adding to this variety blue A4 "Sir Nigel Gresley" is on a rail tour and racing through the New Forest. A short interlude at Brockenhurst for both Standard tender and tank engines. A Channel Island Bulleid hauled boat train hurries through Beaulieu Road. Time is spent at Southampton Central with Bulleid Pacifics both rebuilt and unrebuilt examples. A Bulleid passes under Campbell Road bridge Eastleigh and another rushes through Shawford in wintery conditions. Excellent shots of Bulleids and Standard class 4 4-6-0s at Battledown Flyover are followed by footage at Basingstoke with Bulleid Pacifics roaring through and departing. Along the Salisbury line we stop at Andover to see some nice Bulleid action, as well as an S15 and a Standard class 5 plus a GWR Manor, Hall and an S&D 2-8-0 on enthusiasts specials. At Salisbury we stop just in time to see the crack Atlantic Coast Express arrive. More Bulleid pacifics are seen along with an N Class mogul. A USA tank has the melancholy task of shunting lines of withdrawn engines. Passing Salisbury shed, and Templecombe we reach Yeovil Junction to see a Maunsell King Arthur, an M7 on a push-pull and a Merchant Navy. We take a short trip to Yeovil Town on a Western Region auto train but are soon back at the Junction for more Bulleid action. After passing through Crewkerne and Chard, where a pair of S15s are seen, we arrive at Axminster. The legendary 0415 tanks are present and who could resist a trip to Lyme Regis and return behind one! We have another trip on the line this time top and tailed, by two Ivatt class 2 tanks on the LCGB East Devon Railtour. At Seaton Junction, we travel behind a Drummond M7 to Seaton and return. There are S15's, Pacifics and a 64XX pannier at Seaton Junction, before a return trip to Sidmouth for M7, Ivatt class 2, standard class 3 and a pannier tank engines. The Pannier and the Ivatt tanks take our special train to Exmouth. At Exmouth Junction Shed we see an A4 being serviced before moving on to Exeter Central, for the arrival of the ACE. A W tank is amongst the usual motive power. We traverse the steep gradient down towards Exeter St Davids where we see two West Countries departing. Then onwards to Cowley Bridge and onto the Southern's Withered Arm. There are some nice shots of an N at Eggesford, with another at Halwill as well as a West Country pacific. We end this all steam action with an N at Braunton and an Ivatt tank at Instow.

VOLUME 189 - North of Shrewsbury Part 2 (60-mins)

BR189D £19.75



The second of our two volumes specifically covering the lines in an area north of Shrewsbury to Chester. We start our journey at Gobowen, including a visit to the signal box, before moving on to Weston Rhyn where a connection was made to the NCB colliery at Ifton. The colliery is covered in some detail during the years up to closure in 1968; tank engines "Unity", "Spider" and "Hornet" are all seen at work. We return to the main line at Weston Rhyn for more steam activity plus a visit to the signal box and later, after closure, footage of its dismantling and removal for reuse on the preserved Llangollen Railway. Next, onwards to Chirk viaduct and then to Chirk to witness the 50th. Anniversary celebrations of the closure of the Glyn Valley Tramway. We cross the Cefn viaduct for plenty of steam scenes around Ruabon including the Llangollen line junction. We visit the collieries at Bersham, Hafod and Gresford. Then at Croes Newydd, Wrexham, we see the diesel hauled steel traffic from Brymbo plus a visit to the engine shed. There is more steam activity on Gresford Bank and also at Rossett at the start of the climb. Finally we visit Chester for more steam scenes. The archive film of steam traction on these routes includes former GWR, LMS and BR Standard classes. Plus the first working of 4472 "Flying Scotsman" in private ownership in 1963! There is some archive footage of main line steam hauled tours from the preservation era as well as a few diesel scenes, making our story complete.

VOLUME 190 - London Midland Steam Miscellany No.1 (60-mins)

BR190D £19.75



We originally put this volume together over 10 years ago but after we received much more North Western film we abandoned its release and instead made the 10 volume series "Along LMS Lines". However the demand for LMS steam scenes seems insatiable and so we have decided to release this volume as the first of a new series. Some sequences appear in "Along LMS Lines" but we are sure you will enjoy this volume in its own right! More "London Midland Steam Miscellanies" will follow using previously unseen material. We begin at Preston with plenty of steam action around the station area, including the engine shed, and then head north. After passing through the 1939 closed station at Barton & Broughton there is a visit the signal box. Brock station also closed in 1939 but there were water troughs nearby. Here, 45531 is making an impressive display dousing its train! Then on to Garstang & Catterall where the local pick-up goods is shunting the yard, and onwards to arrive at Lancaster. The route of the Midland Railway's pioneering electrification to both Morcambe and Heysham is covered and includes one of the very last times a steam hauled breakdown train was called out. There is also a journey along the "Little North Western" route from Settle Junction to Lancaster. We return to the West Coast Main Line and visit Hest Bank and Bolton-le-Sands, before finally arriving at Carnforth. This last bastion of steam is covered in detail and we witness the comings and goings plus the daily routines of a working steam depot before it ceased forever.

VOLUME 191 - Diesel Electric Heyday Part 1 (75-mins)

BR191D £19.75



This is the first volume in a series featuring the diesel electric locomotives of British Rail. Here we mostly cover the low powered Types 1 & 2. Many scenes are from the early days with locomotives in their original green liveries; others show the changes into BR Corporate Blue. We start with glimpses of English Electric Type 4s, Deltics (including some rare footage of the blue prototype on action of the ECML), and a Metrovick Co-Bo! We also see Southern DEMUs including those specially designed for the narrow tunnels on the Hastings Line. A brief visit to Crewe Works is followed by footage of the very successful EE Type 1s in action at Bescot, Loggerheads, on the WCML and at several collieries. The less successful centre-cab Clayton Type 1s are seen in action at Shotts, Millerhill, Pelaw and on Hest Bank. The workhorse Brush Type 2s were introduced in 1957 and there are scenes of them at work at many locations across the network including Harringay, Hadley Wood, Cambridge (on the Royal Train), Paddington, Wennington, Instow on the Bideford branch and on the last train along the Dunstable branch ("The Skimpot Flyer"). In Scotland, the short lived North British Type 2s are seen at Elgin, Perth, Inverurie, Gleneagles and Stirling. The numerous BR Sulzer Type 2s operated throughout the UK. We see them as far afield as on Tyne Dock Iron Ore trains, the Tay Bridge, Kyle of Lochalsh, Thurso, Ais Gill, Manchester, North Wales and Dawlish. We also see them on the Cambrian at Llyncllys, on milk Trains at Torrington, china clay trains around Bodmin, and at Bredbury Junction being banked by a Stanier 8F. Even a pair triple heading with a BRCW Type 2 on the "Royal Highlander"! Finally, there are scenes of BRCW Type 2s working commuter trains at Luton before we head north to see them in later life working on the Kyle of Lochalsh line. There is also rare footage of D6547 hauling Schools Class "Repton" and M7 30053 en route to Canada. Plus footage of piloting Bulleid Pacifics up the ferocious Bincombe Bank and around Shrewsbury during Crewe Station refurbishment.

Released February 2015

VOLUME 192 - Turkish Delight Part 2 (84-mins)

BR192D £19.75



Turkey is a country with a landscape full of dramatic contrasts from the largely flat western side in Europe to the rugged, mountainous eastern side in Asia separated by the Bosphorus waterway. To cope with this challenging environment, the railways used simple but powerful steam locomotives and continued to do so until the late 1980s. Turkey was one of the last countries in the world to use steam traction and it became a mecca for steam enthusiasts. In Part 1, we visited the Asiatic side around Izmir and the Black Sea coast around Zonguldak before moving east to the Euphrates Gorge and then south to Konya. In this Part 2, we revisit the Zonguldak area and the Burdur system before returning to Izmir and then continue along the Konya and Afyon line. We visit several of the lines in the Afyon area before revisiting the Burdur system and return to Izmir from Denizli. Although the named express trains were usually diesel hauled, most of the country was steam worked using a variety of steam engines of many different types. Here we see both main line and secondary line, passenger, freight and mixed trains hauled by a mixture of 2-10-2s, 2-10-0s, 0-10-0s, 2-8-2s, 2-8-0s and 0-8-0s passing through some dramatic scenery and weather. There are double-headed and banked (even some double banked) trains. Prussian, German and USA built locomotives abound. We see some British Stanier 8F "Churchill" 2-8-0s working trains plus a brief glimpse of a steam crane on shunting duties! In addition to the main and secondary lines footage there are some steam shed scenes. There is even footage of a rail-across-rail level crossing! A fascinating record of the last years of steam traction in Turkey!

Released March 2015

VOLUME 193— Along Southern Lines Part 9 (82-mins)

BR193D £19.75



The magic and variety of the Southern is seen in this latest volume in our series. From the mighty and powerful Bulleid Pacifics and BR Standard locomotives on the main lines to the West Country to the tiny Brighton Terrier 0-6-0Ts on Hayling Island. Even a nice cameo of 35028 "Clan Line" from the real days of steam to early preservation. It is not all Bulleids though as we also feature BR Standards and Maunsell locomotives including a Lord Nelson and a Mogul on the West London extension plus a Schools Class 4-4-0 at Reading. A veritable feast of A1X Terriers follows with them working in their home county of Sussex at Seaford, Newhaven and on Falmer bank double heading with a Brighton E6 Radial tank. More Terrier action is seen at Brighton and Brighton Works before we cross into Hampshire to see them hard at work in their last stronghold of the Hayling Island Branch. Brighton's E4 radials are at Horsham and there is even rare footage of Brighton Atlantic "Beachy Head" near Brighton! Many Maunsell classes are seen in action with U and N Class Moguls, S15 and Q classes on rail tours in Surrey and Sussex (including the "Cuckoo Line") and S15s and Q1s hauling freight trains through Byfleet, Walton, Clapham Junction and Micheldever. Travelling away from the Southern, Class U 31639 and Q1 33006 double head a railtour into the Midlands and we see them at Kineton, Wilmore, Leamington, near Rugby and Wellingborough. 31639 certainly gets around as she is next seen on her home territory at Fareham. There were many BR Standard classes hard at work on the Southern from Britannias to 9Fs. We see Class 5s, 4s (both 4-6-0s and 2-6-0s), Class 4 2-6-4 and Class 3 tanks working all over the region including the much lamented Somerset & Dorset. There are even shots of 77014 and 78038! Ex-LMS engines also worked on the Southern. We see Black 5s on the Waterloo to Dorchester main line and the S&DJR, an 8F at Feltham, a 4F and a 2P 4-4-0 at Evercreech and Bournemouth West plus Ivatt "Mickey Mouse" 2-6-2 tanks at Weymouth and Shepton Mallet Tucker Street. The Great Western even gets a look in with footage of three Halls! We finish with the last days of steam on the Southern, with light engines running to Salisbury for disposal, and 35030 on the up 14.11 from Weymouth, the last steam duty of all.

Released April 2015

VOLUME 194— Scottish Railways Remembered Part 7 (60-mins)

BR194D £19.75



The seventh volume in this series and this time our one hour long production includes Carlisle, Edinburgh, Glasgow Buchanan Street, Stirling, Thornton Junction and Perth before ending at Aberdeen. From Carlisle we travel to Edinburgh on the Warwickshire Railway Society's three day epic tour in 1966. Steam action is seen a plenty at Waverley station, plus the diesel hauled Royal Train in September 1964. We spend time at St. Margaret's shed as well as the new marshalling yards at Millerhill. The Railway Society of Scotland's J36 tour takes us to Portobello, Musselburgh, Smeaton and Corstophine before we explore the former Caledonian Railway's Princes Street station. Another new marshalling yard was built at Thornton Junction where we see J37s, J38s, B1s and WD 2-8-0s all working on the then expanding coal traffic around Fife. Our journey then takes us to the "other" Forth Bridge at Throsk, near Alloa. A surprise for many enthusiasts was that the final home for Gresley's A4 Pacifics was not the East Coast Main Line but on the 3-hour expresses from Glasgow to Aberdeen. By May 1964 all the remaining class members were allocated to Scottish Region sheds bar one, and they settled down to several good years of work on this route being quite at home on the tightly timed 3-hour expresses. We visit the Glasgow terminus of these 3-hour expresses at Buchanan Street before moving on to Stirling to watch the steam activity there including the last workings of Stanier's Coronation class Pacifics. At Perth more steam action is seen at the station plus a visit to the shed. Our journey continues via Coupar Angus, Stonehaven and Cove Bay before concluding at Aberdeen. Here we see the joint station that opened in 1867 and then visit Ferryhill shed which was the home, in June 1965, of seven A4 Pacifics. A wonderfully nostalgic look at the railways in Scotland!

Released May 2015



VOLUME 195 - Diesel-Electric Heyday 2 (60-mins)

BR195D £19.75



This is the second volume in a series featuring diesel-electric locomotives of British Rail. Here we feature the higher end of the power range dealing with Types 3, 4 and 5 as well as HSTs. Many locations are visited, from the West Country to both East and West Coast Main Lines. Scenes also cover the Lickey Incline, Shropshire, Settle & Carlisle, Taplow, Manchester Victoria, Chester, King's Cross and Hitchin to name a few. We also include some extremely rare footage of the Hawker-Siddeley "Kestrel" in action at the Brush Works in Loughborough. Other classes include 33, 37, 40, 45, 46, 47, 50, 55 and 56, plus some odd glimpses of Metro Vick Co-Bos, Baby Deltics and a Class 13 at Tinsley with 40 001 running around. Spread over a number of years we see many types in their original green liveries as well as their later Corporate Blue. Other features include a Class 45 working with a brake tender, a couple of shots of the ill-fated DP2 plus an extraordinary scene on Shap where following a EE Type 4 failure a steam banker is used behind which is another EE Type 4 complete with its own train! A number of special workings also feature such as the "Deltic Fenman" and the "Deltic Devonian". We also see the 1977 introduced "Jubilee" at Chelmsford with a pristine 47 164 complete with a Union Jack emblazoned on its sides. Several Pullman trains are seen including the "Tyne-Tees Pullman", "Yorkshire Pullman" and "Queen of Scots". We enjoy scenes of 47s, 50s and HST along the sea wall at Dawlish as well as the comings and goings at numerous Deltics in action. There are some brief shots of the HST prototype at Shildon; now the subject of "Project Miller". We do not ignore freight and many different types of goods traffic are seen from early mixed consists, Speedlink, tanks, stone and Merry-go-Round trains, the latter in the hands of both Class 47s and 56s. All in colour throughout except for the Kestrel film.

Released June 2015

VOLUME 196 - Steam Still At Work (after August 1968) No.3 (60-mins)

BR196D £19.75



In this third part of our 'Steam at Work' series we discover that whilst BR main line steam did indeed finish in August 1968, enthusiasts could still find their cherished 'Iron Horses' at work around the country during 1969. That bete noire of 1960s railways, Dr. Richard Beeching, proved that a leopard can change its spots, as in April 1969 he reopened a line - the Dart Valley Railway. London Transport was still using steam for things like permanent way trains with ex-GWR pannier tanks doing the job. Whilst we would have to wait until October 1971 before 6000 King George V removed the main line steam ban, in 1969 this magnificent locomotive could be found at Bulmer's cider factory, Hereford. Dedicated steam hunters could also venture over the water, and we follow the RPSI two-day tour from Belfast to Cork. "Flying Scotsman" was the exception to the ban on main line steam, as owner Alan Pegler had secured a contract with BR allowing him to do so. There was also narrow-gauge steam, and we visit the Romney, Hythe & Dymchurch Railway in Kent during May 1969. In the same month a trip is also made to the Talylyn Railway. At Didcot the Great Western Society had moved in during 1967 and were preparing for their first open day in May 1969. Another first open day was the Steamtown Railway Museum, Carnforth on 1st. June 1969. We cover the Longmoor Military Railway in Hampshire in detail - David Shepherd is present for the naming ceremony of 92203 and famous engine driver Sammy Gingle helps with 35028. WD 2-10-0 "Gordon" is seen hauling a BR special around the system during July 1969. By now the Keighley & Worth Valley in Yorkshire had been operating for one year and we see this delightful line basking in the summer sunshine. Industrial steam is not forgotten - the Walkden system near Manchester featured North Staffordshire 0-6-2 T "Sir Robert," and the British Oak Coal Disposal Point near Wakefield used Jinty 47445. Another trip in the summer of 1969 was to the Cricklewood open day with 7029, 5593, 5428, and the legendary "Kestrel" - the 4,000hp diesel later sold to the Soviet Union.

