

ATR 7010

LNER

Steam locomotives of the London and North Eastern Railway at work on British Railways between 1956 and 1961.

SIDE ONE

Band One

At Grantham where, in the days of steam haulage, many East Coast mainline express trains stopped to change engines.

At the south end of Grantham Station an 'A4' class 'Pacific', No. 60021 *Wild Swan*, has taken over an express from Leeds and waits for the 'right away'. The engine whistles and, with driving wheels slipping on the wet, greasy rails by the water column at the platform end, starts the train out from the station and heads it past, gathering speed for the 5-mile, 1 in 200 climb to Stoke Summit.

A 'C12' class 4-4-2 Tank engine, No. 67391, one of the station pilots, whistles and moves past light towards the station.

An 'A3' class 'Pacific', No. 60054 *Prince of Wales*, moves slowly past, backing down towards the up platform, to take over a relief express from Edinburgh.

*Prince of Wales* starts the train out from the station and climbs away towards Stoke Tunnel, Peterborough and Kings Cross.

On a grey, damp July morning a 'V2' class 2-6-2, No. 60914, backs down to the platform end to take over a waiting express. In the background an 'A3' class 'Pacific' moves past, running light, back to the sheds at the far end of the station.

No. 60914 slips violently on the glistening, wet rails, finally gets the heavy train on the move and, still having difficulty in maintaining adhesion, climbs away towards Stoke Tunnel. An 'A4' class 'Pacific', No. 60022 *Mallard*, trailing a plume of steam from the safety valves, whistles down the gradient with a northbound express for Edinburgh, tears past and away through the station.

Another 'A4', No. 60028 *Walter K. Whigham*, starts smartly out from Grantham Station with the up 'Norseman' express, whistles past and heads away up the gradient on a non-stop run to Kings Cross.

Note: the recording of No. 60028 was made in August 1956. All other recordings at Grantham were made in July 1957.

Band Two

On rural branch lines in East Anglia.

A branch-line train from Audley End and Saffron Walden is approaching Bartlow, a rural junction on the Cambridge–Haverhill line, on an April afternoon in 1956. A 'G5' class 0-4-4 Tank engine, No. 67279, heads the two-coach push and pull train down the gradient, round a curve and squeaks to a stop at the branch-line platform where a small boy greets his friend, the engine driver. The driver exchanges local gossip with the porter, while the engine brake pump sighs impatiently.

On another April afternoon in 1956 another 'G5', No. 67322, starts out from the branch-line platform at Audley End Station and, with wheels squealing on a sharp curve and brake pump panting, heads the two-coach train away towards Saffron Walden and Bartlow.

A 'J15' class 0-6-0, No. 65391, starts out from Haverhill Station on a December afternoon in 1956 with a train from Marks Tey. As the train rumbles over a road bridge and away towards Bartlow and Cambridge, points and signal levers are changed on a ground frame nearby.

#### Band Three

At Peterborough, between the North Station and the Nene Bridge, in September 1958.

The long-discussed track realignment had not yet been carried out and a severe speed restriction was still permanently enforced for all trains.

An 'A4' class 'Pacific', No. 60022 *Mallard*, whistles in the distance, slowly approaches through the station, then accelerates past, attacking the short 1 in 237 climb towards the Nene Bridge with the Edinburgh–London non-stop 'Elizabethan' express.

An 'N5' class 0-6-2 Tank engine, No. 69262, running light, clatters past towards the station.

An 'A2' class 'Pacific', No. 60505 *Thane of Fife*, gathers speed on the short climb towards the bridge with a Leeds–Kings Cross express.

An 'A3' class 'Pacific', No. 60104 *Solario*, starts briskly out from Peterborough North Station with an afternoon express from York, climbs past and heads away across the Nene Bridge towards London. In the background a goods train, bound for the Midland line, rumbles by in the opposite direction, on the lower-level line from Peterborough East.

#### Band Four

On the Carlisle–Edinburgh 'Waverley' route.

The climb to Whitrope Summit on the now abandoned Carlisle–Edinburgh 'Waverley' route was formidable from either direction. Southbound trains from Edinburgh faced an uninterrupted climb of 10½ miles from Hawick and, for northbound trains from Carlisle, an unbroken 10-mile climb included a continuous 8 miles on a gradient of 1 in 75 between Newcastleton and Riccarton Junction.

Out on the moors, 850ft above sea level, a strong wind carries from a distance the sounds of a northbound freight train which is approaching the isolated station of Riccarton Junction on a cold afternoon in April 1961. At the head of the train a 'V2' class 2-6-2, No. 60825, slogs up the 1 in 75 gradient, climbs past and takes the train away, out of sight, into a curving cutting towards Riccarton Junction and Whitrope Tunnel.

