

THIS IS YORK

The sounds of a great station, with steam locomotives in 1957 and with diesel locomotives in 1977, the centenary year of the present York Station.

The National Railway Museum's GNR 'Atlantic', No. 990 *Henry Oakley*, at work on the Keighley and Worth Valley Railway. A passenger train leaving York, Layerthorpe on the Derwent Valley Railway. A 'D' class 4-4-0 and a '2800' class 2-8-0, two classes from which representative locomotives are preserved at the National Railway Museum, at work on BR in 1956 and 1958.

SIDE ONE

Band One

York Station in March 1957.

An 'A3' class 'Pacific' heads into the echoing station with an express from Edinburgh and slows to a stop at platform 9. The station announcer, heard through a background of hissing steam, slamming doors, luggage trollies and bustling passengers, announces that "This is York" and gives details of various trains which connect with the, just arrived, 2.36pm for Peterborough and Kings Cross.

'V2' class 2-6-2 No. 60941 hisses steam, slips briefly and starts away from another platform with a Newcastle–Liverpool express.

No. 68250, a 'J71' class 0-6-0 Tank engine, heads a train of empty coaches out from the station.

An 'A1' class 'Pacific', No. 60157 *Great Eastern*, having paused briefly after a non-stop run from Kings Cross, gets to grips with greasy rails and heads north for Darlington and Newcastle with the 'Tees-Tyne Pullman'. Then, 'J72' class 0-6-0 Tank engine No. 68735 moves some vans out from the station.

An 'A3' class 'Pacific', No. 60048 *Doncaster*, approaches round the curve from the north, rattles over the points and crossings, and brings a southbound freight train through the station.

A platform bell rings the 'right away' and another 'A3 Pacific', No. 60063 *Isinglass*, sends echoes around the roof with an incredibly slippery start and heads north with an express for Northallerton and Newcastle.

An 'A4' class 'Pacific', No. 60023 *Golden Eagle*, opens up through the station and accelerates away to the south with the 'Talisman' Edinburgh–Newcastle–London express.

Three light engines, coupled together, move through the station towards the loco sheds.

A 'B1' class 4-6-0, No. 61062, leaves with a train for Sheffield. A 'B16' class 4-6-0, No. 61466, leaves with a train for Scarborough and another 'B1', No. 61071, runs past light towards the sheds.

'K3' class 2-6-0, No. 61922, heads out from the yards with a northbound freight train.

No. 68677, a 'J72' class 0-6-0 Tank engine, brings a train of empty coaches into the station. 'V2' No. 60974 backs down towards a waiting train. A carriage and wagon examiner strolls past, tapping coach wheels and another 'J72', No. 68722, wheels squealing on points and crossings, moves through the station and away. Then the station announcer gives details of northbound trains.

The bell rings on platform 9 and 'A4 Pacific' No. 60019 *Bittern* whistles, makes a steady, sure-footed start, heads past and accelerates away, round the curve, with an express for Edinburgh and the north.

Notes: when these recordings were made all the 'A3' and 'A4' class 'Pacifics' still had single chimneys. The 'A4' whistle which is heard as the 'Talisman' approaches is not that of No. 60023. It was recorded at York on another occasion.

Band Two

In May 1956 a 'D' Class 4-4-0, No. 31549, heads a Redhill–Guildford–Reading train over the summit of the 1 in 100 climb between Gomshall and Chilworth and whistles away into the distance.

In September 1958 on the Newport–Hereford line at Abergavenny Junction. A 'Castle' class 4-6-0, No. 5050 *Earl of St Germans*, whistles down the gradient and through the station, with a Manchester–Cardiff express. Then a '2800' class 2-8-0, No. 3806, approaches on the 1 in 82 climb from Abergavenny and heads a train of empty iron ore wagons through Abergavenny Junction Station. Nearby a signal arm clatters back to the on position as No. 3806 climbs away into the distance towards the summit at Llanvihangel.

SIDE TWO

Band One

No. 990 *Henry Oakley*, the GNR 4-4-2 which is on loan from the National Railway Museum to the Keighley and Worth Valley Railway, moves slowly past, running light round a train at Keighley Station on an extremely wet and windy morning in September 1977.

The 'Atlantic' whistles when clear of the points, then backs down to the platform end and is coupled up to the waiting coaches.

Making an understandably cautious start from Keighley Station in the pouring rain, *Henry Oakley* skilfully maintains adhesion on the 1 in 66 rising gradient and climbs away, over the road bridge, against the blustery wind. Then, in the distance, the engine's 6ft 8in driving wheels slip on the curving 1 in 58 climb towards Ingrow.

On the Derwent Valley Railway, on a September afternoon in 1977, the 0-6-0 Tank engine *Joem* (ex-BR 'J72' No. 69023) stands in York, Layerthorpe Station with a good head of steam, then starts gently out from the station, whistles past and heads away with the afternoon passenger train for Dunnington.

Band Two

At the north end of York Station in October 1977.

A class 47/4 diesel locomotive stands at platform 14 waiting for the 'right away'. Power-operated points change nearby, the bell rings on the platform and No. 47 542 starts out from the station, growls past and heads away, round the curve to the north, with the 'Silver Jubilee' Kings Cross–Edinburgh express.

A double-headed train of bogie ore wagons has been checked by signals to the north of the station. The two diesel locomotives, No. 37 219 and No. 37 198, start out from the colour light signal gantry, accelerate and roar past, heading away through the echoing station while the wagons clatter over the points and crossings.

No. 40 042 moves slowly past, running light from the sheds, towards the yards on the west side of the station.

No. 40 042 then approaches from the yards, heads past and away with a northbound parcels train.

Points change nearby and No. 46 048 moves past, running light, towards the sheds which adjoin the National Railway Museum.

No. 46 040 starts out from platform 14, hoots past and heads away, round the curve, with the 16.23 Cardiff–Newcastle express.

‘Inter City 125’ train set No. 254 002 stands waiting at the far end of platform 15 as torrential rain cascades from the station roof. The HST starts and accelerates through the station on a northbound crew-training run. As the rear power unit of the HST moves past, the station announcer gives details of the next train due to arrive at platform 8a.

Band Three

At the south end of York Station on an October evening in 1977.

Class 45/0 diesel locomotive No. 45 042 arrives with the 18.53 Poole–Newcastle express and slows to a stop at platform 14.

Although the motive power has changed completely since 1957, the voice from the platform loudspeakers is still the same, as Mrs Grace Robinson announces the arrival of the 18.53 and details of the connecting trains.

Class 31/1, No. 31 188, approaches through the station, heads past and away to the south with a parcels train.

Power-operated points change nearby, the bell rings on platform 8a and class 47/4, No. 47 406, acknowledges the ‘right away’, accelerates and heads past out of the station with the ‘Talisman’ Edinburgh–Newcastle–London express. The Minster bells ring in the background as the ‘Talisman’ goes away into the distance.