Released July 2015

VOLUME 197 - Southern Steam Finale No.10 - A Final Tribute (60-mins)

BR197D £19.75



The final(!) of our Southern Steam Finale series which covers the last 18 months leading up to the end of steam on the Southern Region in July 1967. Here we use material that was not included in the first 9 volumes plus a few minutes of early preservation footage; but even that is from over 30 years ago! Luckily some Southern engines survived to bring back memories of those halcyon days. We look at some of the older classes the Lord Nelsons, King Arthurs & Schools, which although all withdrawn in 1962, have examples which have been in steam since July 1967. Twenty years on from the end of steam, Merchant Navy "Clan Line" was seen on the Blackmore Vale Expresses from Salisbury to Exeter, with grateful thanks to Gerald Daniels the then Area Manager. Bullied Battle of Britain 34067 "Tangmere" and West Country 34092 "City of Wells" are also seen on specials, some far away from their comfort zone. But back to 1967. The majority of the engines at the end were unkempt but not unloved by their drivers, with many a tale being told of a Bulleid Pacific thundering along the track at over 100mph! Most of this volume concentrates on the last steam main line from Waterloo to Bournemouth and Weymouth, but we also take a trip across the Solent to the Isle of Wight to see the Victorian Adams 02 class 0-4-4 tanks. These really useful engines, were sent to the Island by the Southern Railway in the 1920s to replace the ancient engines inherited from the various Island railways. They lasted to the end of steam on the Island, and one W24 "Calbourne" has been preserved. As well as the more glamorous express engines, we see Urie and Maunsell S15s, Maunsell N & U class Moguls, Bulleid's Q1s and the USA 0-6-0 dock tanks. Standard Class 4s & 5s are seen, working alongside Standard Class 3 and 4 tanks. LMS Black 5s and Ivatt tanks are also seen plus A4 60024 "Kingfisher" and A2 60532 "Blue Peter" on enthusiast specials.

Released September 2015

VOLUME 198 - Austrian Steam Spectacular (60-mins)

BR198D £19.75



Following the demise of steam on BR in 1968, enthusiasts sought out steam in other ways and many visited Austria where their passion could be combined with Alpine scenery. Even as late as 1972, there were still hundreds of steam locomotives in OBB (Austrian Federal Railways) stock. Steam was concentrated in the east, including Vienna, Graz, and Linz. Numerically the largest were the German 'Kreisslok' (War Engine) Class 52 2-10-0s (the equivalent to the British WD classes) with their 'Kabinetender' (Cabin Tender) Other designs seen include the Class 50 (predecessor of Class 52) and the Class 152 (bar-framed Class 52). We see steam on passenger services around Vienna with Class 77 4-6-2Ts, the big Class 78 4-6-4Ts, and the rugged Class 93 2-8-2Ts. Unfamiliar to British rail fans were the lightweight 2-4-2Ts or 'Dampftriebwagens' (Steam Railcars) which included an integral guard's and baggage compartment. Austria was birthplace of the Giesel Ejector and 450 had been fitted to OBB classes by 1961. A highlight was the Erzberg rack railway. This spectacular line, seen in summer and winter, was home to massive 0-12-0 and 2-12-2 locomotives working ore trains. The GKB system (Graz Koflacher Eisenbahn) included 2 cylinder compound 2-8-0s and a 103 years-old 0-6-0. Austria had borders with Eastern Bloc countries and we see locomotives from Czechoslovakia, Yugoslavia and Hungary plus an inter-city DMU from East Germany. It was refreshing to see some Austrian steam narrow-gauge systems working for a living and not just tourist lines. We visit the Steyr Valley Railway from Garsten with its 0-6-2Ts, and the lines around Gmund with 0-8-0 articulated-tender engines and transporter wagons. There were also old and interesting electric locomotives including the Mariazellbahn Railway whose locomotives dated from 1911, and the impressive 'Crocodiles' with their long noses reminiscent of the snout of a crocodile.

Released October 2015



VOLUME 199 - Great Western Steam Miscellany No.1 (60-mins)

BR199D £19.75



This is the first volume in our new "Miscellanies" series and it features Great Western Steam. It has something a bit different and the first 20 minutes or so is devoted to the 54xx, 64xx & 74xx light pannier tanks. The remainder of the footage features all the classes you love to see including 4-6-0 Kings, Castles, Counties, Halls, Granges, & Manors 4-6-0s, the freight 28xx 2-8-0 & 72xx 2-8-2T, the 57xx, 94xx 0-6-0 panniers, the Prairie 2-6-2T 45xx & 41xx and the diminutive 14xx 0-4-2Ts!. Of course, non-GWR power appears; perhaps the most noticeable being 0-4-0 dock tank No.41525. Although we feature broad coverage across most of the former GWR empire, certain areas as seen in much greater detail. These include The Golden Valley push-pull to Stroud and Gloucester, Ponypool Road to Neath, Swansea Victoria to Craven Arms and the delightful Exe Valley and Culm Valley branches with their 0-4-2 tanks. Other include Yeovil Town to Yeovil Junction, Dymock, Cinderford, Coleford, the Dursley branch, the Aberayron branch, Barmouth, Hatton Bank, Oxford, Paddington, Langley, Slough, Worcester, Hereford, Carmarthen to Aberystwyth, Torquay, Birmingham Snow Hill and Chester. The archive film is in both colour and Black & White and was mostly filmed between 1960 and 1965. An authentic sound track has been added along with a commentary to complement this nostalgic look at the last years of GWR steam.

Released November 2015

VOLUME 200 - A Miscellany of Electric & Diesel Power No.1 (83-mins)

BR200D £19.75



This volume in our "Miscellanies" series features an intriguing mixture of electric and diesel action, including some EMUs and DMUs. There is no particular date, order or location of the scenes, so prepare for the unexpected! Just some of the diesel types seen include Deltics, Warships, Westerns, Hymeks, Peaks, Class 50s, BRCW type 2s & 3s, EE type 1s, 3s & 4s and Brush type 2s & 4s. There are a couple of scenes with the ill-fated Claytons in action. The Western Blue Pullman is glimpsed as well as a number of HSTs. Electric traction covers Electro-diesels, EM1s & EM2s in action over the Woodhead route, Classes 83, 84 and 86 on the WCML, many in original livery and in pre-TOPS days. Multiple unit operations include the famous Brighton Belle, as well as vintage 502 units on the Liverpool lines. We also see Southern Electric EMUs in operation and a variety of DMUs including Trans-Pennine units, and Gloucester single car units. Plus a few scenes of GWR railcars in action. Locations featured are from all over the UK, from Wick in the north to Southampton in the south, from Penzance in the west to Manningtree in the east. And almost everywhere else in between! Many locations are now long gone; there are others that we have been unable to identify, so you will no doubt have great fun in trying to establish those places yourself. You will be able to enjoy passenger and freight operations, as well as special charters. Pullman and Royal trains are also included as well as an accident at Great Chesterford involving D6729 and lots of new cars! Most of the scenes were filmed between 35 and 50 years ago. Many of the locomotive types featured are no more; neither is much of the rolling stock and even the infrastructure in many cases is now long gone. We are sure you will enjoy this film, especially if you enjoy the unexpected, so do look out for others in this series, including those concentrating on steam.

Released January 2016

VOLUME 201 - London Midland Steam Miscellany No. 2 (73-mins)

BR201D £19.75



This volume is the second in our miscellany series to cover London Midland steam and it mostly features previously unseen colour film. The only black & white content is a brief look in the late 1940s at the last days of the LMS in Leicester and on the Lickey Incline. During May 1964 there is still plenty of LM steam to be found at Derby including a Royal Scot normally allocated to Carlisle. The steeply graded Lickey Incline at Bromsgrove was always a favourite with enthusiasts, and we feature 9F 2-10-0 No.92079 plus a host of 0-6-0 assistants pulling trains up the hill. A route not often covered is that from Nuneaton to Leicester and this is seen around Elmesthorpe and Burbage Common in 1963 & 1964. A number of visits are made to Crewe and we see a variety of Coronation Pacifics, including the last ever pre-preservation departure in September 1964. Plus two different types of double chimney Black 5s and a host of other classes all bustling around this busy major railway junction. We stay a while at Rose Grove shed, and then time is spent around Chinley and Buxton watching steam labouring up the grades of the Peak District. After a short visit to Beattock with its bankers, an enjoyable time is had on Shap Bank watching and listening to steam doing battle with the grades over the bleak moorlands. There is much coverage around Manchester and Stockport while other areas visited include Preston, Lostock Hall Shed, Leeds, Carnforth, Shrewsbury, Stoke-on-Trent, Lancaster, Giggleswick and Settle.

Released February 2016

VOLUME 202 - Great Western Steam Miscellany No.2 (80-mins)

BR202D £19.75



THE JIM CLEMENS COLLECTION No.31. The second of our "Miscellany" series to cover Great Western Steam. This time we mostly use previously unseen film from the Jim Clemens Collection. Once again the footage has been assembled in the order the film runs off the original cine reels and features wide coverage across much of the old GWR Empire. A veritable feast of all that ex-GW steam which includes the branch from Oxford to Witney and Fairford, the "Great Western" high speed special on 9th May 1964 from Paddington to Plymouth and back, a shed visit to Exmouth Junction, Gloucester (Horton Road), Worcester and Stourbridge. We feature the route of the "Cathedrals Express" from Hereford via Malvern, Worcester, Evesham, Honeybourne, Campden Bank, Kingham, Oxford, Didcot and Reading to Paddington. Onwards and we witness the last steam from Swansea to Milford Haven and Fishguard in September 1965, Dowlais Cae Harris and Dowlais Top, Savernake Low Level to Radstock West via Holt Junction in 1959, Three Cocks Junction and the Mid-Wales line, Kingham to Cheltenham via Stow-on-the-Wold, Chipping Norton, the Bromyard branch, Shepton Mallett High Street, the Helston Branch, Malmesbury, Highworth and Faringdon branches, the Ditton Priors branch and finally Stourbridge Junction to Wolverhampton Low Level. A huge variety of ex-GWR steam locomotives is seen ranging from all types of 4-6-0s (Kings, Castles, Counties, Halls, Granges and Manors), 28xx, 43xx, 2251, 72xx, 45xx, 41xx, 61xx, 66xx, 57xx, 94xx, 16xx, 14xx and even a very brief glimpse of a condensing pannier tank! BR Standards put in an appearance as does the odd Warship diesel hydraulic. There is something for everyone and a Great Western delight for all GW enthusiasts!

Jim Clemens No.31

Released April 2016

VOLUME 203 - A Tribute to the Southern (73-mins)

BR203D £19.75



In this tribute to the Southern, we mostly feature footage taken at Waterloo and at a variety of different locations along the South Western main line to Southampton and beyond. There is even a brief glimpse of the Somerset & Dorset! We start with a 1930s B & W clip of a King Arthur class 4-6-0 departing from Waterloo before moving on to the 1960s with views of passing trains, mostly Bulleid Pacific hauled, at Pirbright, Basingstoke and Battledown Flyover amongst others. In 1962, the preserved T9 passes through on a special! Back at Waterloo there is a hive of activity in and around the station throat, with Ivatt 2MTs (fussing about on pilot duty), arrivals, departures, light engine movements and green EMUs. We journey down the main line to Battersea, Clapham Junction, New Malden, Byfleet and Woking to see trains pass by hauled by Bulleid Pacifics and Standard classes. Even the "Bournemouth Belle" Pullman train passes by, both steam hauled and diesel hauled (by a green Class 47). Plus shunting in the carriage sidings with Standard Class 4 80089. A brief interlude, and at Southampton Docks we see 34032, light engine, and over on the S&DJR, Ivatt 4MTs near Combe Down Tunnel. More scenes follow at Clapham Junction and Farnborough before we head off to Brighton and Victoria to see apple green liveried LNER 3442 "The Great Marquess" and 4472 "Flying Scotsman" (twin-tendered) on rail tour duties as well as blue A4 "Sir Nigel Gresley" and Bulleid Pacific 34108 "Wincanton". We return to Waterloo for more steam hauled comings and goings, glimpses of Warship, Class 47 and 33 diesels, steam hauled Caric and breakdown trains plus a quick look inside the Power Signal Box. A few more clips feature steam action at Brighton and Andover. We conclude our tribute to the Southern with a cameo of Nine Elms Shed at the close of steam, followed by 35023 being coaled and watered before it heads off into oblivion.

Released June 2016

VOLUME 204 - A Miscellany of Electric & Diesel Power No.2 (80-mins)

BR204D £19.75



After the success of our previous miscellany of electric and diesel power (as well as the earlier Diesel Hydraulic and Diesel Electric Heyday series) we have delved further into our archives and compiled a second miscellany of film clips that were not included in those earlier volumes. There is a whole variety of scenes across all of the UK mainland, most of which have never been seen before and were taken during the 1960s & 1970s, with a few later scenes from the 1980s. We start our journey with scenes at Bangor in North Wales, Shap (with steam bankers!), Carlisle, Beattock and Carnforth. We visit the Settle & Carlisle and then the London Midland Region around Birmingham and the Lickey Incline, again with steam bankers! The Shrewsbury area is well covered with a number of workings. We travel south to the Southern at Hither Green, Clapham and Waterloo, then to the Western at Paddington for a number of Western Class special charter trains, to celebrate the passing of those popular diesel hydraulics. There are a number of scenes around Bristol before we visit the Marlow and Bourne End branches. Back to Scotland for scenes at Fort William, the Mallaig Extension and the Far North line at Georgemas Junction, Thurso and Golspie. Other scenes take in Elgin, the Strathspey line, the Forth Bridge area and Edinburgh Waverley. Returning south, we visit the Woodhead route with its unique electric locomotives before taking a look at the reopening of Barmouth Bridge in 1986. Then once more to the Southern in 1972 for a journey on the Brighton Belle. Down in the West Country we explore some of the long forgotten branches and have scenes around Truro, Par, Penzance, Plymouth and Newton Abbot as well as heading up to Ilfracombe. There are indeed many other scenes too numerous to list here. Virtually all classes of British Railways diesels are seen from Deltics and Warships to diminutive shunters. Electric power includes the EM1s on the Woodhead and those early Southern Bo-Bo electrics. We see DMU and EMU action as well as a number of shots of those infamous 4-wheel rail buses of the 1960s. The prototype HST is seen at Bristol as well as some early liveried HSTs.

Released July 2016

VOLUME 205 - London Midland Steam Miscellany No. 3 (88-mins)

BR205D £19.75



THE JIM CLEMENS COLLECTION No.32 The third in our miscellany series covering London Midland steam. Using mostly unseen film taken from the Jim Clemens collection it is largely assembled in the order the film runs off the original cine reels and has coverage across much of the Region. We visit Bescot in December 1964 to witness the end of the LNWR 'Super Ds', Carlisle Kingmoor shed in both 1964 and 1967, the Crewe to Carlisle line behind 'Coronations' and 'Britannias', the last day of the Stanbridgeford to Leighton Buzzard line in June 1962, the Wolverton to Newport Pagnell branch in August 1964 and team action at Lichfield Trent Valley in 1963. Next we travel to Bromsgrove for scenes on the Lickey Incline between 1961 and 1964, including the now-preserved Jubilee "Kolhapur" making an unaided ascent on a freight train. We continue along the 'loop line' from Barnt Green, through Redditch, Alcester, and Evesham to Ashchurch just before its closure as a through route in 1962. Onwards to the Worcester area and then along the branch from Ashchurch to Tewkesbury, Ripple, and Upton-on-Severn in 1959 and 1960 with 4Fs and 3Fs. This is followed by scenes at Halesowen, Dowry Dell Viaduct, Sallley shed in November 1961, the Gloucester area and Bristol Temple Meads between 1960 and 1965. A visit to Birkenhead shed in February 1967 sees a profusion of 9Fs plus the end of the 'Crabs'. There is footage of Shrewsbury to Ruabon line, Wrexham, Chester in the mid-1960s and Northwich, Patricroft and Lostock Hall sheds at the beginning of 1968. The last train is seen over the SMJR from Stratford to Woodford Halse in April 1965 with a 4F and we visit Banbury in the summer of 1966 with Black 5s. Finally there are visits to the branches from Bedford to both Northampton and Hitchin in 1959 hauled by Ivatt 2-6-2Ts. There is something for all LM enthusiasts with a variety of classes ranging from 'Coronations', 'Royal Scots', 'Jubilees', and Black 5s, all the way down to even 2Fs - a London Midland delight!!

