

ATR 7001

## STEAM IN THE FIFTIES

Steam locomotives of the four main lines at work on British Railways in the 1950s

### SIDE ONE

#### Band One

At Templecombe Station which, in the summer of 1956, was still an important and busy station on the SR West of England main line and the S & D Bath–Bournemouth line.

A recently rebuilt 'Merchant Navy' class 'Pacific', No. 35020 *Bibby Line*, approaches in the distance on the 1 in 100 falling gradient from Milborne Port and whistles past, through the station, with a morning express from the West of England.

A 'West Country' class 'Pacific' heads into the station with an express from Waterloo and stops at platform 1. Then the station announcer details stopping stations and connections.

'Over the Bridge', at the far side of the station, a 3F class 0-6-0, No. 43356, approaches on the 1 in 100 climb from No. 2 Junction and stops at platform 3 with a Somerset & Dorset line train from Bath.

A 'Merchant Navy' class 'Pacific', No. 35019 *French Line CGT*, starts out from platform 2 and climbs past on the 1 in 100 gradient, towards Milborne Port, with an express for the West of England.

A 2P class 4-4-0, No. 40563, whistles and leaves platform 3 with an S & D line train and heads it away down the gradient. At the rear of the train, running tender first, is a class 5 Standard 4-6-0, No. 73047, which, after reversal at No. 2 Junction, will take the train on to Bournemouth.

A 'West Country' class 'Pacific', No. 34003 *Plymouth*, tears past through the station, bound for Waterloo with the Ilfracombe portion of the up 'Atlantic Coast Express'.

#### Band Two

On the West Coast main line, near Tebay No. 2 Signal Box on a July evening in 1959.

A Stanier 'Black Five' 4-6-0, No. 45246, approaches the signal box with a northbound freight train and stops. When a Klaxon hooter is operated from the signal box, to indicate that the points have been changed, the freight train backs away into the yard, leaving the down main line clear.

A 'Coronation' class 'Pacific', No. 46241 *City of Nottingham*, approaches through Tebay Station with a northbound express and roars past and away on the 1 in 146 rising gradient, which continues for about a mile beyond Tebay and then steepens to a continuous 1 in 75 for the next four miles of the climb to Shap Summit.

Cows, recently returned from the evening milking, bellow in the meadows beside the River Lune and, with the main line now free, No. 45246 heads the northbound freight train out from the yard and pauses to allow a banking engine, Fowler 2-6-4T No. 42301, to move up to the rear of the train. No. 42301 whistles when ready, the 'Black Five' whistles acknowledgement, starts the train and, assisted by No. 42301 at the rear, brings it past and climbs away into a deep, curving rock cutting. Another 'Black Five', heading down the gradient with a southbound passenger train, swings out from the cutting and dashes past and away through Tebay Station.

#### Band Three

On the SR Kent Coast line on which, in July 1958, the third rails had recently been laid in preparation for electrification.

N class 2-6-0 No. 31405 starts out from Whitstable Station with a train to Ramsgate, heads it under the bridge which carried the Canterbury and Whitstable Railway over the main line and climbs away, into the wind, on the 1 in 82 gradient towards Herne Bay.

A Class 5 Standard 4-6-0, No. 73058, approaches in the distance over a summit between Birchington and Herne Bay with a train from Ramsgate and accelerates past in a cutting and away down a 1 in 93 gradient towards Herne Bay, setting up a ringing vibration in the newly laid conductor rails.

U1 Class three-cylinder 2-6-0, No. 31906, approaches in the opposite direction on the 1 in 93 climb from Herne Bay, climbs past in the cutting and whistles away, into the wind, towards the summit with a train for Ramsgate.

#### Band Four

On the Newport–Hereford line in September 1958, near the then recently closed station at Abergavenny Junction.

A 7200 Class 2-8-2 Tank engine, No. 7251, returning down the gradient after banking a train to Llanvihangel Summit, runs past light towards Abergavenny Station.

A signal arm changes position and a 'Castle' class 4-6-0, No. 5038 *Morlais Castle*, approaches on the 1 in 82 climb from Abergavenny Station, heads through the closed station at Abergavenny Junction and climbs past and away into the distance on the 1 in 82, 1 in 95 gradients towards Llanvihangel Summit with a Plymouth–Glasgow passenger train.

Buffers clang and an engine whistles nearby in the yard behind the station where some desultory shunting is going on. Then, in the distance, the engine of a train which is approaching down the gradient whistles in protest at adverse signals. The signals clear and 'Jubilee' class 4-6-0 No. 45671 *Prince Rupert* accelerates past and away down the gradient towards Abergavenny Station with a Liverpool–Plymouth passenger train.

A 2800 class 2-8-0, No. 3839, approaching from Abergavenny, climbs past Abergavenny Junction with a northbound freight train assisted by a banking engine, Stanier 2-6-2T No. 40145. Shunting continues in the nearby yard as the freight train climbs away into the distance towards Llanvihangel Summit.

## SIDE TWO

#### Band One

At Beattock, early on a July morning in 1957.

