

ATR 7004/SPA 463

LMS

London Midland and Scottish Railway steam locomotives at work on British Railways between 1955 and 1962.

SIDE ONE

Band One

An impression of Euston Station on a November day in 1955.

A train of empty coaches approaches and stops in the station, where the 10.00am 'Royal Scot' is waiting to leave.

Carriage doors slam nearby and engines and trains move in the background. Then, at the far end of the platform, No. 46247 *City of Liverpool*, the 'Coronation' class 'Pacific' at the head of the train, whistles and starts the 'Royal Scot' out of the station. The coaches rumble past and, at the rear of the train, a class '3' 2-6-2 Tank engine, No. 40019, gives banking assistance for the climb of Camden Bank.

In a confusion of sounds from other trains in the background a Canadian Pacific boat train leaves Euston for Liverpool, headed by a 'Royal Scot' class 4-6-0, No. 46167 *The Hertfordshire Regiment*, with a class '5MT' 4-6-0, No. 45372, giving banking assistance at the rear of the train.

While steam hisses from waiting engines and a local train leaves in the background, the station announcer gives details of connections from the 10.40am train for Carlisle.

A 'Coronation' class 'Pacific', No. 46228 *Duchess of Rutland*, backs slowly down to the waiting coaches of the 9.25pm train for Glasgow. Buffers gently meet and the guard tells the driver the details of the train loading: "14 coaches, 488 tons".

Duchess of Rutland, shrouded in steam from the cylinder drain cocks, starts out from the station and heads away into the night, with a class '3' 2-6-2 Tank engine giving banking assistance at the rear of the train.

Another engine then heads a train of empty coaches out from the station and climbs away up Camden Bank.

Band Two

On board the 'Aberdeen Flyer', a special train organised by the SLS and the RCTS, on the return journey from Aberdeen on 3 June 1962. The 407 ton train, of 11 coaches including sleeping cars, is headed by a 'Princess Royal' class 'Pacific', No. 46201 *Princess Elizabeth*.

In the early hours of the morning *Princess Elizabeth* is taking water at Perth Station. Whistles from the platform give the 'right away' and the 'Pacific' starts the train from the station. The driving wheels slip on the damp rails as the engine accelerates.

Slowed by signals at a later stage on the journey, *Princess Elizabeth* whistles in protest, then, as the signals clear, accelerates vigorously, occasionally losing adhesion on the rising gradients.

Maintaining speed on the 1 in 100 climb past Auchterader, *Princess Elizabeth* still has steam to spare and, at Gleneagles Summit, the safety valves lift.

Later, as the dawn breaks, the 'Aberdeen Flyer' slows to a stop to take water at Beattock Summit.

Band Three

On the MR Bristol–Birmingham line on an August afternoon in 1959.

A Bristol–Liverpool train waits in the South Yard at Bromsgrove while banking engines come up to the rear of the train to give assistance on the two-mile, 1 in 37¼ climb of the Lickey Incline.

The banking engines whistle in the distance, answered by the whistles of No. 42827, a 'Crab' 2-6-0, at the head of the train.

No. 42827 gently starts the train out from the yard and heads it past, assisted at the rear by '3F' class 0-6-0 Tank engines No. 47276 and No. 47308. The sounds of the hard-working engines echo back from the walls of Bromsgrove Works as the train climbs away, through Bromsgrove Station and under a road bridge, towards the summit of the Lickey Incline at Blackwell.

A '4F' class 0-6-0, No. 44123, heads into Bromsgrove South Yard with a northbound freight train and stops to wait for banking assistance.

SIDE TWO

Band One

On the Settle and Carlisle line at Batty Moss Viaduct between Ribbleshead and Blea Moor, on a November night in 1961.

An '8F' class 2-8-0, nearing the end of the climb from Settle Junction, the 'Long Drag', heads a northbound goods train through lonely Ribbleshead Station, some three-quarters of a mile away, on the far side of the valley.

The sounds of the train, approaching on the continuing 1 in 100 climb across Batty Moor Viaduct, echo back from all sides of the valley. The engine heads past at the end of the viaduct, taking the train on, behind a high rock outcrop, towards Blea Moor Tunnel, through which the line, now more than 1,100ft above sea level, runs under the 1,750ft high Crag of Blea Moor.