Jim Clemens No.32

Released September 2016

VOLUME 206 - Scottish Steam Miscellany No.1 (80-mins)

BR206D £19.75



Another in our steam miscellany series, but this time covering Scotland. Again, it uses mostly previously unseen film compiled in the order the film runs off the original cine reels and largely without our usual detailed commentaries. We begin at Carstairs with a very slippery 46244 "King George VI" and then move to Edinburgh Waverley for the first of a number of visits here that also includes St. Margaret's shed and Craigentinny carriage sidings. Not forgotten is the now-closed Caledonian Railway terminus in the city at Princes Street. Few would have thought that the final work of Gresley's famous A4s would have on the well known three-hour expresses between Glasgow and Aberdeen. In fact, by June 1964, only one class member was left in England. This route is covered in detail including at Glasgow Buchanan Street, Larbert, Plean, Stirling, Bridge of Allan, Gleneagles, Perth, Forfar, Laurencekirk, Stonehouse, and Aberdeen. There is also extensive coverage at Thornton Junction and Dundee, At Montrose J37s are seen going about their daily duties, whilst at Aberdeen we make a visit to the Gas Works whose locomotives had tramway-type skirts enclosing their motion. We next visit Glasgow Central and Paisley Gilmour Street whilst at Kilwinning a Caledonian 'Jumbo' is seen at work as we head towards the Glasgow & South Western stronghold of Ayr. Here there are 2-6-0 'Crabs' aplenty on freight trains, a double-headed boat train from Stranraer, steam on the local to and from Kilmarnock, plus also a lightweight Park Royal railbus. Sheds visited include Edinburgh St. Margaret's, Stirling, Perth, Dundee, Aberdeen Ferryhill, Ayr and Hurlford. Classes seen include: Coronation, A1, A2, A3, A4, V2, J36, J37, J38, WD 2-8-0, Crab 2-6-0, ex-LMS 2-6-4T, Black 5, Caledonian 3F, Caledonian 'Jumbo' 2F, B1, BR Standard Britannia, & Clan pacifics, Standard Class 5 (including Caprotti's), 76xxx, 77xxx and 80xxx.

Released October 2016

VOLUME 207 - North Eastern Steam Miscellany (85-mins)

BR207D £19.75



This volume is the first in our miscellany series to cover steam in the North East. Once again we use mostly previously unseen film compiled in the order the film runs off the original cine reels and largely without our usual detailed commentaries. We start at Northallerton in August 1963 with a return journey to Newcastle where time is spent watching all the activities during a summer Saturday followed by visits to Gateshead and Darlington Sheds. At Scarborough, there are scenes that include Londesborough Road station and a train with an articulated twin-coach set. Next we visit York in both 1961 and 1963 followed by visits to Leeds Central, Beverley, Malton and Filey Holiday Camp. Much of this volume concentrates on the BR systems north and south of the Tyne where steam lasted until the summer of 1967. This was the last area where pre-grouping main line locomotives could still be seen at work. At Sunderland the shed is visited and we spend a lot of time at Ryhope Grange, Seaton Bank and the photogenic Silksworth branch. Tyne Dock was famous for its 9F 2-10-0s working the Consett iron ore trains whilst at Pelaw we witness something for the diesel enthusiast, an English Electric Type 3 complete with brake tender! In the area north of the Tyne during the period covered by our volume, Blyth was the largest coal shipping port in Europe. We see plenty of coal trains around Holywell, Bedlington, Percy Main, South Blyth and North Blyth. We also visit Immingham and Frodingham. Gresley V2s are seen at Berwick on a special in 1966 whilst another special visits the Middleton-in-Teesdale branch in 1964. There is plenty of steam at Wakefield Kirkgate and Westgate stations as well as a Deltic interloper! Classes of steam locomotives seen include A1, A3, A4, V2, B1, B16, J27, J37, V3, Q6, WD 2-8-0, LMS 2-6-4T, Ivatt Class 4 2-6-0, Black 5, 8F, BR Standard Britannia, 77xxx 2-6-0 and 9Fs.

Released January 2017

VOLUME 208 - Great Western Steam Miscellany No.3 (83-mins)

BR208D £19.75

THE JIM CLEMENS COLLECTION No.33.



Shrewsbury for the

Bridge, Barmouth, Llanbedr & Pensarn, Llandanwg, Harlech, Pent Briwet Bridge and Portmadoc. Returning to the Cotswolds area, we visit Wotton Wawen, Stratford-upon-Avon, Long Marston, Honeybourne, Broadway, Laverton, Cheltenham (including the last day of the local service in March 1960), Leominster, Tittley Junction, Kington, Presteign (in 1964 and witness its last ever in-bound freight), Worcester Shed, Worcester, Pershore, Evesham, Littleton & Badsey, Honeybourne, Chipping Campden, Bank, Moreton-in-Marsh and finally Ascott-under-Wychwood and Charlbury! A huge variety of ex-GWR steam locomotives is seen ranging from all types of 4-6-0s (Kings, Castles, Counties, Halls, Granges and Manors), 28xx, 2251, 72xx, 45xx, 41xx, 66xx, 57xx, 94xx, 16xx, 14xx and some GWR railcars. Plus BR Standards, mainly 9Fs, Britannias, Class 4 4-6-0s. There is something for everyone and a Great Western delight for all GW enthusiasts.

VOLUME 209 - Southern Steam Miscellany No.1 (84-mins)

BR209D £19.75

THE JIM CLEMENS COLLECTION No.34.



Weymouth Shed, Upwey & Broadway, Upwey Wishing Well Halt, Dorchester South, Bournemouth, Brockenhurst, the Lymington Branch, Bath Green Park Shed, Devonshire Tunnel, Midsomer Norton, Shepton Mallet, Evercreech Junction, Tavistock North, Okehampton, Seaton Junction and Evershot Bank.

Quite a variety! During our travels, we see a complete cross-section of 1960s Southern motive power including locomotives from classes M7, Beattie Tank, Q, Q1, 700, T9, S15, W, N, Lord Nelson, King Arthur, Schools and West Country and Merchant Navy pacifics. BR Standards also put in an appearance with examples from Class 5s, Class 4 4-6-0s, Class 4 2-6-0s, Class 4 2-6-4Ts, Class 3 2-6-2Ts and even a 9F 2-10-0. Plus not forgetting a sprinkling of LMS Class 2 2-6-2Ts and a solitary Black 5!

VOLUME 210 - London Midland Steam Miscellany No.4 (81-mins)

BR210D £19.75



steam action at Winwick Junction, Wigan North-Western and Wigan Wallgate before we move on to Leyland, Farington Junction, Pleasington and Preston. Further north, we visit Carlisle for scenes at Kingmoor Shed as well as at Citadel Station. South once more and Chester, Gresford Bank, Llangollen Junction (Ruabon) and Hooton are all visited in March 1967 coinciding with the end of the direct Paddington to Birkenhead service. Further south, in 1964, visits are made to the Bletchley flyover, Aynho water troughs, Gloucester, Banbury, the Lickey Incline (including an amazingly long freight train ascending the bank) with summer Saturday holidaymaker trains being seen at Birmingham. Finally, the last fifteen minutes or so are made up of interesting offcuts from Colin White such as Shap, Tebay Shed, Dillicar water troughs, Oxenholme, Carnforth, Hest Bank, Heaton Mersey and Warrington. A cross-section of LM motive power is seen such as Black 5s (including the experimental examples plus one with a self-weighing tender), Jinties, 2-6-4Ts, 4Fs, 'Princess' and 'Coronation' pacifics, Jubilee, Rebuilt Patriots, 8Fs and a variety of Standard classes including Britannias, Clans, 73xxx, 75xxx, 76xxx and 9Fs (including ex-Crofti boilered). The archive film is in colour and black & white and was filmed between 1963 and 1968.

VOLUME 211 - A Miscellany of Electric & Diesel Power No.3 (83-mins)

BR211D £19.75



Scotland we see class 26s on the Kyle line. Class 20s often worked in pairs and we see these on MGR coal trains at places such as Warrington for the Fiddlers Ferry Power Station. At Tinsley Yard we see one of three class 13s stabled. These were a development from the class 08 and especially built for the yard. Most unusual are the scenes from the old Burry Port and Gwendraeth Railway with triple-headed 03s, working on the restricted height line, which in its early days was actually a canal! More freight action includes parcels traffic, steel coil, fuel & chemical tank trains and Presflow wagon workings. A few scenes of London Underground units are followed by BR DMUs and EMUs on the Southern, Watford and Southport lines. A rarely seen Motor Parcels van is captured hauling two baggage vans out of Paddington. A German built railbus is also spotted meandering around Kemble. Plus a few shots taken around the South Wales Collieries. On the WCML we see class 85 & 86 electrics followed by a pair of EM1 Bo-Bos on the Woodhead route. Other locations include Churchdown, Banbury, Didcot, Bishops Cleeve, (where we see a special guards-van railtour) as well as Barnetby and Chester. Harlow Mill features several stone trains arriving and departing with a variety of 37s, 47s, 56s, 58s, a 59 and 60s providing the power. We also visit High Wycombe, Bletchley, Cheltenham and Shrewsbury areas. Plus a couple of scenes from Wennington and the Settle & Carlisle. With such a diverse range of locomotives there is an equally diverse range of liveries, from original green two-tone, BR Corporate Blue, Large-Logo, Railfreight sector variants, Inter-City and more including special 'one-offs' such as the 'Yellow Peril' No.47803. We also see the Crewe Test Train in action plus a couple of passing Motorail services.

VOLUME 212 - Southern Steam Miscellany No.2 (83-mins)

BR212D £19.75



© B & R Video Productions

THE JIM CLEMENS COLLECTION No.35. The second volume in our popular "Miscellany" series to cover Southern steam. It again features previously unseen footage from the Jim Clemens Collection and is mostly compiled in the order the film runs off the original cine reels. In this volume we feature a wealth of Southern steam mainly from the South Western Division including some really rare footage. The first 10 minutes or so take us on a journey in the 1930s over the Lynton & Barnstaple narrow gauge railway. In the 1960s, Jim Clemens purchased two 16mm cine reels covering this much missed line and both are included here. Back to standard gauge and we begin at London Waterloo followed by coverage around Clapham Junction, Hook, Basingstoke, Micheldever, Bentley, Bordon, "The Alps" line, Eastleigh station (plus the Shed & Works) and Southampton Central including some views of the liners "Queen Mary" and "Queen Elizabeth" at the Docks. The Warwick Railway Society's "Farewell to Steam on the LSWR" rail tour on 11th June 1967 is covered in some detail followed by a journey from Cowes through Newport to Ryde Pier Head on the Isle of Wight. We spend some time on New Year's Day in 1967 watching the Lymington Branch (the last steam operated branch line in the country). Back on the main line we see activity at Lymington Junction and Brokenhurst. Jim Clemens married in February 1948 and honeymooned in Bournemouth. He often visited this popular seaside resort for an anniversary break. Therefore a considerable amount of film was taken around this area covering the last years of steam including Christchurch, Bournemouth Central and Bournemouth West. We also journey over the old Salisbury & Dorset railway in the snow during 1963 and spend time around Salisbury itself. All followed by a trip in a push-pull train propelled by an M7 0-4-4T along the Swanage Branch from Wareham, Worgret Junction and Corfe Castle! There is also coverage of Dorchester, Upwey & Broadway and Weymouth including a visit to the Shed. We see a cross-section of 1960s Southern motive power during our travels including locomotives from classes M7, O2, Q, S15, U, USA as well as West Country and Merchant Navy Pacifics. BR Standards also put in an appearance with examples from Class 5 & Class 4 4-6-0s, Class 4 2-6-0s, Class 4 2-6-4Ts, Class 3 2-6-2Ts plus a few LMS Class 2 2-6-2Ts and a "Warship" diesel. The archive film is in both colour and Black & White and apart from the L & BR footage mostly dates from 1963 to 1967. An authentic sound track has been added along with a commentary to complement this nostalgic look at the last years of Southern steam.

VOLUME 213 - Welsh Steam Miscellany (83-mins)

BR213D £19.75



© B & R Video Productions

Another instalment of our popular "Miscellany" series this time focusing on steam in Wales. It features mostly previously unseen footage largely compiled in the order the film runs off the original cine reels. We begin at Llangollen and travel on to other locations along this route including Berwyn (with Dukedog 4-4-0s and even a Bulldog 4-4-0), Glyndyfrdwy, Llandderfel, Bala Junction, Bala and the loop at Garneddwen. The line from Pontypool Road to Neath cut across the heads of the valleys of South Wales and was inevitably a steeply graded route with many tunnels and viaducts. The most famous of all these viaducts was the Crumlin Viaduct, the highest in the country. There is plenty of film footage here for us to admire this massive structure. Hengoed Viaduct is also seen along with both the High Level and Low Level stations. We then visit Nelson & Llancaich, the branch to Cwmbaroged and Dowlaes Cae Harris and Quakers Yard High Level before visiting Aberdare High Level with its staggered platforms. Into North Wales, we visit Bangor and then on Anglesey, Llanfair PG, Gaerwen and Amlwch. Moving south again, we visit the Central Wales line for the decent from Sugar Loaf Summit and Llandovery. The line from Shrewsbury to Chester forms the eastern boundary of this volume and we include footage at Chirk, Cefn Viaduct, Ruabon, Croes Newydd and Gresford Bank and in the snow, the Brymbo Branch. On the Cambrian main line we visit Welshpool, Talerddig Bank, Macynlleth, Dovey Junction, Borth and Aberystwyth; this coastal route includes visits to Gogarth Halt, Towyn, Fairbourne and Barmouth. Back to South Wales and we see steam action at Cardiff, Newport (including a visit to Cashmore's scrapyard), Severn Tunnel Junction and Torpantau. We then journey down the Rhondda Fach from Maerdy and see freight trains labouring up the Llanvihangel Bank complete with banking assistance. All in all a veritable feast of Welsh Steam! Motive power includes: ex-GWR 94xx, 74xx, 16xx, 57xx, 56xx, 41xx, 61xx, 42xx, 72xx, 56xx, 2251, 43xx, 28xx, Dukedog, Bulldog, Castle, Hall, Grange and Manor classes, ex-LMS Ivatt 2-6-2T & 2-6-0s, Black 5s, 4F 0-6-0s, 8Fs and Coronation Pacifics classes plus BR Standard Britannias, Class 5 and Class 4 4-6-0s, Class 4 2-6-4T and Class 3 2-6-2 tank engines. The archive film is in both colour and Black & White. An authentic sound track has been added along with a commentary to complement this nostalgic look at the last years of Welsh steam.

VOLUME 214 - London Midland Steam Miscellany No.5 (80-mins)

BR214D £19.75



© B & R Video Productions

The fifth in our miscellany series covering London Midland steam is compiled from previously unseen high standard footage taken by the late Harry Ashby. A bit different to the norm, it features a high proportion of freight trains. We begin on the line from Shrewsbury to Wolverhampton with coverage at Hollinswood Junction, Madeley Junction, Shifnal and in particular at Cosford. The latter was favourite haunt of Harry Ashby and much time is spent here watching the all-steam activity. It even includes footage of two passing V-bombers! Next there are scenes along the old North Staffordshire line from Burton-on-Trent to Uttoxeter at Scropton and Tutbury while Aldridge is seen under a blanket of snow in February 1966. Another well covered location is Elford Loop on the Midland route from Derby to Birmingham plus film taken near to Haselour water troughs. We watch a seemingly never ending stream of freight trains passing by at Wichnor Sidings and Wichnor Junction to the south of Burton-on-Trent. Other locations visited include Lichfield Trent Valley, Lichfield City, Colwich and Winnick Junction to the north of Warrington on the WCM. There is excellent quality film of the Peak District including Buxton shed and yards, Great Rocks Junction and Peak Forest. In 1967, Harry travelled on an SLS tour from Stockport over the Pennines and through Leeds to York behind Britannia No.70038 "Robin Hood" and also in 1965 on the WRS "Pennine" tour with plenty of coverage at Leeds and at Carlisle Kingmoor shed. The time period for the majority of the film is the five or so years prior to the end of steam in 1968. Motive power includes BR Standard Britannia and Clan pacifics, Class 5s, Class 4 4-6-0s and 2-6-0s and 9F 2-10-0s as well as ex-LMS Black 5s, 8Fs, Jubilees, Ivatt Class 2 and 4 2-6-0s plus WD 2-8-0s and an ex-LNER B1 and K1!