Outside the nearby loco sheds an ex-Caledonian 0-4-4 Tank engine, No. 55234, is preparing for duty.

In Beattock Station, some distance away, a London–Glasgow sleeping car express is now ready to leave, with a banking engine at the rear to give assistance on the ten-mile climb to Beattock Summit. The banking engine whistles at the far end of the long train and a 'Coronation' class 'Pacific', No. 46230 *Duchess of Buccleuch*, shrouded in loudly hissing steam at the head of the train, whistles acknowledgement. An 0-4-4 Tank engine, No. 55260, moves past down the yard with some wagons and then *Duchess of Buccleuch* starts the heavy express steadily out from the station and heads it past, assisted by a Fairburn 2-6-4 Tank engine, No. 42205, which blasts past at the rear of the train

and disappears under a road bridge, attacking the 1 in 88 rising gradient at the foot of Beattock Bank.

0-4-4T No. 55260 runs past again with brake pump sighing and stops nearby. Then an ex-Caledonian 0-6-0 No. 57568 whistles past with a short train of wagons loaded with permanent way materials.

A northbound freight train which is waiting in the yard is now ready to leave. The banking engine whistles at the rear of the train and Stanier 'Black Five' 4-6-0 No. 44790 whistles in reply, cautiously starts the train out from the yard, heads it past and climbs away, under the bridge, assisted by the banking engine, a Fairburn 2-6-4T, No. 42215.

#### Band Two

On the Paddington–Birmingham GW & GC line at Princes Risborough in 1957.

On a May afternoon a 'Castle' class 4-6-0, No. 5093 *Upton Castle*, whistles in the distance through Princes Risborough Station, approaches under a road bridge and roars past and away in a cutting on the 1 in 167 climb towards Saunderton Tunnel and Summit with the up 'Cambrian Coast Express'.

While other engines are heard in the distance a 5700 class 0-6-0 Pannier Tank engine, No. 5755, heads out from Princes Risborough on an April evening and clatters past and away towards Bledlow Ridge with a Watlington branch line train.

On a June evening a 'Castle' class 4-6-0, No. 5001 *Llandovery Castle*, tears past on the 1 in 88 falling gradient of the down line with a Paddington–Wolverhampton express and whistles away through Princes Risborough Station as signal arms change position nearby.

In the fading light of the same evening the 0-6-0 Pannier Tank engine, No. 5755, shuffles past and away on the 1 in 167 rising gradient of the up line, running light towards High Wycombe at the end of a day's work on the Watlington branch line, from which the passenger services were withdrawn a few days later, on 1 July 1957.

#### Band Three

At Tyne Dock on a cold, breezy afternoon in March 1957.

A train of nine 56-ton capacity hopper wagons has been fully loaded with iron ore at Tyne Dock Jetty and is now ready to leave for Consett. At the head of the train is a 9F Class, single-chimney 2-10-0, No. 92097, which is fitted with special pumps to supply compressed air for operating the hopper wagon doors. These pumps are heard working intermittently while the train stands waiting.

At the far end of the train the banking engine, J94 Class 0-6-0 Saddle Tank, No. 68029, whistles. The 9F gives a series of whistles in reply, starts vigorously out from the yard and swings the train past, round a curve, to attack the 1 in 40 rising gradient, assisted by the J94 at the rear. Both engines are heard, sometimes in unison, sometimes separately, as they take the train away round a wide curve and climb into the distance on the continuing 1 in 40 gradient towards Tyne Dock Top. Meanwhile another J94 0-6-0 Saddle Tank approaches, running light down the gradient, clanks slowly past and stops nearby.

#### Band Four

At the south end of Grantham Station in July 1957.

V2 class 2-6-2 No. 60893 moves slowly past, running light, backing down towards an express, southbound from Sunderland, which is waiting in the station.

Another V2, No. 60961, which brought the express to Grantham, now moves past, running light to the loco sheds.

No. 60893 starts the southbound express out from the station and, with driving wheels slipping on drizzle-damp rails, heads it past on the 1 in 200 rising gradient. Meanwhile the whistles of other engines are heard in the background.

A1 Class 'Pacific', No. 60118 *Archibald Sturrock*, whistles down the gradient and tears past and away, through the station, with a London–Leeds express.

A3 Class 'Pacific', No. 60039 *Sandwich*, with plenty of steam to spare, gives a somewhat watery whistle, slips violently while starting from the station, finally gets to grips with the greasy rails and climbs past and away with a heavy southbound express.

C12 Class 4-4-2 Tank engine, No. 67391, moves past up the yard with some wagons and A4 Class 'Pacific, No. 60010 *Dominion of Canada*, whistles and moves past, running light.

A4 Class 'Pacific', No. 60014 *Silver Link*, starts out from the station with a Newcastle–London express and, after some initial difficulty in maintaining adhesion, climbs past and away on the 1 in 200 gradient, which continues unbroken for 5 miles to Stoke Summit.

Note: the locomotives heard on this record had not been rebuilt or fitted with a double chimney unless otherwise stated.