Band Two

Near Marsden, on the Leeds–Manchester line, on a windy February day in 1959. A 'Jubilee' class 4-6-0, No. 45559 *British Columbia*, heads a Newcastle–Liverpool express up the 1 in 100 gradient from Huddersfield and roars past towards Standedge Tunnel.

Out on the moors near the northern end of Blea Moor Tunnel on a November afternoon in 1960. While a shepherd rounds up his scattered sheep, a Stanier 'Black Five', '5MT' class 4-6-0 No. 44709, whistles out from the tunnel with a northbound freight train, hurries by on a falling gradient and away, past Dent Head Signal Box, towards Dent Station, whistling in the distance.

Band Three

On the Abergavenny–Merthyr line in the Clydach Valley. In January 1958, a special 'last' train organised by the SLS waits in Govilon Station, half a mile away down the valley. The train is headed by two ex-LNWR engines, a Webb 0-6-2 'Coal Tank', No. 58926, piloting an 0-8-0, No. 49121.

The two engines whistle in the station, disturbing the geese in a farmyard and alerting some waiting photographers, then start the train out from the station.

Approaching through the valley, on a 1 in 37 rising gradient, the engines head the train past under a road bridge and climb away, round a curve, towards Gilwern. The engines, now out of sight behind a steep hillside, whistle in the distance while the two photographers extricate themselves from a nearby stream.

Band Four

The climb to Shap Summit.

Just before sunrise on an August morning in 1959, a 'Coronation' class 'Pacific', No. 46253 *City of St Albans*, approaches from Tebay, whistles through the station and dashes past on the 1 in 146 rising gradient at the beginning of the six-mile climb to Shap Summit with a sleeping car express for Glasgow.

At Greenholme, between Tebay and Scout Green, in August 1959. A rebuilt 'Patriot' class 4-6-0, No. 45534 *E. Tootal Broadhurst*, roars up the gradient from Tebay with an express for Perth, heads past under a road bridge and away, against the wind, climbing out across the moors into the distance on the 1 in 75 gradient towards Scout Green.

A 'Crab' 2-6-0, No. 42864, is pilot to a 'Jubilee' class 4-6-0, No. 45585 *Hyderabad*, on another northbound express, which approaches from Tebay, heads past under the road bridge at Greenholme and climbs away towards Scout Green.

Out on the moors at Scout Green on a windy May afternoon in 1958. A '2P' class 4-4-0, No. 40657, is pilot to a 'Jubilee', No. 45634 *Trinidad*, at the head of an express for Glasgow approaching on the 1 in 75 climb from Greenholme. The slow, heavy exhaust beat of the 4-4-0 contrasts with the quicker three-cylinder beat of the 'Jubilee' as the two engines bring the train past and climb away on the continuing 1 in 75 gradient towards Shap Summit.

A 'Royal Scot' class 4-6-0, No. 46104 *Scottish Borderer*, heads the midday train for Carlisle, which called at Tebay, up the gradient towards Scout Green, past and away, into the wind, towards Shap Summit.

At Shap Summit in May 1958.

A 'Coronation' class 'Pacific', No. 46229 *Duchess of Hamilton*, toils up the 1 in 75 gradient, against a gale-force wind, heading the down 'Royal Scot' into the shelter of the rock cutting which leads up towards the nearby summit.

A class '4' 2-6-4 Tank engine, No. 42402, returning to Tebay after banking a train to the summit, runs past light, down the gradient, through the rock cutting.

On another afternoon, in slightly calmer conditions, a Stanier 'Black Five' 4-6-0, No. 45397, blasts past, through the cutting and away towards the summit, with a northbound parcels train.

Another 'Black Five' No. 45093, with steam hissing from the safety valves, heads slowly through the cutting with a northbound goods train. The engine has slowed as it will take the train into the loop line at the summit in order to clear the main line. The 'Black Five' whistles in the distance before entering the loop and, at the rear of the train, a class '4' 2-6-4 Tank engine, No. 42404, comes past giving banking assistance on the final lap of the long climb from Tebay.