VOLUME 215 - Great Western Steam Miscellany No.4 (81-mins)

BR215D £19.75



© B & R Video Productions

The fourth volume in our miscellany series covering the former Great Western empire is compiled from mostly previously unseen footage and includes film from Jim Clemens, Harry Ashby, Alan Blencowe and David Cooper. We begin at Bromsgrove and the Lickey Incline. Although the tracks here were London Midland Region, in later years the Western Region exerted a considerable influence, especially with the bankers, and this extended along the main line and branches to places such as Ashchurch, Bredon, and Tewkesbury. Along the route from Wellington to Wolverhampton we see Hollinswood Junction, Madeley Junction and Cosford, plus Wolverhampton Low Level and Birmingham Snow Hill. There is film at Bristol Temple Meads and a visit to St. Phillips Marsh shed. Gloucester has excellent coverage including Horton Road shed, the Golden Valley auto-trains, Standish Junction, Stonehouse, Grange Court Junction, Woolaston and Aylburton. We watch the all-steam activity at Hereford and before visiting Banbury. At Worcester we start a journey up the Severn Valley to Bewdley and the colliery sidings at Alveley. Oxford is another location seen in detail including film at Wolvercote and Kennington, locals for the Princes Risborough branch, plus visits to Eynsham and Fairford. There is film at Reading, West Drayton, Iwer, and Paddington. Welsh coverage includes Carmarthen, Bronwydd Arms, Llandilo, Pontardulais and Aberystwyth. In the South-West visits are made to Shepton Mallet, Washford, Montacute, Tavistock, Brent, Saltash and Wadebridge. The time period for the majority of the film is the years onwards from 1961. Motive power includes virtually all the ex-GWR classes you would expect including: King, County, Castle, Hall, Grange, Manor, 28xx, 43xx, 2251, 42xx, 45xx, 41xx, 66xx, 1366, 64xx, 57xx, 94xx, and 14xx. BR standards are represented by Britannia pacifics, Class 5 73xxx and Class 4 75xxx 4-6-0s, Class 2 78xxx 2-6-0s plus there is even an ex-LNER B1!

VOLUME 216 - A Miscellany of Electric & Diesel Power No.4 (80-mins)

BR216D £19.75



The fourth in our popular electric and diesel miscellany series. Although the "classic traction" seen in this series is "modern" compared to "steam traction" it should be remembered that much of the footage is 50 years or more older having been taken during the period from the 1960s to the 1980s. Most of the scenes selected have not been previously seen. As before with these films, we have simply compiled them in no particular order and thus a few surprises will be in store as you enjoy the video. A vast area of the country is covered from HSTs and Class 50s in the West Country, to the Midlands at Wichnor sidings, Bescot and then across to Norwich, with numerous other locations in between including Cosford and the Madeley route. We watch high speed operations on both the East Coast Main Line (ECML) and West Coast Main Line (WCML) before moving southwards to Stonehouse Junction on the Birmingham to Bristol main line for scenes including glimpses in the signal box and a Class 14 on the nearby Nailsworth branch (closed in 1966). A couple of rail incidents are covered at Catholme Level Crossing and near Lichfield, followed by a visit to Derby Works during the 1968 Open day. More action is seen on the Great Western Main Line at Reading, Taplow and Acton. In London, we visit King's Cross, St Pancras and Waterloo. Northwards again for footage around Shrewsbury which includes a couple of Crewe test trains. The reopening of Barmouth Bridge is also touched on, plus a few scenes from around the long demolished Buxton Lime Works. Manchester Victoria is also visited. Classes covered include Brush Type 4s in both two-tone green and corporate blue liveries, English Electric Type 4s, again in green and blue plus we cover their last days in service in 1984. Blue Pullmans are seen as well as their HST successors. AC Electrics are in in action as well as Deltics at King's Cross and at speed on the main line. Passenger and freight trains pass by, including a number of car-carriers. We see Classes 03, 08, 14, 20, 31, 33, 35, 37, 40, 44, 45, 47, 50, 52, 55, 73, 74 and virtually all the AC electric types. A couple of steam shots are added for further interest. One or two DMU/EMU scenes are included and a finally a couple of shots include the rarely seen Brake Tenders.

VOLUME 217 - Steam Still At Work After August 1968 No.4 (60-mins)

BR217D £19.75



The fourth part of in our "Steam Still at Work" series of films which feature the steam scene both at home and overseas after the end of main line steam on British Railways in 1968. The series continues until the "Return to Steam" tours on BR in October 1971. We begin by visiting Woodham's vast scrap yard of over 200 locomotives at Barry Docks in South Wales, followed by lineside at Blea Moor on 11th August 1968 to witness the passing of the last BR steam train, "The Fifteen Guinea Special". Then to the solemn lines of dead and withdrawn locomotives at the former BR steam depot at Carnforth. All was not lost here as a lease had been obtained lighting a preservation era spark which would transform the site into "Steamtown Carnforth" in subsequent years. Next we visit the Keighley & Worth Valley and the Severn Valley lines in their very early preservation days. Quite a contrast to today! Pockets of industrial steam still existed and we find "The Lady Armaghdale" and "Isabel" working for ICI near Manchester before preservation. The NCB was the largest user of steam locomotives nationally after 1968 and we travel to Widdrington Colliery where the one-time 'J94' No. 68078 is seen at work. Flying Scotsman made a final trip along the East Coast Main Line, complete with its two tenders, in August 1969 before heading to Liverpool for shipping to the USA. BR's only remaining steam, the narrow gauge "Vale of Rheidol" line is visited followed by a trip around the Manchester Ship Canal system in September 1969. Steam was still active in Northern Ireland and operations are seen in 1969 including the famous spoil trains from Magheramore quarry to Belfast Lough. We cross the Channel to France to enjoy the ruggedly handsome North American-built 141Rs at Boulogne. Plenty of steam could also be found in West Germany with the 012 4-6-2s on express passenger services (including a footplate run), heavy freight work with the class 044 2-10-0s and classes 023, 038, 050, 064, 065, and 078 on a variety of workings. A cornucopia of steam! Portugal was another favoured haunt, even including narrow-gauge 2-4-4-0 compound mallets. Back to Blighty for a visit to Tyseley's open day in September 1969, the LCGB 'takeover' of Bowaters paper mill system in October 1969, the Bluebell Railway, and finally to Didcot and the GWS, where ex-Wantage Tramway "Shannon" is seen in steam for the first time since 1942. Filmed entirely in colour, a commentary plus sound track complement this nostalgic look at working steam after August 1968

VOLUME 218 - 1960s Iberian Railway Holidays (85-mins)

BR218D £19.75



THE JIM CLEMENS COLLECTION No.36. With steam declining rapidly in the UK, Jim Clemens decided that summer family holidays should be taken in Iberia. This volume covers the rail scene in Spain and Portugal between 1965 and 1969. The first holiday was at Sitges, south of Barcelona. In addition to modern traction, a Hungarian-built Ganz diesel railcar from 1936 is seen on an Inter-City working. Working steam included 4-6-0s, 2-8-0s, 0-8-0s, and even 4-6-2 Garratts on shed. We travel along the Reus to Salou road-side tramway in coaches made at Loughborough! Barcelona and its tram system are also visited. The Summer of 1966 found the family on the Costa Blanca. The ESA narrow-gauge system is covered along the coast through Benidorm to Denia. The British-built Alcoy & Gandia narrow gauge line is visited and included Isle-of-Man looking 2-6-2Ts. We see the Alicante tram system that closed in 1969 and visit Alicante broad-gauge engine shed, while the now-closed Benalua terminus included an 1880's 0-6-0 as station pilot. More Garratts are seen at La Encina and Jativa. Northern Portugal was the destination in both 1967 and 1968 (1968 only in this volume). The broad-gauge includes Viana do Castelo and the Douro Valley line. The extensive narrow gauge system still operated much steam and we include rush hour at Oporto Trindade, Boa Vista (including trams) and Sernada do Vouga. We see 2-6-0Ts from the 1880s, impressive 2-8-2Ts from the 1930s, 0-4-4-0 Mallets, and even the asymmetric 2-4-6-0 Mallets. The base in 1969 was Tarragona. By this time the Garratts had been concentrated here; watch them on freight workings to Reus and Lerida. The Madrid passenger service at Lerida was still steam worked and we see 2-8-2s, 4-8-0s, plus the giant 4-8-2s. More steam is seen at Mora La Neuva, even the 4,000hp Spanish version of a 'Warship!' The Reus to Salou line is again visited and we see some of the Tarragona to Reus trolleybuses.

VOLUME 219 - Southern Steam Miscellany No. 3 (87-mins)

BR219D £19.75

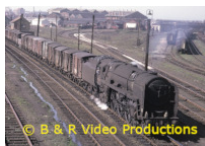


THE JIM CLEMENS COLLECTION No.37. The third volume in our popular "Miscellany" series to cover Southern steam. It again features more previously unseen footage from the Jim Clemens Collection mostly compiled in the order the film runs off the original cine reels. Here we feature more steam mostly from the South Western Division including some rare footage. Locations include London Waterloo, Woking, Basingstoke, Battledown Flyover, Salisbury, Micheldever, Eastleigh, Southampton, Brockenhurst, Lymington Junction, Christchurch, Bournemouth, Poole, Dorchester South and its strange operating procedure for up services, Upwey Wishing Well Halt, Upwey & Broadway and Weymouth. Oxford is the starting point in the summer of 1965 for two trips on the southbound 'Pines Express'. A last journey is made in December 1965 over the Somerset & Dorset Railway from Templecombe to Bournemouth. In the far west we visit the Axminster to Lyme Regis branch, Seaton Junction, Sidmouth Junction, Tipton St Johns, Budleigh Salterton, the Bere Alston to Callington branch, Exeter to Okehampton, Meldon Viaduct and Halwill, plus the North Devon & Cornwall Junction Light Railway through Hatherleigh and Petrockstow to Torrington and onwards to Barnstaple Victoria Road. A cross section of latter-day Southern BR, & LMS motive power is seen, even the odd 'Warship' diesel and D65xx. The archive film is entirely in colour and covers the years from about 1963 to 1967. An authentic sound track has been added along with an informative commentary to complement this nostalgic look at the last years of Southern steam.



VOLUME 220 - London Midland Steam Miscellany No. 6 (87-mins)

BR220D £19.75



The sixth volume in our popular "Miscellany" series to cover London Midland steam compiled from mostly unseen footage and in the order the film runs off the original cine reels. Not only do we cover London Midland engines operating in their home region but also elsewhere. In fact, we start with a few shots of them working on the Southern Region in 1965, before visiting the Gloucester and Bristol areas for a variety of steam action, including some rare footage of ex-MR dock tank No.41537 going about it's business, and then on to North Wales for scenes at Bangor, Menai Bridge and Bodfari. Next we visit Rugby in January 1962 and amongst all the action, the unique Class 8 Pacific No.71000 "Duke of Gloucester" passes by. Two visits are then made to Staveley Ironworks to see the Victorian ex-MR 1F "half-cabs" at work followed by visits to Boroughbridge, Shap, Carlisle (including Canal Shed), Oxford, Hereford and Bletchley. The "East Devon" rail tour is seen in 1965 on the Lyme Regis

branch and near Exmouth, followed by the "Farewell to the Stratford-on-Avon and Midland Junction Railway" tour of April 1965, and a few months later by the "Northamptonshire Branches" brake van tour with 2-6-0 No.78028. Other tours covered in 1965 are the Warwickshire Railway Society's "Midlander" plus the SLS's "Midland Locomotive Requiem". Travelling south once again, we visit the S&DJR at Shepton Mallet, Evercreech Junction and Templecombe. Then to Stonehouse (Bristol Road), the Nailsworth branch and Coaley Junction plus the west bank of the Severn Estuary including Aylburton, Bullo Pill, Lydney and Undy. There is extensive coverage at Banbury with steam on passenger and freight workings including the short time when Britannias were allocated there. Super "D"s are seen in the West Midlands and other places such as Crewe, Wakefield, Wrexham, Chester and Birkenhead Woodside. Finally we visit the

North-West for steam action at locations such as Farrington Junction, Preston, Carnforth, Rose Grove, Bolton and Manchester. The archive film is almost entirely in colour and was taken in the six years leading up to the end of steam in 1968. Motive power includes ex-LMS Black 5s, 8Fs, 4Fs, 2-6-4Ts, ex-MR dock tanks, Jinties, Class 2 & 4 Ivatts, Duchesses, Jubilees, Royal Scots, Patriots, Super "D"s and BR standard Britannias, 72xxx, 73xxx, 75xxx, 84xxx and 9F 2-10-0s. An authentic sound track has been added along with an informative commentary to complement this nostalgic look at the last years of London Midland steam.

VOLUME 221 - Great Western Steam Miscellany No.5 (75-mins)

BR221D £19.75



The fifth volume in our miscellany series to cover the former Great Western empire and beyond. Once again it is compiled from mostly previously unseen footage including some rare scenes. We begin at Oxford before moving to Basingstoke, followed by a treat for branch line enthusiasts - a journey in July 1961 in the brake van on the daily freight train from Kidderminster to Bewdley, Cleobury Mortimer, Tenbury Wells, and Woofferton Junction. Next to Bristol for scenes at St Anne's Park, Dr Day's Junction, Temple Meads, Kingswood Junction, the Docks, Narrowways Hill Junction, Ashley Hill, Stapleton Road, Pilning, and Filton Junction. The area around Gloucester is well covered including the 14xx-hauled push-pull services together with Lydney, Bullo Pill, Grange Court and Sharpness. Then to Banbury with 'Halls' on the through service between York and Bournemouth (the last regular express work for the GW 4-6-0s) and 0-6-2Ts going about their business. Another treat for GW fans is a footplate trip on the 'Cathedrals Express' from Worcester to Paddington in the summer of 1963 behind the now preserved 7027 "Thornbury Castle". This includes double-heading up

Chipping Campden Bank with a 0-6-0 '2251' coupled inside and seeing the water gauge rise when passing over Charlbury Troughs. Worcester is another location with plenty of footage including the 'Vinegar Branch' (featuring a 16xx fitted with an unusually shaped spark-arresting chimney), the famous bridge over the Worcester & Birmingham Canal, Shrub Hill station and it's environs, Norton Junction and Worcester's first station at Spetchley (closed in 1855!). There is also coverage at Didcot, the Lickey Bank, Barnstaple Junction, Wellington Shed plus a journey along the line to Stafford. Also to Much Wenlock via Ketley, Horsehay & Dawley, Lightmoor Hall and Buildwas on the last day of the passenger service in 1962. The time period for the majority of the film is between 1961 and 1965. Motive power includes virtually all the ex-GWR classes including: King, County, Castle, Hall, Modified Hall, Grange, Manor, 14xx, 16xx, 2251, 28xx, 41xx, 43xx, 45xx, 56xx, 57xx, 72xx and 94xx. BR standards are represented by Britannia pacifics, Standard class 4 and 5 4-6-0s plus 9F 2-10-0s (including ex-Croft boilered). There is even the odd ex-LMS interloper and an ex-LNER J39 0-6-0! The archive film is mostly in colour. An authentic sound track has been added along with a commentary to complement this further nostalgic look at the last years of Great Western steam.

VOLUME 222 - Steam Still At Work After August 1968 No.5 (60-mins)

BR222D £19.75



The fifth part in our "Steam Still at Work" series of films which mostly features the steam scene both at home and overseas after the end of main line steam on British Railways in 1968. The series continues until the "Return to Steam" tours on BR in October 1971. We begin in Kent during 1969 where Mogul U-class 2-6-0 No.31618 (the 2nd locomotive rescued from Barry scrapyard) is seen near Maidstone, followed by the first of two journeys to the Ashford Steam Centre where there is a strong South Eastern & Chatham representation. We next visit Bridgnorth during 1965 at the very beginning of the Severn Valley Railway followed by scenes of the early days of workings to Hampton Loade featuring Nos.46443, 3205, 8233, 43106, and GWR railcar 22. Many ex-GWR pannier tanks found a new commercial working life after BR and visits are made to see them on London Transport (No.L92) and on the NCB at Coventry (No.1502), Merthyr Vale (No.9600), and Mountain Ash (No.7754) collieries. In South Wales further NCB sites seen are Hafodyrynys, Celynen South, Brynlliw, and Maesteg. Although not steam, another system of interest to enthusiasts visited at the end

of 1969 was the "Woodhead" electrified system from Manchester to Sheffield Victoria. Next we visit the Dart Valley Railway in May 1970 with its first ever through trains from the BR network - one by the LCGB with Praire No.4555 & Pannier No.1638 and the other one by Ian Allan with 0-4-2T No.1420 & again No.1638. Further locations include Quainton Road, Bulmer's at Hereford, Carnforth, Tyseley, and the Bluebell Railway on the occasion of their tenth anniversary. In North Wales visits are also made to the Welshpool & Llanfair (including the Legendary "Monarch" 0-4-4-0), Talyllyn and Vale of Rheidol railways. Steam could also still be found across the Channel. We visit the last entirely steam-worked terminus in Paris at Gare-de-la-Bastille using 2-8-2 tanks during December 1969 plus also near Boissy and Vincennes. A trip was also organised to North Germany by the LCGB in April 1970 and includes Lingen (with a visit to the locomotive works) and Emden. Motive power features double-headed 011 Pacifics, Nos. 012, 023, and even an 082 0-10-0 tank. The archive film is entirely in colour. An authentic sound track has been added along with a commentary to complement our nostalgic look at this period from 1969 to 1970.



