

CHANGING TRAINS

Steam and diesel locomotives at work on British Railways between 1957 and 1958 and a journey in the cab of the High Speed Train during a 125mph test run in February 1975.

SIDE ONE

Band One

On the East Coast main line, at Grantham Station, on an August night in 1961.

An engine whistles in the distance outside the, then still busy, loco sheds. An 'A3' class 'Pacific', driving wheels slipping on dew-damp rails, starts out from the station and heads past and away with a northbound sleeping car express, while an 'A2' class 'Pacific' moves slowly past in the opposite direction, running light, away to the sheds.

A 'Deltic' type 5 diesel, slowed by adverse signals, approaches through the station, passes by and away behind the North Signal Box with another northbound sleeping car express.

A 'K3' class 2-6-0, running light, moves past towards the loco sheds as a diesel-hauled fitted freight train approaches from behind the signal box and rattles past, heading south.

A 'V2' class 2-6-2, moving off after a signal check, takes a northbound freight train away, behind the signal box, into the darkness.

Band Two

On the Paddington–Birmingham line, on a December night in 1961.

An ex-GWR 2-6-2 tank engine potters about at Princes Risborough, while a 'Castle' class 4-6-0 whistles down the gradient through the station, tears past and away towards Bicester and Banbury, with a Paddington–Birmingham express.

The drivers of a diesel MU and a 2-6-2 tank engine improvise a short duet for whistle and hooter, before the MU moves off and away into the distance.

A 'King' class 4-6-0, heading the up 'Inter City' Birmingham–Paddington express, whistles 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.

Band Three

On the Paddington–Birmingham line, on a March evening in 1965.

A 'Western' type 4 diesel, D1035 *Western Yeoman*, approaching from Princes Risborough Station, heads a Birmingham–Paddington express past and away, in a cutting, on the 1 in 167 climb towards Saunderton.

'Castle' class 4-6-0 No. 7029 *Clun Castle*, heading a special train, moves cautiously out from Princes Risborough Station, drawing forward to signals. The signals finally clear and *Clun Castle*, making a vigorous start, heads past into the cutting. A 'Western' diesel-hauled express, rushing past down the gradient on the down line, briefly obscures the sounds of *Clun Castle*, now taking the special train away from the cutting on the climb towards Saunderton.

Band Four

Mono recordings, electronically reprocessed to give stereo effect when played on stereo equipment.

On the Carlisle–Edinburgh ‘Waverley’ line.

In June 1966 the ‘A3’ class single-chimney ‘Pacific’ No. 4472 *Flying Scotsman* heads a special train towards Edinburgh on a 1 in 175 gradient near Stow.

An engine, heard from high above the line at Stobs, whistles in the distance and gets a southbound freight train moving again, after a signal check, in the middle of a March night in 1961. The engine, a ‘V2’ class 2-6-2, brings the train up through a thickly wooded valley on gradients of 1 in 80, 1 in 85, past Stobs Station and, shooting sparks high above a deep cutting, climbs away towards Whitrope Summit.

On a June morning in 1966 a type 4 diesel, D1524, heads a train of passenger coaches and parcel vans on the 1 in 75 climb towards Whitrope Summit, near Riccarton Junction.

SIDE TWO

Band One

Shap in the sixties.

In May 1960, when the Shap Motorway was still a planners’ dream, a ‘Coronation’ class ‘Pacific’ , No. 46225 *Duchess of Gloucester*, tears past down the gradient and away through Tebay Station with the up ‘Caledonian’ Glasgow–London express.

Out on the moors near Shap Wells in September 1966. A northbound freight train approaches in the distance on the 1 in 75 climb from Tebay and Scout Green, while a type 4 diesel, D1655, rushes past on welded rails and away down the gradient with a southbound express. Stanier ‘Black Five’ 4-6-0 No. 44680 heads the freight train past and away into a cutting. At the rear of the train a class 4 2-6-0, No. 43009, is giving banking assistance on the climb to Shap Summit.

On a May evening in 1960 a type 4 diesel, D351, tackling the climb from Tebay and Scout Green with a London–Perth express, approaches behind a lineside building, heads past and away into the deep rock cutting which leads up to Shap Summit.

Band Two

On the East Coast main line at Hitchin in August 1959.

An ‘A4’ class ‘Pacific’, No. 60015 *Quicksilver*, approaching on the 1 in 200 rising gradient from the north, heads past and whistles away through Hitchin Station. The sound of the chime whistle is almost drowned by the clatter of train wheels on points and crossings.

A ‘V2’ class 2-6-2, No. 60897, heads past and away through Hitchin Station, towards Kings Cross, with another express from the north.

An ‘A3’ class ‘Pacific’, No. 60067 *Ladas*, tears past, down the gradient, with a northbound express.

Another ‘A4’ class ‘Pacific’, No. 60029 *Woodcock*, slowed by signals at the approach to Cambridge Junction and Hitchin Station, heads past with an express from the north while a diesel shunter, D2003, rumbles by and stops in the down goods yard.

A '3F' class 0-6-0, No. 43808, recently arrived from the Bedford line, whistles, moves past and stops in the yard.

A type 2 diesel, D5302, brings a passenger train from the Cambridge line past and away towards Hitchin Station.

In August 1961 at Barkston Station. A 'Deltic' type 5 diesel, D9009 *Alycidon*, accelerating after a signal check, heads past and away on the 1 in 200 rising gradient, towards Peascliffe Tunnel and Grantham, with an express from the north.

Band Three

Mono recordings, electronically reprocessed to give stereo effect when played on stereo equipment.

Branch-line trains at Princes Risborough, on the last day of the Watlington line passenger services, on a June evening in 1957.

A '5700' class pannier tank engine, No. 4650, pulls away from the crowded platform to collect an additional coach for the last train to Watlington.

An ex-GWR diesel railcar, sounding a mournful farewell on the hooter, sets off for all stations to Thame and Oxford.

No. 4650, joining in the chorus of engine whistles, leaves Princes Risborough with the last train for Watlington.

Another 0-6-0 pannier tank, '5400' class No. 5407, hauling the slip coaches detached at Princes Risborough from a Paddington–Birmingham express, leaves for all stations to Banbury and a 'WD' class 2-8-0 heads through the station with an up goods train.

Band Four

In the rear cab of the prototype '252' class High Speed Train (HST), during a test run on the Paddington–Bristol line in February 1975.

The HST, engines idling, stands in Reading Station after a run from Paddington. The communicating door between the cab and the engine compartment is closed as the train moves off over points and crossings outside the station, then glides over welded rails as it accelerates towards Pangbourne.

An express whips past on the up line as, after passing Pangbourne, the HST accelerates to the maximum permitted speed of 125mph.

The high-pitched intercom buzzes in the rear cab when the train reaches 125mph. Then, effortlessly holding that speed for some miles, the HST flashes past lineside buildings and under bridges until, after passing Didcot, the brakes are applied and, in a distance of approximately one mile, the train slows to a stop. As the HST waits with engines ticking over an express rushes past on the up line.