

STEAM IN ALL DIRECTIONS

Steam locomotives at work on railways in England, Scotland, Wales, Germany, Italy, Romania and Yugoslavia

SIDE ONE

Band One

On the Ayr–Stranraer line at Glenwhilly, a lonely little station some 500ft up on the Scottish Moors, on a windy night in August 1965.

The Stranraer–Newcastle boat train is approaching from the distant darkness on the 1 in 57 climb from New Luce, double-headed by a 'Standard class 4' 2-6-0, No. 76112, piloting a Stanier 'Black Five' 4-6-0, No. 44760.

The engines shut off steam at the summit and coast down towards Glenwhilly. The 'Black Five' whistles mournfully. Signal levers are moved in the nearby signal box. No. 76112 whistles and opens up. The exhaust beat is soon joined by that of the 'Black Five' and the two engines head the train past, behind the station buildings and the signal box. Then, when the single-line tokens have been exchanged, they accelerate away, with the wind, attacking the climb towards Barrhill.

On the Central Wales line at Llangunllo, on a wet night in April 1964, not many weeks before the through services from Swansea, Victoria were all withdrawn.

The Swansea–York mail train approaches Llangunllo Station, headed by a 'Standard class 5' 4-6-0. Tokens are exchanged and No. 73025, accelerating on the 1 in 100 rising gradient, heads the 'Night Mail' past and away through a deep cutting, under overhanging trees and whistles into a tunnel, which takes the line over the summit towards Knighton.

Later the same night an '8F' class 2-8-0 starts slowly out from Llangunllo Station and whistles acknowledgement of the guard's waving hand lamp. The sounds of the train are reflected from the dripping trees as No. 48761 approaches through the cutting and climbs slowly past, taking the train away into the tunnel.

Band Two

On the San Candido–Fortezza line in Italy, some 3,500ft up in the Dolomites at Dobbiaco, in the freezing twilight of an October evening in 1973.

The evening passenger train climbs up the valley on the single line from San Candido. Warning bells tinkle nearby as crossing barriers are lowered and far away in the distance the approaching engine whistles.

The somewhat strangled exhaust sounds of the Crosti boilered 2-8-0 grow gradually more distinct, reaching a crescendo as the odd-looking locomotive, No. 741-262, heads the train past and climbs away towards Dobbiaco Station, where steam is shut off abruptly and the train slows to a stop.

On another Italian line, at Barbaresco Station, in a deep, vine-filled valley between Alba and Alessandria.

On an October afternoon in 1973 a high-flying aircraft trails across a clear blue sky while, on the platform, one of the station staff winds down the barriers of a nearby level crossing. In the distance an engine whistles out from a tunnel, approaches on the steep climb through the famous Barbaresco

vineyards where several tractors are working and squeals to a stop in the station, with a passenger train from Cavallermaggiore and Alba.

The engine, 2-6-0 No. 640-156, stands waiting with brake pump panting steadily, then starts the train out from the station, climbs away and soon disappears into another tunnel, towards Alessandria while, on the station platform, the crossing barriers are wound open for road traffic.

### Band Three

In Romania, near the large engine sheds at Oradea, a busy junction not far from the Hungarian border, on a clear, cold evening in October 1971.

A 2-6-2 Tank engine, No. 375-930, with a passenger train for the border town of Cheresig, approaches from Oradea Station, hurries past and away down the gradient on welded rails, whistling into the distance, while nearby an engine brake pump sighs intermittently outside the engine sheds.

To a background of voices, hissing steam and whistles from the shed yards, an express passenger train from Timisoara and Arad is approaching in the distance. A splendidly maintained 2-8-4, No. 142-019, with an urgently staccato exhaust beat, heads up the gradient, past and away on welded rails. Then, in the distance, whistles and slows for the approach to Oradea Station while activities continue at the nearby sheds.

No. 230-157, a 4-6-0 with a mellow whistle, approaches from Oradea Station, heads past the sheds on the jointed track of another line and whistles away, down the gradient, with a passenger train from Episcopaea Bihorulu.

In the gathering darkness another train is approaching, on the rising gradient from Cheresig. The engine, with an unusual metallic note in the exhaust beat, whistles in the distance and climbs towards the sheds. The 2-6-2 Tank engine, No. 375-930 again, heads the passenger train past and whistles away towards Oradea Station.

Another 2-8-4, No. 142-061, with steam hissing from open cylinder drain cocks, heads out from Oradea with an express for Arad and Timisoara. Sudden jets of steam from the smoke box cleaning device make a fearsome sound, roaring intermittently as the engine takes the train past and away, down the gradient, scattering geese from the lineside.

## SIDE TWO

### Band One

Beside the Heilbronn–Schwäbisch Hall line in West Germany, on a damp afternoon in March 1972.

A 2-6-2, No. 023-033, whistles out from a cutting with a passenger train from Heilbronn, runs smoothly past on welded rails and slows to a stop in Gailenkirchen Station. No. 023-033 makes a vigorous start from the station and accelerates away down the gradient, towards Schwäbisch Hall. A fitful breeze carries back the sounds of the whistle and the bells at a level crossing, as the train heads into a tunnel in the distance.

Tractors are working in the fields and birds call from the woods as, in the distance, a freight train approaches on the rising gradient from Schwäbisch Hall. A two-cylinder 2-10-0, No. 51-430, maintaining speed on the long climb, heads the train through Gailenkirchen Station, roars past in a cutting and dances away, round a wide curve and into the distance, on the continuing climb towards Heilbronn.

### Band Two

On the Nova Gorica–Jesenice line in Yugoslavia, some 1,700ft up in the Julian Alps, near Bohinjska Bistrica Station, on a frosty afternoon in November 1970. A Prussian-built three-cylinder 2-10-0, No. 36-021, approaches from the station with a freight train and, with safety valves growling aggressively, comes to a stop on the loop line.

The freight train stands waiting while a 2-6-2 Tank engine, No. 17-076, approaching on a single line which climbs up the valley, whistles in the distance, passes by and slows to a stop in the station, with a passenger train from Jesenice.

The 2-10-0 whistles, starts out with the freight train and heads it away down the valley. As the train goes away, round a curve towards Jesenice, the sound of the whistle echoes back from the surrounding mountains, already capped with early snow.

### Band Three

Beside the Crewe–Carlisle line, out on the moors near Shap Wells, on the 1 in 75 climb from Tebay, on a late September afternoon in 1966.

A 2-6-4 Tank engine, No. 42251, running light, approaches in a cutting and clatters away down the gradient, returning to Tebay after banking duties.

In the distance a parcels train climbs out from Tebay, headed by a 'Britannia' class 'Pacific'. No. 70018 *Flying Dutchman* heads the train past, into the cutting and, with some hardly needed banking assistance from a Stanier 'Black Five' 4-6-0, No. 45383, at the rear of the train, climbs away towards Shap Summit while, in the background, flocks of birds gather round a clump of trees and twitteringly settle down for the night.

### Band Four

At Altenbeken Viaduct in West Germany, beside the line from Paderborn, on a sunny morning in June 1972.

A three-cylinder 2-10-0, climbing from Paderborn on the near side of a wide valley, is approaching in the distance with a heavy freight train.

The engine, not yet in sight, whistles round a curve and approaches round the shoulder of a hill as an aircraft drones overhead. The valley is filled with the sounds of the hard-working engine as No. 044-256 emerges from a cutting, climbs past on welded rails, briefly hissing steam, and heads the long train away across the high curving viaduct, then, on easier gradients, roars away towards Altenbeken Station and whistles into the distant tunnel, beyond the station.