VOLUME 223 - A Miscellany of Diesel & Electric Power No. 5 (87-mins)

BR223D £19.75



The fifth in our popular electric and diesel miscellany series covering classic 'modern' traction from the 1960s through to the 1980s. Much of this footage is over 50 years old and once again we travel far and wide with a multitude of locomotive types in a huge variety of very different locations. We start with diesel hydraulic activities, including "Warships", at Bristol, Plymouth and around Swansea. Then on to the Pembroke Dock branch for DMUs and Hymeks. Travelling north we witness scenes at Scarborough (including a Royal Train working), York (for Deltics in action) and Class 56s near Selby. Back south again and to the Weymouth line for Class 33s on push-pull operations through the Bincombe tunnels. Returning north once more, we visit Crewe during the modernisation in 1985 and the Woodhead Route for Class 76s on freight and passenger workings. Down in London, at Paddington station, we see even more hydraulics plus a variety of English Electric traction before visiting King's Cross. Other locations seen briefly include the Settle & Carlisle line, the Shrewsbury area, Hanwell, Weston Rhyn and Loggerheads. We also feature some unusual footage of an excursion with a Southern 2-BIL electric multiple unit at the very end of their working lives. A brief look at the "Class 44 Farewell" tour is followed by a section devoted to the Metropolitan electric locomotive tour of 1972 starring the two now preserved examples Nos. 5 & 12 hauling a rake of Guards Vans. We return to Crewe to see a "Royal Scot" tour departing with a Class 40. The Brymbo branch and Bersham colliery are well covered with Peaks and Class 47s on coal trains. Plus we include a glimpse of a couple of industrial steam engines! Returning north once again, vintage electric multiple units are seen on the Morecambe branch of the unique experimental line from Lancaster Green Ayre. Finally, to bring back memories for some, we conclude with some footage of DMUs on now long lost and closed lines. Many of the locomotive classes that existed during this period are seen: 03, 08, 20, 24, 25, 31, 33, 35, 37, 40, 44, 45, 47, 50, 52, 55, 76, 81 - 86, 87...in fact there very few are left out! All the archive film is in colour and an informative commentary and authentic soundtrack has been added.

VOLUME 224 - Southern Steam Miscellany No.4 (90-mins)

BR224D £19.75



The fourth volume in our popular "Miscellany" series to cover Southern steam and compiled from much previously unseen footage from a variety of different collections. Straight from the reel! We start at Waterloo before heading out to Vauxhall, Clapham Junction, Nine Elms shed and Woking before visiting Guildford and it's shed. Other locations include Chertsey, Virginia Water, Ascot, North Camp and Alton. Basingstoke is particularly well covered from the early 1960s until the end of steam. Here, in addition to the normal fare of Bulleid pacifics and BR Standards, we see Schools 4-4-0s and King Arthur 4-6-0s all hard at work. In Sussex we visit Rowfant, Rotherfield, Hellingly, Keymer Junction, Hassocks, Clayton Tunnel, Slinfold and Newhaven plus a journey from Horsham to Brighton with an E4 tank. And in Kent we visit the "H" worked branch from Dunton Green to Westerham, just before closure in 1961. At Winchester, both stations are seen before we travel to Eastleigh for visits to the works and the shed. Then to Southampton in 1963 for a tour of it's extensive docks including the Ocean Terminal. Double-headed USA tanks then take us from Southampton Terminus along the branch to Fawley. There are brief scenes on the Isle-of-Wight in 1961 and the Hayling Island branch in 1963. Brockenhurst is another favoured location which includes the era when M7s worked to Lymington. Moving further west, more places visited include Christchurch, Bournemouth, Wareham, the Swanage branch and Weymouth plus a couple of clips of the S & DJR! Further west, in "Withered Arm" territory, 0-8-0Ts are on banking duty at Exeter and we view the steeply graded line between Braunton and Ilfracombe as well as Beattie tanks at Wadebridge and Boscombe Junction. Southern locos are also seen away from their home region at locations such as Reading, Reading Central Goods, Oxford, Wellingborough, Stratford-upon-Avon, Leamington, Rugby and Banbury. Motive power includes Bulleid pacifics, Q1, U, N, H, S15, USA, M7, AIX, B4, C, E4, E6, K, N15, O2, LN, V, H16, Z, 0298, 73xxx, 75xxx, 76xxx, 412xx, 80xxx and 82xxx classes. Almost all the archive film is in colour and the majority of the film covers the years from 1961 to 1967. An authentic sound track has been added along with an informative commentary to complement this nostalgic look at the last years of Southern steam.

VOLUME 225 - 1960s Iberian Railway Holidays No.2 (100-mins)

BR225D £19.75



THE JIM CLEMENS COLLECTION No.38. With steam declining rapidly in the UK, Jim Clemens had decided that summer family holidays should be taken in Iberia chasing steam! Here in our second instalment we continue his story of the rail scene in Spain and Portugal between 1966 and 1969. The summer of 1966 found the family on the Costa Blanca in Spain. The ESA narrow gauge system is seen along the coast through Benidorm to Gandia. In Alicante a visit is made to the broad gauge engine shed and we spend some time at the now closed Benalua terminus including the through service from Cartagena and Murcia to Valencia. A trip inland was also made to La Encina and Jativa. In 1967 and 1968 Northern Portugal was the destination. Visits were made to the mixed gauge line at Regua in the Douro Valley. The broad gauge station pilot here was a Beyer-Peacock 0-6-0 dating from 1875 whilst on the metre gauge we see our first glimpse of the asymmetric 2-4-6-0 compound Mallet tank engines. In Oporto, as well as watching the city's tram and trolleybus systems, there is a visit to the narrow gauge terminus at Trindade to see 0-4-4-0 compound Mallets at work and a visit to the newly built (1965) broad gauge engine shed at Contumil. Next we visit the narrow gauge system south of Douro at Sernada do Vouga, Oliveira de Azemeis and Espinho. Services are seen operating on the gauntleted track (narrow gauge set inside broad gauge) at Lousado and Famalicao with the branch onwards to Povoa de Varzim being particularly well covered. Other locations include Braga, Nine, Viana do Castelo, Valenca and Moncao. In 1969 the base was Tarragona. By this time all the 2-8-2+2-8-2 Garratts had been concentrated here and we watch them at work on freight trains to Reus and Lerida. We also visit the Garratts home depot at Tarragona South, the refuelling point at Tarragona North shed and Lerida shed. More steam is seen at Mora La Neuva plus a glimpse of the 4000hp Spanish version of the BR "Warship" diesel, the RENFE Class 340. Filmed in colour, a commentary plus sound track complement this look at the railways of Iberia between 1966 and 1969.

VOLUME 226 - Scottish Steam Miscellany No.2 (67-mins)

BR226D £19.75



The second volume in our popular "Miscellany" series to cover steam in Scotland. This time we see much previously unseen footage mainly across the Central Lowlands and Southern Uplands. Starting at Carlisle, a brief call is made to Canal Shed before seeing a locally based J39 on the Langholm branch followed by a visit to Hawick on the Waverley Route. At Kelso and Northam we catch a glimpse of the local Tweedbank service between St. Boswells and Berwick. Back to the WCML, there are visits to Beattock, Beattock Bank and Lockerbie where an ex-Caley 0-4-4T is shunting. On the ex-GSWR main line, Dumfries is well covered (including it's shed), before we head off along the "Port Road" to Stranraer via Castle Douglas visiting New Galloway, Newton Stewart, the Whithorn branch, Dunragit and Stranraer shed along the way. At Ayr there are 2-6-0 "Crabs" in action on the coal trains and we watch passenger services on the Heads of Ayr branch, Prestwick, Dregghorn, Barleith Halt and Mauchline as well as visiting Hurlford shed. Brief scenes of Glasgow Trams are a prelude to extensive coverage of the railway suburban services south of the Clyde including Gourcock, Paisley, Pollockshaws West, Corkerhill and East Kilbride followed by Hamilton, Hamilton shed, Larkhall, Tollcross, Mossend, Motherwell shed, Carlisle (including the West Coast Postal), Carstairs and it's shed. We return to the east coast for views in and around Edinburgh including Haymarket shed, Waverley station, St. Margaret's shed, Bathgate, Portobello and Reston. Then into Central Scotland for steam action around Stirling followed by visits to Alloa, Killin and Connel Ferry. Time is next spent at Forteviot including seeing a "Princess Royal" and the local pick-up freight. Finally we visit Perth, Dundee shed, Wormit, Broughton Ferry, Thornton Junction, Bankfoot, Forfar, Kilmarnock, Lindores and the Carmyllie branch. Almost all the archive film is in colour and the majority of the film covers the last few years of Scottish steam up to 1966. Motive power includes ex-Caley "Jumbo" 0-6-0s, a Caley Bogie, Caley 0-4-4Ts, ex-LMS 2Ps 4-4-0s, Dock Tanks, 2-6-4Ts, Crabs, 4Fs, Jubilees, Patriots, Royal Scots, Princess Royal and Duchess pacifics, ex-LNER A1, A2, A3, A4 pacifics, B1s, V2s, J36, J37, J38, J39 and V3s. BR Standards include Britannias, Clans, Class 5s, Class 4 2-6-0s, Class 2 2-6-0s and Class 4 2-6-4Ts. An authentic sound track has been added along with an informative commentary to complement this nostalgic look at the last years of Scottish steam.

VOLUME 227 - London Midland Steam Miscellany No.7 (82-mins)

BR227D £19.75



The seventh volume in our popular "Miscellany" series to cover London Midland steam compiled from mostly unseen footage from a variety of different cameramen and in the order the film runs off the original cine reels. This volume mostly features the North-West of England up to the Scottish border. Our journey starts in Carlisle with extensive coverage of the area including Kingmoor and Upperby sheds as well as near the long-closed station at Floriston, close to the Scottish border. Next we travel south on the WCML to Shap Bank for a feast of steam action including scenes at Tebay and Oxenholme. We also cover Carnforth, Skipton, Barrow-in-Furness and Lancaster. Then to the Fylde area, where in addition to a Clan pacific, we see the last working of a Royal Scot in the area, in 1965. There is plenty of steam action around Preston including the town itself, Farringdon Junction, Leyland and Lostock Hall shed. Further locations also include the stations at Accrington, Wigan, Warrington, Crewe and the sheds at Edge Hill, Speke Junction, Crewe South and Bolton. The Manchester area is covered next with locations such as Victoria station, Miles Platting Bank, Stockport Edgeley (station and shed), Heaton Mersey shed, New Mills and Chinley. Finally we travel away from the North-West to the East Midland to visit the impressive station at Nottingham Victoria on the Great Central in 1964 along with East Leake, Mansfield, Penistone and Canklow shed plus a 9F cab ride. The archive film is entirely in colour and the majority was taken in the last years leading up to the end of steam in 1968. Motive power includes BR standard Britannia and Clan pacifics, Standard Class 5 & 4 4-6-0s, Class 2 2-6-0s, 9F 2-10-0s and Austerity 2-8-0s, ex-LMS Black 5s, 8Fs, 4Fs, 2-6-4Ts, ex-MR dock tanks, Jinties, Class 2 & 4 Ivatts, Duchesses, Jubilees, Royal Scots and Patriots.

VOLUME 228 - London North Eastern Steam Miscellany (80-mins)

BR228D £19.75



In this volume of our popular "Miscellany" series, we cover steam across the former London North Eastern (LNER) area and beyond. Once again it is compiled from mostly unseen footage from a variety of different cameramen and in the order the film runs off the original cine reels. Our journey commences at Nottingham Midland with V2 No.60916, a locomotive temporarily loaned to the Southern Region in 1953 to cover for the "Merchant Navy" broken axle emergency. We then visit the former GCR stations at Nottingham Victoria and Sheffield Victoria, followed by York, Beverley, Aysgarth, Barnard Castle, Staveley, Doncaster, Langwith Junction, Stainforth and Hatfield. Next to Kings Cross station and shed, Hadley Wood, Hatfield, Welwyn (and it's famous viaduct), Langley Junction, Hitchin, Sandy, Peterborough (and Northampton), Eye Green for Crowland (M&GN) and Stoke Bank plus an extended visit to Spalding in 1963. Moving to the North East, visits include Darlington, Newcastle Central, Gateshead Shed, Tyne Dock Shed, Sunderland Shed, Seaton Bank (including the pinning down of brakes), Ryhope Junction and the Silsworth Colliery branch. Scotland is well covered with steam action at Aberdeen, the shed at Ferryhill, Dundee, Perth, Dunblane, Larbert, Hawick, Edinburgh, Ayr, Girvan (goods), Muirkirk, and the branch from Lugton to Giffen. In the late 1960s, Jim Clemens purchased a significant quantity of original 16mm offcuts and unused film from Pat Whitehouse, all relating to the BBC "Railway Roundabout" TV programmes. Included in this source are the new engine shed at Thornaby (opened in 1958), York, two "Glens" to Fort William over the West Highland line and Inverness shed. Most of the film was taken in the period 1959 to 1967 with an exception of the LNER Garratt hauling demonstration freight in Sheffield during March 1930. Motive power seen includes ex-LNER classes A1, A2, A3, A4 pacifics, B1, B16, K1, K2, D34, Q6, O1, O4, J11, J27, V3 and J72 plus BR standards and some WD locomotives. The majority of the archive film is in colour and an authentic sound track has been added along with an informative commentary to complement this nostalgic look at the last years of London North Eastern steam.

VOLUME 229 - Scandinavian Railway Memories (65-mins)

BR229D £19.75



As well as satisfying their passion for steam in the British Isles, enthusiasts sought for it in other ways, with many making their way into Europe in search of steam. In the summer of 1962, the late Brian Locket visited Sweden and Finland on the Railway Correspondence & Travel Society (RCTS) rail tour of Scandinavia. Then in the autumn of 1970 Brian visited Denmark, this time with the Railway Enthusiasts Club (REC). Brian's films make up the majority of this volume of Scandinavian Railway Memories. The Swedish visit includes wooden-bodied jackshaft electric D Class 1C1 locomotives, a giant 0-10-0 originally from the Kiruna far north iron ore line, the Tomteboda Railway Museum plus Sweden's largest railway exhibition of 1962. Visits are also made to Falun, Hagalund shed, Ludvika, and Kristianstad shed. Sweden's largest private railway is seen at Eskilstuna, the TJOJ iron-ore line, where the Traffic Manager and Chief Engineer took the party around. The last steamship built in Scandinavia (and now-preserved SS "Bore") takes the tour from Stockholm onwards to Turku. There is excellent coverage of Finnish steam, but starts with an Hr12 (now Dr12) Co-Co diesel. Helsinki shed was visited and on the adjacent main line, there is continuous steam activity coming up the hill out of the City. Steam abounds including 0-6-0T, 0-6-2T, 4-6-0, 4-6-2, 2-8-0, 2-8-2, 2-8-2T, 0-10-0T and 2-10-0 classes. The Tr1 2-8-2s and Hr1 4-6-2s built up to 1957 are real beauties and include bar frames plus interchangeable boilers. Wood-burners are also seen, complete with spark-arresting chimneys. The visit to Denmark includes one of the 'P' class Atlantics, single and double chimney 'E' class Pacifics, a visit to Fredericia shed, a trip on the World's oldest steam paddle steamer, and haulage of standard-gauge stock by a narrow-gauge locomotive. Modern traction includes 'Lyntog' inter-city units and East German 175s on the Berlin service. Trams and trolleybuses are not forgotten. Some Scandinavian steam locomotives found a later home in the UK and visits are made to see them, including filming for the James Bond film 'Octopussy'. Finally there are some 'Railway Roundabout' type 16mm offcuts and unused film of Finnish steam purchased from Pat Whitehouse by Jim Clemens.