Beside the line to the south of Stobs Station, between Hawick and Whitrope, on a sunny morning in May 1961. A southbound freight train is approaching in a cutting on the 1 in 80, 1 in 65, 1 in 80 climb past the station. The characteristic sounds of the three-cylinder exhaust beat echo from nearby woods as 'V2' 2-6-2 No. 60840 climbs out from the cutting, heads the train past and climbs away through another cutting and under a footbridge. At the rear of the train a 'J36' class 0-6-0, No. 65316, with a contrasting two-cylinder exhaust beat, gives banking assistance on the long, hard climb towards Whitrope Tunnel.

## SIDE TWO

#### Band One

At Hitchin on a morning in August 1956.

An 'A4' class 'Pacific', No. 60003 *Andrew K. McCosh*, whistles in the distance and roars up the 1 in 200 gradient, heading an express from Leeds and Bradford past and away towards Kings Cross.

A 'J6' class 0-6-0, No. 64251, moves by, running light and 'A4' No. 60011 *Empire of India* whistles past down the gradient with the northbound 'Flying Scotsman'.

A 'B1' class 4-6-0, No. 61394, starts out from Hitchin Station and whistles away with a Cambridge Buffet Express.

An 'N2' class 0-6-2 Tank engine, No. 69520, moves past and stops with steam hissing from the safety valves, while an 'A3' class 'Pacific', No. 60083 *Sir Hugo*, roars down the gradient and, with whistle shrieking, heads past and away with the down 'Northumbrian' Express.

#### Band Two

At the northern end of Selby swing bridge in February 1959.

A 'K3' class 2-6-0, No. 61932, complying with the severe speed restriction, slowly approaches round a curve heading a southbound goods train past and clattering away across the swing bridge towards Selby Station.

A 'V2' class 2-6-2, No. 60917, slips out from Selby Station, approaches across the bridge and accelerates away, round the curve, with a northbound passenger train.

A 'J27' class 0-6-0, No. 65881, whistles in the distance, shuffles past and clatters away across the bridge with a local goods train.

A 'B16' class 4-6-0, No. 61453, approaches across the bridge towing a dead engine of the same class away, round the curve, towards York.

#### Band Three

Near the summit of the 5-mile, 1 in 200 climb from Grantham, at the northern end of Stoke Tunnel, on a breezy day in June 1957.

An 'A4' class 'Pacific', No. 60007 *Sir Nigel Gresley*, approaches in the distance on the climb from Grantham, swings round a curve, roars past High Dyke Sidings into a short, deep cutting and whistles into Stoke Tunnel with a Leeds–London express.

No. 61914, a 'K3' class 2-6-0, emerges from the tunnel and clatters away down the gradient with a northbound freight train.

An 'A3' class 'Pacific', No. 60059 *Tracery*, thrashes up the gradient with an express from York and whistles away into the tunnel.

No. 60122 *Curlew*, an 'A1' class 'Pacific', bursts out from the tunnel and rushes down towards Grantham with a northbound express.

A 'V2' class 2-6-2, No. 60943, swings round the curve, heads past High Dyke and whistles into the tunnel with a Newcastle–London express.

An '02' class 2-8-0 shuffles away, running light from High Dyke Sidings and a 'V2', No. 60914, with a driver in a hurry to get home for tea, races up the gradient and whistles into Stoke Tunnel, running light.

A 'K3' 2-6-0, No. 61974, heads a southbound fitted freight train up the gradient and whistles away into the tunnel towards Peterborough and London.

#### Band Four

## Night at Hitchin

At Hitchin, shortly before 10 o'clock on an August night in 1958. An 'N2' 0-6-2 Tank engine, No. 69520, runs past with some wagons and a 'J68' class 0-6-0 Tank engine, No. 68654, shunts energetically in the yard, while an elderly driver who is waiting nearby to take over the nightshift doubts if we shall see engines like that "running about much longer" and considers that "when all has been done and said steam has been a grand thing".

No. 68654, having finished the shunt, pauses to change shifts and a 'J6' class 0-6-0, No. 64279, moves smartly past, running light towards the loco sheds.

On a misty night in March 1957 a 'V2' class 2-6-2, No. 60821, starts out from Hitchin Station, heads past and away up the 1 in 200 gradient towards Kings Cross with a passenger train from Peterborough North.

A 'B1' class 4-6-0, No. 61394, moves slowly past and away, running light.

At the opposite end of Hitchin Station an 'A2' class 'Pacific', No. 60526 *Sugar Palm*, slowed by adverse signals, takes a southbound fish train gently past and whistles away through Hitchin Station towards London on a February evening in 1959.

Note: the 'A4 Pacific' No. 60022 and the 'A2 Pacifics' No. 60505 and No. 60526 had been fitted with a double chimney at the time the recordings were made. All the other locomotives were still fitted with a single chimney.