VOLUME 230 - London Midland Steam Miscellany No.8 (88-mins)

BR230D £19.75



The eighth volume in our popular "Miscellany" series to cover London Midland steam compiled from mostly unseen footage from a variety of different cameramen and in the order the film runs off the original cine reels. Here we feature Midland 2Fs, the GCR in LMR days, in & around Manchester, the WCML and The North-West. The line between Desford Junction and Leicester West Bridge had restricted clearances and was the last home of the diminutive Johnsons 2Fs which had been introduced as far back as the 1870s! We visit the line during February 1963 with snow still on the ground. Next, in LMR days, we make a journey along the Great Central main line from Marylebone which includes Aylesbury, Brackley, Banbury, Woodford Halse, Rugby, Lutterworth, Leicester, Loughborough, Nottingham, Chesterfield and Hasland shed. We even feature a 1962 journey behind a 9F in normal passenger service from Brackley to Aylesbury! On to the North-West and the Manchester area where a famous steam working in 1964 and 1965 was the evening commuter service from Manchester Central to Buxton. This working is forever associated with 'Jubilee' No. 45705 "Seahorse" and we cover the journey in some detail. Following on from this, there is excellent footage around New Mills Junction, Gowhole Yards, Chinley, the Romiley and Marple area, Hayfield, Stockport, Stockport Edgeley shed, plus Manchester Victoria and Exchange. Shrewsbury and Ruabon are visited next and time is spent at Rossett (between Chester and Wrexham) and Talacre plus Worleston on the North Wales coast line. Finally, numerous locations are visited on the northern part of the West Coast Main Line starting at Crewe and Crewe South shed, Acton Grange, Winwick Junction, Wigan, Lostock Hall shed, Farringdon, Preston, Carnforth shed, and Shap. Other locations include near Ormskirk and Hellfield, plus shed visits to Rose Grove, Bolton, Holbeck, and Northampton. The time period for the majority of the film is from 1962 to 1968. Motive power includes BR standard Britannia pacifics, Standard Class 5 & 4 4-6-0s, Class 2 2-6-0s, 9F 2-10-0s and Austerity 2-8-0s, ex-LMS Black 5s, 8Fs, 4Fs, 2-6-4Ts, Royal Scots, Jubilees, Stanier 2-6-0s, Ivatt tanks and Class 2 & 4 2-6-0s, ex-MR 2Fs, and Jinties. An authentic sound track and a commentary has been added to complement this nostalgic look at the last years of LMR steam.



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VIDEO CATALOGUE

VOLUME 231 - Great Western Steam Miscellany No.6 (88-mins)

BR231D £19.75



The sixth volume in our popular "Miscellany" series to cover Great Western steam compiled from mostly unseen footage from a variety of different cameramen and in the order the film runs off the original cine reels. We begin at Shrewsbury station and visits are made to Coton Hill Yards, Shrewsbury Shed, Sutton Bridge Junction, and Hookagate. We include a weed killing train at Llangollen Junction, Ruabon and we call in at Brymbo, Wellington (Salop) and Whitchurch. Next we take trips to Worcester, the nearby Norton Junction and the Gloucester area in addition to Ross-on-Wye, Stroud, Bromyard, and Hereford. Then to Birmingham Snow Hill, Bordesley and Hatton followed by visits to the shed at Wolverhampton Oxley and The Lickey Incline. Plus film at Oxford, Didcot, Langley (Bucks), and Paddington. Travelling down to the South-West, time is spent at Tiverton Junction before enjoying the rural delights of the Culm Valley branch to Hemmock and the Exe Valley branch to Exeter. In North Devon we visit the steeply graded line to Ilfracombe via Braunton along with visits to Barnstaple Junction and Dulverton on the Taunton line. We then take a trip along the Cheddar Valley line and call in at Glastonbury & Street on the S&DJR. Both South and West Wales are covered and include Cardiff General, Cardiff Queen Street, Abercynon, Merthyr, Woodham's Scrap Yard, Letterston Junction, Tenby, Carmarthen, Duffryn Yard Shed, Newport, Pontypool Road, Aberdare High Level, Crumlin, Quakers Yard, Dowlais Cae Harris, Nelson & Llancaiach, and Hengoed High Level. We even manage to see Great Western steam at Portsmouth & Southsea! The time period for the majority of the film is between about 1961 and 1966. Motive power includes many ex-GWR classes such as King, Castle, County, Hall, Modified Hall, Grange, Manor, 14xx, 15xx, 16xx, 2251, 28xx, 41xx, 42xx, 43xx, 45xx, 47xx, 56xx, 57xx, 64x, 72xx, 94xx plus the occasional ex-LMS engines and BR Standards. The archive film used is mostly in colour. An authentic sound track has been added along with an informative commentary to complement this nostalgic look at the last years of Great Western steam.

VOLUME 232 - A Miscellany of East Midlands Ironstone Railways (77-mins)

BR231D £19.75



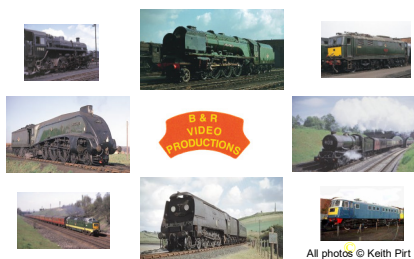
THE JIM CLEMENS COLLECTION No.39. Jim Clemens had a passion for steam that did not end just with BR. He also took a keen interest in the industrial railways of Britain. This volume in our miscellany series is a compilation of the entire ironstone film archive he created, and has been assembled in the order the film runs off his original cine reels. The most extensive ironstone system in the country was at Corby. This comprised about 40 route miles of track and covered an area of around 10 miles between the most northerly and southerly points. It boasted a fine newly-built (1954) engine shed with eight roads and rollup shutters. A number of visits were made here in the mid-1960s, plus trips commemorating the end of steam at the quarries (1969) and the steel works (1973). Included are the World's largest quarrying machine (1,675 tons of it!), the Corby complex's 'Indus' 0-8-0 diesel plus ex-BR Class 14 No.D9547. The narrow-gauge Kettering Furnaces system is visited during June 1961. This also included a rare Lingford Gardiner-built standard-gauge locomotive. Another narrow-gauge ironstone line is seen at Scaldwell where this railway's eponymous locomotive is at work during May 1962. The last operating narrow-gauge ironstone system was at Finedon Quarries, near Wellingborough and visits were made here in 1961 and 1966. The whole process is seen: empties on their way to Finedon Quarry, loaded wagons on their return, the very narrow tunnel under the Midland Main Line, plus the rather daunting transfer method used from narrow to standard-gauge. The newest ironstone system in the Midlands was at Exton Park, and in 1963 we can admire their fleet of clean and modern 0-6-0s dating from the 1950s. Visits are made to the Irchester complex near Wellingborough, plus also Storefield. Blisworth. Pitsford, Loddington. Hanging Houghton, Desborough, Pilton, Charwelton, Cranford, Oxfordshire Ironstone Quarries (near Banbury and including a 'Sentinel') and Byfield. We conclude with a visit to Nassington, near Peterborough. This ironstone railways enthusiast's delight was filmed mostly in colour on both 8mm and 16mm cine-film. A commentary plus sound track complement our look at the ironstone railways of the East Midlands between 1960 and 1973.

VOLUME 233 - A Miscellany of Electric & Diesel Power No.6 (80-mins)

BR233D £19.75



A further instalment of our popular miscellany series of classic "modern" traction featuring many of the diesel & electric classes that operated across the whole of the BR network during the 1960s, 1970s and 1980s. And in some cases even earlier! The majority of this collection has not been previously seen. As before we have simply compiled the clips and films in no particular order and thus a few surprises will be in store as you progress through the film. Once again, a myriad of locations are covered; from Inverness & Edinburgh to Paignton and West Country. In between there is a look at a Cheltenham Race Day plus action around Honeybourne Junction, nearby Gloucester and the Lickey incline. The 1985 Crewe re-modelling work is seen as well as the old Potts line oil terminal in Shrewsbury. Then south to Weymouth for a Channel Island Boat Train hauled by a Class 33 Crompton as well as a rare shunter in operation along the Quayside. The ever popular Woodhead route gets an airing with EM1s, often-double heading. There are a few scenes on the Settle & Carlisle line and some very early film featuring the launch of LMS 10000, the Britain's first main line diesel. Something different is a section on the Sharpness Docks with Hymek action. The delightful Bourne End branch is covered along with WCML, ECML and Great Eastern lines and a couple of accidents! A brief interlude features the London Underground Northern Line with 1938 stock in action. Also in the capital, we look into King's Cross and Paddington. In addition to the above locomotive types, there is hydraulic action with Warships, Westerns and Hymeks. English Electric locomotives include 37s & 40s, the latter working out of the Bayston Hill Stone Quarry, as well as at Crewe and other locations. Plus a glimpse of a BTH Type 1 and a Co-Bo. Most Brush types are seen in various liveries. Several Peaks feature along with the fantastic Deltics operating on service trains and Charter work. EMUs & DMUs are seen working on various regions, including the Blue Pullman and Brighton Belle. The above offers you a brief scenario of what is in store in this film - there is plenty more. An authentic soundtrack and an informative commentary accompanies all the scenes, so we hope you will enjoy this tour around the UK.



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VOLUME 234 - Southern Steam Miscellany No.5 (80-mins)

BR234D £19.75



THE JIM OATWAY COLLECTION. This volume has been compiled entirely from much previously unseen footage taken by the late Jim Oatway, mostly across the ex-LSWR lines of the Southern Region. Jim was a signalman working at various boxes on the LSWR line out of Waterloo. He was able to combine work with taking top quality cine film at privileged locations that were inaccessible to most. Southern steam fans are in for a real treat! We begin with panoramic views at London Waterloo and an abundance of steam including Empty Coaching Stock (ECS) workings, Bulleid Pacific hauled expresses bound for the Salisbury and Southampton lines, the 'Bournemouth Belle' Pullman, semi-fasts and boat trains. We even see a Stanier Blac 5 on a normal service train in 1965. Specials are also included such as the "South Western Rambler", the "Wessex Downsman" and the "A2 Commemorative". Moving on to West London Junction box in 1962 and the ECS here is hauled by M7, H16 and even an ex-GWR pannier. Highlights are the "Schools" class 4-4-0s and "Lord Nelson" class 4-6-0s still at work plus preserved T9 No.120 in normal service. Jim was also able to film LNWR "Cornwall" passing the box on its way to Clapham Museum. We then spend some time around Clapham Junction in 1962 and include the carriage washing plant, milk trains and an H class tank on the service train to Kensington. The famed "South Western Suburban" rail tour is shown in some detail, before we move to Walton-on-Thames and Horsham. Here Jim's film contains such treats as a profusion of "King Arthurs", summer Saturday workings, H16 hauled ECS and ex-LNER A4 60022 "Mallard" on a van train! At Byfleet & West Haw there is a considerable variety of freight workings with classes such as S15s, Standard class 4 4-6-0s, and "King Arthurs" leaving and joining the LSWR main line on their way to and from Feltham Yards. Visits are also made to Feltham shed in 1961 and 1962 when it was still possible to see the giant ex-LSWR G16 4-8-0 tanks and the H16s. We even find a "Schools" class at the depot. In addition, Jim visited the Hayling Island branch with its diminutive Stroudley Terriers that were able to work over the weight-restricted Langstone viaduct. Finally, we conclude with a visit to the Isle-of-Wight for O2s hard at work in the summer sunshine. Filmed between 1961 and 1967 a huge amount of different motive power is featured including the following classes: ex-SR "Merchant Navy", "West Country" and "Battle of Britain" pacifics, Q1s, Us, U1s, Ns, Hs, S15s, M7s, A1Xs, G6s, 700s, E6s, N15s, O2s, "Lord Nelsons", "Schools", H16s, G16s, T9s and Beattie 0298s, ex-WR panniers, ex-LMS Stanier Black 5s, Ivatt 2-6-2Ts and 8Fs, ex-LNER A2 and A4 and finally BR Standard 73xxx Class 5s, 75xxx Class 4 4-6-0s, 77xxx Class 3 2-6-0s, 78xxx Class 2 2-6-0s and 82xxx Class 3 2-6-2Ts. Filmed entirely in colour. An authentic sound track has been added along with an informative commentary to complement this nostalgic look at the last years of Southern steam.

VOLUME 235 - Cambrian Steam Miscellany No.1 (86-mins)

BR235D £19.75



The first volume in our popular "Miscellany" series to cover the Cambrian Coast routes and compiled from mostly previously unseen footage from the B & R archives. Travelling along the coastal route we visit places such as Pwllheli, Penychain, Afon Wen, Criccieth, Portmadoc, Minffordd, Penrhyndeudraeth, and Harlech. Then back at Barmouth we see the up bay platform, opened by the GWR in 1923, and the Old Chapel Viaduct which was rebuilt in the early 1950s. All followed by glorious views of the world famous Barmouth Viaduct across the Mawddach Estuary. Continuing south we pass Morfa Mawddach, Fairbourne, Friog Rocks, Llwyngwrl and stop off at Towyn for a few minutes before heading up the Dovey Estuary. We then spend some time at Aberystwyth with 'Manors' everywhere before heading back inland through Bow Street, after a token exchange, to Borth, Ynyslas, Glandyfi and Dovey Junction. This famous isolated junction has no road access and we make a number of visits including seeing the Pwllheli and Aberystwyth portions of the up 'Cambrian Coast Express' being combined together for the onward journey to Shrewsbury. Machynlleth is well covered and highlights include scenes at the shed showing the preparation of 82033 for duty, plus 'Dukedog' 9017 acting as pilot on both the up and down "Cambrian Coast Express" in 1960. There are overhead views here plus panoramas across the valley. We continue inland via Cemmes Road with its token exchange before extended coverage of the final stages of the ascent of Talerddig Bank with passenger and freight trains battling their way up the grade. The final up "Cambrian Coast Express" is seen here in March 1967. Other locations featured include Newtown, Welshpool, Buttington, Llanymynech, Llanfyllin, and Oswestry. Although not specifically Cambrian there is also film of Shrewsbury, Hookgate, Llangollen, Llandderfel, Bala Junction, Bala, Bontnewydd and Dolgellau (including on what is believed to be the last day of services). The cine-film was taken between 1960s and 1967. Motive power seen includes ex-GWR Manor, 43xx, 2251, 45xx, Pannier & Dukedog classes as well as BR Standard Classes 75xxx, 78xxx, 80xxx and 82xxx. Even the odd DMU manages to put in an appearance! Most of the film is in colour and has been assembled in the order the film runs off the original cine reels. An authentic sound track has been added along with an informative commentary to compliment this nostalgic look at these last years of steam on the Cambrian.

VOLUME 236 - Cambrian Steam Miscellany No.2 (96-mins)

BR236D £19.75



THE JIM CLEMENS COLLECTION No.40 The second volume in our popular "Miscellany" series to cover the routes to the Cambrian Coast. Here it has been compiled almost entirely from cine film taken by the late Jim Clemens along with some additional previously unused material from the B & R archives. We begin at Gobowen in the autumn of 1966 and see double-headed Class 2 2-6-0s on stone trains from Nantmawr Quarry. Steam still reigned supreme on the Paddington to Birkenhead services although the DMU shuttle to and from Oswestry via Park Hall Halt had just a few days of life left. There is excellent coverage of the Cambrian main line from Whitchurch via Ellesmere, Oswestry, and Llanymynech to Welshpool. Return journeys are also made over the Ellesmere to Wrexham and Llanymynech to Llanfyllin branches. Next we follow the route of the "Cambrian Coast Express" from Shrewsbury to Welshpool, Abermule, Newtown, Moat Lane Junction, Carno and Talerddig. Here we spend time watching steam battling with Talerddig Bank before carrying on to Llanbrynmair, Machynlleth, Dovey Junction, Borth and Aberystwyth. Filmed from the Vale of Rheidol line in 1964, we even parallel a 'Manor' nearing Aberystwyth hauling a freight train. And at Aberystwyth "Manors" are seen in profusion! Film along the coastal route includes the Dovey Estuary, Fairbourne, Morfa Mawddach, the famous Barmouth Viaduct, Barmouth itself, Llanaber Halt, Llanbedr & Pensarn, Llandanwg Halt, and Harlech. Then Tygwyn Halt (with class leader 82000), Llandecwyn Halt, Pont Briwet, Penrhyndeudraeth, Portmadoc, and Afon Wen. The old Caernarvonshire Railway route from Afon Wen is traversed in 1964, with film at most stations, including Dinas Junction and Caernarvon. Also featured is the alternative Great Western line from Ruabon to the coast with scenes at Trevor (where Pannier No.1660 is shunting), Llangollen, Berwyn Halt, Bonwm Halt, Corwen, Llandrillo, Llandderfel, Bala Junction, Llanuwchllyn, Drws-y-Nant, Dolgellau, Penmaenpool (including the engine shed), and Arthog. We see the shuttle from Bala Junction to Bala plus film from 1959 of the passenger service onwards to Blaenau Ffestiniog Central including the SLS "Last Train" in January 1961. The cine-film was taken between 1959 and 1966. Motive power seen includes ex-GWR Manor, 43xx, 2251, 45xx & Pannier classes, ex-LMS Black 5s, 8Fs and Ivatt Class 2 2-6-0s classes as well as BR Standard Classes 5, 75xxx, 78xxx, 80xxx, 82xxx and 84xxx. Plus the odd DMU! Most of the film is in colour and has been assembled in the order the film runs off the original cine reels. An authentic sound track has been added along with an informative commentary to compliment this further nostalgic look at these last years of steam on the Cambrian.

Released February 2021

Released May 2021



VOLUME 237 - London Midland Steam Miscellany No.9 (90-mins)

BR237D £19.75



THE JOHN RYAN COLLECTION. The ninth volume in our popular "Miscellany" series to cover London Midland steam. This time it is compiled entirely from cine film taken by John Ryan from the Wirral and assembled in the running order of the original cine film. There is coverage across England, Scotland, and Wales and we include previously unused footage from the B & R archives with the emphasis on London Midland material. There is some excellent film across the Wirral which includes 9Fs hauling ore trains from the dock at Bidston via Storeton, Heswall Hills, and Burton Point to the John Summers works at Shotton—the heaviest regular unfitted mineral workings on the whole of BR. The line from Birkenhead Woodside to Chester is covered in detail, such as Birkenhead shed, Rock Ferry, Bebbington & New Ferry, Spital, Hooton, Capenhurst, and Upton-by-Chester. We then move to Gresford bank, Wrexham, the Brymbo branch, Ruabon, Cefn.viaduct, Chirk, Chirk viaduct Gobowen, and Shrewsbury. The North-West of England is another area well-photographed by John at locations such as Preston, Layton, Poulton-le-Fylde, Kirkham & Wesham, Croston, Ormskirk, Town Green & Aughton, Maghull, Aintree Sefton Arms, Wigan Wallgate, Hindley North, Clifton Junction, Bradshaw Brook viaduct, Southport, Banks, Hoole, Penwortham (Cop Lane), the Horwich to Blackrod and Chorley push-pull, Royton, Manchester, Ashburys for Belle Vue, Guide Bridge, Chorlton-cum-Hardy, Didsbury, Meir, Pleasington, Rose Grove shed, Hest Bank water troughs, and Whalley viaduct. There is more film in Wales at Llandudno, Llandudno Junction, Conwy, Penmaenmawr, Rhyl, Gwersyllt, Gowerston South, Swansea Victoria, and Bynea Halt. Other locations visited include London Marylebone, Camden, the Newport Pagnell branch push-pull the "Newport Nobby", Rugby, Alston, Lanarkshire, Gleneagles, Carlisle, Alston, Stanley Bridge Halt, Bristol, Berkeley Road, Gloucester, Fenn's Bank, Birmingham, the Kingsbury branch & Baddesley colliery. The time period for this film is through the 1960s up to 1968. Motive power includes ex-GWR 56xx, ex-LMS Stanier Class 3 2-6-2Ts, 1Fs, Class 4 2-6-4Ts, Crabs, 4Fs, Jinties, 8Fs, Ivatt Class 4 & 2 2-6-0s, Black 5s (including experimental types), Jubilees, Coronation Pacifics, Super Ds, BR Standard Britannias, Class 5 (including Caprotti examples) and 4 4-6-0s, Class 4 2-6-0s, Class 3 77000 2-6-0s and 82000 2-6-2Ts, Class 2 2-6-0s & 2-6-2Ts and 9F 2-10-0s.

VOLUME 238 - Southern Steam Miscellany No.6 (93-mins)

BR238D £19.75



A further volume in our popular "Miscellany" series and the sixth episode to cover steam on the Southern Region of British Railways between 1961 and 1967. Here we feature much previously unseen footage from the South Western Division along with some footage of the Somerset & Dorset. The running order is that of the original cine film as it runs off the reels. We start with film taken from West London Junction Signal Box before moving down to the Somerset & Dorset line. Here there is excellent coverage of the toing's and froing's at Templecombe including the station, the engine shed and even the little used lower platform. All followed by an Ivatt Class 2 hauled southbound trip to Blandford Forum via Henstridge, Stalbridge, Sturminster Newton and Shillingstone. We now return to the LSWR main line from London to cover it's first fifty miles or so. At Waterloo there is quite a lot of activity in and around the station itself as well as lovely panoramas of the approaches filmed from (the well known overlooking) block of flats to the west of the line. Moving on there are scenes at Vauxhall, West London Junction, and at Clapham Junction including it's famous overhead signal box both before and after it's partial collapse in May 1965. The activity at Clapham is continuous and busy with empty stock trains, milk tank workings, the odd freight train, EMUs (including the "Brighton Belle"), steam-hauled expresses (including the "Bournemouth Belle"), semi-fast and many other scenes which cannot be repeated from all these years ago. Moving west, we visit Kew, Clapham cutting, Raynes Park, Surbiton, Esher, Hersham, Winchfield, Basingstoke and Battledown flyover. Further west and visits are made to Eastleigh shed, Southampton Central, Lyndhurst Road, Lymington Junction, the Christchurch area, Dorchester South before concluding at Upwey & Broadway. Mysteriously (and a surprise), there was a brief visit to the Seaton to Stamford push-pull in the East Midlands on one of the Somerset & Dorset film reels. We have left that in as an added bonus! Motive power seen in this volume includes (in no particular order) ex-SR Bulleid pacifics from the Merchant Navy, West Country and Battle of Britain classes, Schools, Lord Nelson, King Arthur, Q1, Maunsell 2-6-0 moguls, H, W, T9, M7, H16, S15, USA tanks, ex-GWR 57xx panniers, 2251 0-6-0s, ex-LMS 4Fs, S&D 2-8-0s, Ivatt Class 2 2-6-2Ts, BR Standard Class 5 4-6-0s, Class 4 2-6-0s, Class 4 2-6-4Ts, and 9F 2-10-0s (including 92220 "Evening Star" on the S&DJR). Also putting in appearances are the odd Warship, NBL Type 2, EE Type 1 Bo-Bo, and even electro-diesels. Plus, of course, a variety of EMUs including the "Brighton Belle" Pullman.

VOLUME 239 - Wales & The Marches (A Steam Miscellany) (82-mins)

BR239D £19.75



Covering Wales and The Marches area in the days of steam, this volume has been mostly compiled from previously unseen footage in the late Ellis James-Robertson's Collection. Ellis was born in Swansea in 1922 and had moved to near Pwllheli at the age of 11 before taking up residence in Worcester in the mid 1950s. We start with scenes at Bangor on 7th April 1961, before moving to South Wales for a visit to the Swansea & Mumbles Railway. This was the first passenger carrying railway in the World and we feature both rare monochrome and colour footage. We return to North Wales for glimpses of the Snowdon Mountain Railway and Vale of Rheidol Railway before the first of a number of visits to the area around Pwllheli. Ellis travelled on the SLS "farewell to the Cambrian Railways" rail tour that ran on 17th January 1965 and features such places as Shrewsbury, Welshpool, Ellesmere, Whitchurch, Oswestry, Llanymynech and Llanfyllin. On Saturday 6th June 1964, a round trip was made from Hereford which included Pontypool Road, Hafodyrnyys, Crumlin Viaduct, Hengoed, Quakers Yard, Aberdare, Neath and Landire to Swansea High Street before continuing along the Central Wales route from Swansea Victoria via Gowerston South, Pontarddulais, LLandover, Cyngordy Viaduct, Builth Road, Llandrindod Wells, and Craven Arms.. There is excellent coverage, filmed on 7th April 1964, of the freight only, 14xx worked branch from Leominster to Kington and Presteigne with Ellis travelling on the engine to and from Presteigne. Great Western enthusiasts will thoroughly enjoy this 15 minutes and more of branch line delight! Next we visit the old Camarvonshire Railway north from Afon Wen with all steam action at Chwillog, Llangbi, Ynys and Brynkir including double-headed summertime specials. Ellis also filmed the last inbound freight train to Lydbrook Junction from Gloucester via Ross-on-woye and Kene Bridge on Friday 29th October 1965. Other locations include Dolgellau, Porthywaen, Llyncllys, the last day of operation in August 1963 over the town section of the Welshpool & Llanfair narrow gauge line. We conclude with scenes at the NCB collieries of Merdy and Mountain Ash. The film covers the period from 1960 to 1966. Motive power includes ex-GWR 14xx, 2251, 28xx, Hall 4-6-0s and pannier 57xx, 78xx, 94xx classes, an ex-MR Dock Tank, ex-LMS Fairburn 2-6-4Ts, Black 5s, Scots, 8Fs, Ivatt Class 2 2-6-2Ts & 2-6-0s, BR Standard Class 5 4-6-0 73000s, Class 4 4-6-0 75000s, Class 4 2-6-4T 80000s, Class 3 2-6-2T 82000s & Class 2 2-6-0s 78000s. Plus NCB industrials.





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VOLUME 240 - Steam Still at Work after August 1968 Part 6 - 1970 & 1971 (80-mins) BR240D £19.75



The sixth and final part in our "Steam Still at Work" series of films mostly featuring the steam scene, both at home and overseas, after the end of main line steam on British Railways in 1968. Here we also include a few historical sequences from earlier years. The Severn Valley Railway was a favourite location for enthusiasts and is visited a number of times. Trips are also made to other early preserved lines such as the North Yorkshire Moors Railway and Keighley & Worth Valley Railway. Ex-GWR King class 4-6-0 No.6000 "King George V" is seen with the famous 'Return to Steam' special in 1971. The last main line steam locomotives working anywhere in the British Isles were in Northern Ireland. Here we spend time in 1970 watching the ex-NCC class 'WT' 2-6-4Ts top and tailing quarry spoil trains running alongside Belfast Lough. The wagons were specially built by Cravens of Sheffield and made up into three trains of twenty hoppers each with a "WT" engine at each end. They were used to transport fill for motorway construction. Also in Ireland the RPSI 1971 tour is seen behind Class J15 0-6-0 No.186, the most numerous class of locomotive to ever run in the Emerald Isle. Other heritage locations seen include the Dart Valley Railway, Quainton Road, Bluebell Railway, Whipsnade and Umfolozi Railway, Sittingbourne & Kemsley Light Railway, Tyseley, Lincolnshire Coast Light Railway, Didcot, Dinting, Longmoor Military Railway, and the Llanberis Lake Railway. The industrial steam scene is also well covered with crane tanks at Doxford's Shipyard Sunderland, the last exclusively steam-worked ironstone line at Nassington, Northamptonshire, at London Transport with ex-GWR Pannier power, and the oldest steam locomotive working commercially anywhere in the country at Wirksworth Quarries, Derbyshire. We then travel across to mainland Europe where steam was considerably still in daily use. Here, amongst others, we feature 141Rs at Boulogne, push-pull 141TCs at Paris, the LCGB tour of West Germany in May 1971 (including 012 4-6-2, Prussian G8.1 0-8-0, and Class 50 2-10-0), the Rio Tinto Railway in Southern Spain, Northern Portugal (Iberian gauge plus narrow gauge) and the Erzberg iron ore rack railway in ice and snow. Filmed entirely in colour and mainly between 1970 and 1971, a commentary plus sound track complement this nostalgic look at the steam scene largely after August 1968.

VOLUME 241 - London Midland Steam Miscellany No.10 (90-mins) BR241D £19.75



Our tenth episode covering London Midland steam within our popular "Miscellany" series which mostly features previously unseen and unused cine film from our archives. Once again, it has been compiled in the running order of the original cine film. We start at Carlisle Citadel station: this is very well covered with material from 1963 until 1967. Also visited are Carnforth, Hest Bank, Appleby West, Tebay, Dillicar water troughs, plus the climb to Shap summit. Then Crewe, extensive coverage in the Warrington area, Wigan North Western, Blackburn, Hellifield, Preston, Farrington Junction, the East Lancashire line, and the Copy Pit line. The famous Sankey viaduct is seen and then we continue on via Gathurst, Croston, Borwick, Liverpool Lime Street, Fazakerley South Junction, Manchester, Clifton Junction, and Entwistle. The south of England is not forgotten with visits to Worcester, Spetchley, Norton Junction, Didcot, Oxford, and Evesham, before the most southerly location of all at Barnstaple Junction. East of the Pennines we see LM locomotives at York with the RCTS 'Jubilee Commemorative Rail Tour', then Farnley Junction, Sheffield, and Normanton. Scotland is not left out with film at Stirling, Glasgow, and Carstairs. Returning south, Nuneaton and Beeston are seen next with the "Midlands Locomotive Requiem Rail Tour" and then it's Northampton and Bedford. The final locations in this video are near to and at London Marylebone, Bromford Bridge, Garstang & Catterall, plus Chester. Numerous shed visits are made including: Carlisle Kingmoor, Carnforth, Preston, Lostock Hall, Rose Grove, Bolton, Patricroft, Newton Heath, Stockport Edgeley, Stoke, and Birkenhead. Plus also Buttigieg's scrap yard in South Wales. From the 1960s up to 1968, motive power includes (in no particular order): ex-LMS 2-6-4Ts, Crabs, Super Ds, Ivatt Class 4 & 2 2-6-0s and 2-6-2Ts, 4Fs, Black 5s, 8Fs, Jinties, Patriots (rebuilt and unrebuilt), Royal Scots, Princesses, Coronations, BR Standard Britannias, Classes, Class 5 & 4 4-6-0s, Class 2 2-6-2T and 2-6-0s, WDs and 9F 2-10-0s (including ex-Croft). The new order also creeps in from time to time and diesel enthusiasts will particularly enjoy a D400-hauled Freightliner service passing Patricroft shed. This nostalgic look at the last years of London Midland steam is mostly in colour and includes an informative commentary and an authentic sound track.

VOLUME 242 - Southern Steam Miscellany No.7 (77-mins) BR242D £19.75



THE BRIAN PARNELL COLLECTION Part 1 In this volume we feature the **first instalment of all new, and never previously seen, high quality cine films** taken by the late Brian Parnell. Compiled in the running order of the original cine film, it forms the seventh episode covering Southern steam within our popular "Miscellany" series and includes footage across Kent, Surrey, Sussex, Hampshire and Dorset. We begin at Oxted with the "H" Class push-pull service to Tunbridge Wells West. Other locations along this route include Hever and the junction station at Groombridge. At Upper Waringham we see passenger trains in action plus the local freight service shunting the yard followed by steam activity in and around Norward Junction engine shed. At Three Bridges, Motor Set 618 is coupled to an "H" Class tank ready for the East Grinstead auto train. Then to the area in and around Brighton during 1962 and 1963 for plenty of steam action with a bonus of seeing the "Lancing Belle" double headed at Hove on two occasions during August 1962. Redhill became the SR Central Division's principle steam depot at the end of 1963. It's allocation of locomotives included 21 Standard Class 4 2-6-4Ts. A number of visits are made to this busy station as well as around Tonbridge, Eastbourne, Polegate, Hailsham and Hellingly stations. Next we visit the LSWR main line from London with many scenes of Waterloo, Nine Elms Shed, Clapham Junction, Wimbledon, Raynes Par, Surbiton, Woking and Basingstoke. Plus some excellent footage of the "Bournemouth Belle" including some taken from parallel running services. A route covered in some detail is the picturesque line along the southern scarp of the North Downs from Redhill to Reigate, Betchworth, Gomshall & Shere and Guildford. Here there is a wealth of steam hauled passenger and freight trains and even a BRCW Type 3 (the later Class 33) hauling a cement train. And coverage of the Central Division's 1964 "Visitor of the Year" surprise at Canklow: ex-LNER B1 No.61313 (allocated to Rotherham) on a passenger service at Reigate! Other locations visited are the Hayling Island branch, Brockenhurst, Bournemouth Central, Bournemouth West and Swanage. Motive power featured includes (in no particular order) ex-SR Bulleid pacifics from the Merchant Navy, West Country and Battle of Britain classes, Schools 4-4-0s, Maunsell 2-6-0 N U & U1 moguls, USA tanks, Q, Q1, H, S15, M7, A1x "Terrier", C, K, E4, E6, H16, W classes and even Beattie well tank 0298 along with ex-LMS Ivatt Class 2 2-6-2Ts. Plus BR Standard Classes 4 & 5 4-6-0, Class 4 2-6-0, Class 4 2-6-4T and Class 3 2-6-2T. And, of course, the ex-LNER B1! This nostalgic look at the last years of Southern steam is mainly filmed between 1962 and 1965. It is entirely in colour and includes an informative commentary and an authentic sound track.



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VOLUME 243 - North Eastern & Scottish Steam Miscellany (65-mins)

BR243D £19.75



THE BRIAN PARNELL COLLECTION Part 2 The second instalment of all new, and never previously seen, high quality cine films largely taken by the late Brian Parnell. In this volume we mostly feature the North-East of England and Scotland. Once again it is compiled in the running order of the original cine film. We begin in the North-East at Tyne Dock, a location where it was possible to see the vivid contrast between 1950s built 9F 2-10-0s and pre-grouping designed classes of locomotives. At Newcastle Central we see the classic panorama of what once was said to be the largest railway crossing in the entire world even including some 3rd rail electric action. Further to the north time is spent at Blyth, then the largest coal exporting port in the whole of Europe, before visiting South Blyth shed, Bedlington, Bedlington 'A' colliery, and Manors. South of the Tyne, we visit Pelaw, Horden, Crimdon Dene Viaduct, Hart, and West Hartlepool (with footage of an English Electric 'Type 3' with a brake tender) before moving further south to Darlington. Travelling back north again and into Scotland, we visit Carstairs, Dunfermline Lower, Edinburgh Waverley, Edinburgh Princes Street, Dairy Road Shed and Cowdenbeath. Then off to Glasgow for 'Blue Train' EMUs and steam action in and around Glasgow Central. Next, a few minutes are spent at Stirling, including the bridge over the Forth, along with a glimpse of one of the experimental 'Black 5s'. Then there is the picturesque coverage of crossing the Allan Water at Dunblane with the Cathedral in the background. Perth is well covered and includes the West Coast Postal in the hands of an A4 and numerous steam-hauled freight and passenger services. A number of the 'Scottish Rambler' rail tours were filmed by Brian such as a 'Crab'-hailed trip around collieries in Ayrshire, a DMU journey is made between Ladybank and Dundee with good coverage of the Tay Bridge and a visit to Dundee Tay Bridge depot with film of the terminus at Dundee West just before closure. Further north we see Montrose, Kinnaber Junction, and Bridge of Dun, even joining an A4-hauled express to take us back to Perth via Forfar. Other locations Brian visited include footage of LNER locomotives at Nine Elms, Reigate, Coulsdon North, Banbury, Lutterworth, Rugby Central, Nottingham Victoria, and Chesterfield Central. Motive power featured includes (in no particular order) ex-LNER A1, A2, A3, A4 Pacifics, V2, B1, Q6, J27, J26, J37, J39, L1 classes, ex-LMS Crabs, Fairburn 2-6-4Ts, Ivatt 4MT 2-6-0s and Stanier Black 5s. Also BR Standard Class Britannia Pacifics, Class 5 4-6-0s, Class 4 2-6-4Ts, Class 2 2-6-0 78000s, WD 2-8-0s and 9F 2-10-0s. Plus the odd 'Deltic, Clayton Type 1, EE Type 3 and BRCW Type 2 diesels. Even Glasgow 'Blue Train' electrics and a Tyne 3rd rail EMU put in an appearance! This nostalgic look at the last years of steam in these areas was mainly filmed between 1963 and 1966. It is entirely in colour and includes an informative commentary and an authentic sound track.

VOLUME 244 - Great Western Steam Miscellany No.7 (65-mins)

BR243D £19.75



THE BRIAN PARNELL COLLECTION Part 3 The third instalment of all new, and never previously seen, high quality cine films taken by the late Brian Parnell. In this volume we feature the ex-Great Western system and beyond. Once again it is compiled in the running order of the original cine film. We begin with scenes at Oxford in the summer of 1963 and the footage includes through trains from the South Coast to Birmingham, the still steam-hauled Worcester to Paddington service, plus the longest-lived 9F of all, 92004 (built 1954, withdrawn March 1968). We then visit the Gloucestershire area for such locations as Lansdown Junction, Cheltenham Spa, Tramway Junction, Gloucester itself plus the Golden Valley push-pull from Gloucester to Stroud, Brimscombe, and Chalford. A highlight is at Brimscombe where the last steam engine built by British Railways, No.92220 "Evening Star" starts a heavy freight up the punishing grade to Sapperton tunnel, complete with rear end assistance. GWR motive power is seen along the North Downs line and includes Redhill shed, a departure from Redhill station, then along the 3rd rail section to Reigate, Betchworth, and Guildford. The summer of 1963 found Brian in Devon with film at Exeter St Davids, Tiverton Junction, plus excellent coverage along the Culm Valley branch via Coldharbour Halt and Uffculme to Hemmock and its dairy, a 14xx enthusiast's delight. During August 1964 the Cambrian system was visited: Welshpool, Dovey Junction, Aberystwyth, the Vale of Rheidol line, Abertafol Halt, Morfa Mawddach, Barmouth Viaduct, Barmouth, and Portmadoc. There is also film at Southall (three visits in 1964), Birmingham Snow Hill, Worcester Shrub Hill, Worcester shed, Swindon, Trowbridge, Westbury, Frome, Templecombe, Wadebridge, Boscarne Junction, Hatton, and Hatton Bank. Although Brian had put his camera away by 1965, he did film the GW 150 celebrations some twenty years later in Devon and Cornwall and a few minutes has been included to bring our miscellany of Great Western steam to a close. Motive power featured includes (in no particular order) classes ex -GWR County, Castle, Hall, Grange, Manor, 43xx, 2251, 72xx, 45xx, 41xx, 56xx, 64xx, 57xx, 94xx, ex-LSWR T9, ex-Southern West Country Pacifics, ex-LMS Stanier Black 5s, Jubilees, 8Fs & Ivatt 2MT 2-6-0s. Also BR Standard Class Britannia Pacifics, Class 4 4-6-0s, Class 4 2-6-4Ts, Class 3 2-6-2T, and 9F 2-10-0s (including 92220 "Evening Star" on two occasions. This nostalgic look at the last years of steam in these areas was mainly filmed between 1963 and 1966. It is entirely in colour with an informative commentary and authentic sound track

VOLUME 245 - London Midland Steam Miscellany No.11 (70-mins)

BR245D £19.75



THE BRIAN PARNELL COLLECTION Part 4 The fourth and penultimate instalment in our series of all new, and never previously seen, high quality cine films taken by the late Brian Parnell. This time it mostly features the area covered by the former London Midland Region but also footage from Scotland, Wales and Southern England including some rare snippets of the famous Somerset & Dorset Joint Railway. We begin at Morecambe on the Lancashire coast in the summer of 1965, before travelling up the West Coast Main Line (WCML) via Shap Summit and Tebay to arrive at Carlisle. Amongst the locomotives seen in and around the Kingmoor shed area are the unique (and now preserved) Stephenson Link 'Black 5', 44767 plus Jubilee 45660 "Rooke" which achieved fame during the 1937 load tests developing 1250hp climbing to Ais Gill summit on the Settle and Carlisle line. Back down the WCML, we visit Oxenholme to see the "Lakes Express". Then to Lancaster and Hest Bank where we see locomotives picking up water at speed from the water troughs here. One of the earliest public railways was the Leicester West Bridge branch and Brian visited during May 1963. Here the motive power was the Johnson 2Fs 0-6-0s and the last use in the country of these Victorian era locomotives. He also visited the Leighton Buzzard to Dunstable line in the summer of 1962 where we spot an ex-LNWR 'Super D' 0-8-0 pottering about. Leaving the LMR area, we visit Gloucester (to see ex-GWR Manor 4-6-0s), Cheltenham, Oxford, Southall, and the Southern at Swanage. Brian also visited the Somerset & Dorset Joint Railway where he took a significant amount of footage including at Branksome, Templecombe, Cole, Wincanton, Glastonbury & Street, Shepton Mallet, and Devonshire Tunnel. Also covered in the south of England are Exeter (Central & St David's), Guildford, Peasmarsh Junction, Polegate, and Hailsham. Scottish locations are not forgotten with scenes at Glasgow Central, Edinburgh Princes Street, Stirling, and Perth. And Wales as well with scenes at Barmouth and Llandudno Junction. Naturally the dying days of steam in North-West of England are well covered with visits to Camforth (and its shed), Preston, Rose Grove (and its shed), Chester, Warrington Bank Quay (High Level & Low Level), Buxton, Bolton, and Blackburn! Most of the film was taken between 1962 and 1968. Motive power includes ex-LMS Black 5s (including experimental versions), Jubilees, Class 4 2-6-4Ts, Ivatt 4MT 2-6-0 "Flying Pigs", Ivatt 2MT 2-6-0s & 2-6-2Ts, 8Fs, Fowler 4Fs, ex-LNWR Super D 0-8-0, Johnson 2F 0-6-0s, S&D 2-8-0s, and BR Standard Class Britannia Pacifics, Class 5 4-6-0s, Class 4 4-6-0s & 9F 2-10-0s. This nostalgic look at the last years of London Midland steam is entirely in colour and as usual includes an informative commentary and an authentic sound track.



VOLUME 246 - Southern Steam Steam Miscellany No.8 (79-mins)

BR246D £19.75



THE BRIAN PARNELL COLLECTION Part 5 The fifth and final instalment in our series of all new and never previously seen, high quality cine films taken by the late Brian Parnell. Here we feature footage taken from one side of the erstwhile Southern Region to the other; from Kent, Sussex and Surrey to Hampshire, Somerset, Devon and Cornwall. We begin on the Withered Arm at Barnstaple Junction, with film of trains crossing the Torridge at Torrington, T9 4-4-0s at Wadebridge and 'Beattie Tanks' on the Wenford Bridge china clay line. The fearsome grade between Exeter St Davids and Exeter Central is well covered and includes 'W' class 0-8-0T bankers. A short sequence then follows at Tipton St Johns. Somerset & Dorset material comprises film at Bath Green Park, Midford Viaduct (near Shepton Mallet), Wincanton & Templecombe. A route very well covered by Brian in Spring and early Summer of 1963 was the 'H' class 0-4-4T operated push-pull service between Oxted and Tunbridge Wells West. This also includes film taken at Hurst Green Junction, Edenbridge Town, Hever and Groombridge. On Sunday 24th March 1963 Brian spent the morning watching engineering work close to Wimbledon including filming pre-assembled 60ft track lengths being lowered into position with the help of two 'Q1' 0-6-0s. Plenty of action is seen on the main line including the down 'Bournemouth Belle' plus shed visits to Nine Elms and Feltham. Locations visited along the North Downs line include Gomshall & Shere, Dorking Town, Deepdene, Betchworth and Reigate. At the end of 1963, Redhill was the Central Division's principle steam depot and time is spent here watching the comings and goings. There is also footage inside one of the signal boxes here. Other locations visited in and around London were Banstead, Epsom Downs, Sutton, London Waterloo, Vauxhall, Clapham Junction and Latchmere Junction. Finally, we visit Isle of Wight for steam action at Ryde Pierhead, Ryde Esplanade, Ryde St. Johns Road, Smallbrook Junction, Newport, Cowes, Shanklin and Ventnor. Watch those 'O2' 0-4-4T tanks scurrying about! The film was taken mainly between 1961 and 1967. Motive power includes ex-SR Bulleid Pacifics of the 'Merchant Navy', 'West Country' & 'Battle of Britain' classes, Maunsell 2-6-0 N and U moguls, Q1, H, S15, M7, O2, W classes, 'Beattie' well tank 0298, ex-GWR 45xx and ex-LMS Ivatt Class 2 2-6-2Ts. Plus BR Standard Classes 4 & 5 4-6-0s, Class 4 2-6-0s, Class 4 2-6-4T and Class 3 2-6-2T. EMUs and even the occasional diesel make appearances.

This nostalgic look at the last years of Southern steam is entirely in colour and as usual includes a informative commentary and an authentic sound track.



Please Note:



Over the years, we have amassed a vast collection of archive cine-film from a variety of owners. Quite a lot has been used in our volumes but there is still considerable footage that remains unused because it either did not fit in with our volumes or we were not aware of the locations. Much of this film is now over half a century old and it is a shame to think that so much of it could end up being either thrown away, lost forever and unseen. To help solve this we are making a series of "Miscellanies" using most of this previously unseen footage and assembled in the order it runs off the cine reel without any story. Some have run well into a number of volumes!

The series are: Southern Steam Miscellany", "Great Western Steam Miscellany", "North Eastern Steam Miscellany", "London Midland Steam Miscellany", "Industrial Steam Miscellany" and "A Miscellany of Electric & Diesel Power".

As well as the above, we also have a few others up our sleeve as a further treasure trove of archive film has recently been discovered! Please watch the advertisements in the railway press or see our websites (both www.wolvertonrail.com and www.bandrvideos.co.uk) for final volume numbers, release dates and availability. *Coming very soon: Vol. 247 due Winter 2023/4*

B & R SPECIAL PROGRAMMES

Keeping up the Standards (57-mins)

BR901D £9.99



A completely different video to our normal archive productions and made at the instigation of a shareholder in the 80072 Preservation Group at Llangollen. This is a project that we at B & R totally support as we would like to put something back into the "new" steam era in preservation for the all the enjoyment we had when steam was in service on BR. All profits from the sales of this video go to restoring Standard Class 4 tank 80072. Although there is modern footage, we have over 15 minutes of good quality archive film showing the development of the 80000 class from Fowler's 1927 2-6-4 tanks through Stanier and Fairburn varieties, including two views of 800072 itself in service on BR. Preserved 80002 & 80135 feature and video coverage of the visit of 80079 to Llangollen in 1993 transformed into 80072 on two occasions for our cameras. See how this was achieved and how photographic runpasts are organised. All archive film and video coverage in the production has been donated free by some of our regular suppliers, royalties payable only to the 80072 Group.

Portrait of a Manor (57-mins)

BR902D £9.99



In 1998 we made a video for another Llangollen based engine, 7822 FOXCOTE MANOR. Using archive film of the 1960's the development of the Manor class is told featuring the GWR and BR built Manors of this thirty strong class. We show 7822's journey from Woodhams to Oswestry where it was completely stripped down to its frames for overhaul followed by its restoration in resplendent Brunswick green in 1988 at Llangollen. At that time, the only went as far as Berwyn and it has changed a lot over the subsequent years. We see 7822 performing the opening ceremonies at Deeside Halt, Glyndyfrdwy and Carrog. Every type of duty possible for 7822 is then seen, passenger, freight, parcels Santa trains and Thomas events. Spectacular double heading with visiting engines, prairies, A4 Pacific, Standard 4, Warship and Castle. Again all film has been supplied free for this production allowing us to donate over half of the cost of this video to the support of FOXCOTE MANOR.

Building a Grange (The 6880 "Betton Grange" Project (70-mins)

BR904D £9.99



The project to build a GWR Grange class locomotive was started at Llangollen to fill a missing gap in the collection of GWR classes in preservation. Some parts still existed in the form of a boiler from Hall 7927 and the wheels from a class 4300. The project has constructed the frames, built a cab and has a Grange chimney and safety valve cover. This is seen in the video but most is archive film of the class in service in the 1960s as well as film showing the development of Collett's design from the Saint class through the 4300s, Manors and Halls. At least 29 different Granges are seen that can be identified; some twice. Railtours are shown with good coverage of the final tour with a Grange from Swansea to Fishguard and Milford Haven. Finally, the 6880 Society masterminded a very successful steam gala at Llangollen in April 2007 and coverage of this is included.

3802 Restored (120-mins)

BR903D £9.99



The story of one engine, 3802, which was restored to working condition in 2006 after 22 years of restoration by a dedicated band of people and at a cost of over £250,000. This video is specialised in that it includes much detail of the re-building of the engine from the frames upwards. This is ably explained by Project Manager Mike Trend. We show all the difficulties encountered in restoring old parts and obtaining many new ones for a 70 ton locomotive without the facilities of Swindon Works. All these difficulties were overcome and the sight of 3802 eventually coming back to life is a joy to behold. A little bit of archive film of the class in service is included as is its removal from Woodhams yard. We see the final part of the restoration at Llangollen with boiler steam testing and running in of the engine over this picturesque line. Our story is over two hours long but well worth telling for anyone to learn what is involved in such a project. Getting a locomotive back into working order for people's enjoyment for years to come is not trivial! All B & R profits from the sale of this video film are ploughed back into 3802. This is our way of helping the preservation movement.

DVD/VHS PRODUCTION:- All volumes are produced and duplicated "in-house" by B & R and available on VHS as well as DVD. Particular attention has been paid to each sequence to get the best out of them. It is extremely time consuming but well worth the effort. There are some films on the market that have been made from 8mm film and do leave something to be desired. However B & R are not in this category and they also add a sound track which is as accurate as they can achieve from their extensive archive of locomotive sounds.

DVD FORMAT:- All DVDs are DVD-R format. Before ordering please make sure that your DVD player will play this format. Most DVD players and recorders produced since 2002 will play them. Finalised DVD+R format DVDs are available on request. With DVD there is enhanced picture and sound quality over VHS Video but remember that the original material was film and most of that on Standard 8mm format. We cannot expect today's video quality from 8mm cine but B & R do strive to always get the best from this over 40-50 year old material.

ORIGINATION AND MASTERING DETAILS:- All volumes use 8mm silent cine film transferred to video master except Volumes 19, 22, 27, 32, 93, 101 which use 16mm silent cine film. Many other volumes contain both 8mm and 16mm silent film. It is B & R's policy to continually improve their products which may without notice or reason necessitate the withdrawal of any of their films from sale, or any part of a film which may be substituted for new materials and revision of prices.

AND FINALLY... We hope that you will find something to interest you in this catalogue. It is B & R's policy to bring you the most interesting film they can search out from enthusiasts who were active with a cine camera during the days of steam. B & R try to include all things appertaining to the railways of those times, the infrastructure and the men who worked on the railways going about their daily work. This really helps the story along and the regular customers would not want that changing!



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