

PACIFIC POWER

'Pacific' type 4-6-2 steam locomotives at work on British Railways and in France and Germany between 1956 and 1976.

Band One

An 'A4' class 'Pacific', No. 60008 *Dwight D. Eisenhower*, approaching in the distance, roars up the gradient past Stoke Signal Box, summit of the 9 mile, 1 in 200, 1 in 178 climb from the south, and whistles into Stoke Tunnel with the down *Heart of Midlothian* Kings Cross–Perth express on a May afternoon in 1958.

An 'A1' class 'Pacific', No. 60146 *Peregrine*, whistles over the level crossing at the south end of Retford Station with the down 'Northumbrian' Kings Cross–Newcastle express in August 1956.

A light engine ambles past towards Grantham Station where 'A4' No. 60029 *Woodcock* stands waiting to leave with a Leeds–Kings Cross express on an August afternoon in 1956. No. 60029 whistles and starts out from the station, heading the train past and away on the 5 mile, 1 in 200 climb towards Stoke Tunnel.

At Peterborough on a September afternoon in 1958, 'A1' No. 60158 *Aberdonian*, accelerating after the severe speed restriction through the North Station, heads past on the short 1 in 237 climb to the Nene Bridge with the up *Flying Scotsman*.

Band Two

No. 60013 *Dominion of New Zealand*, an 'A4 Pacific' fitted with a distinctively deep-toned chime whistle, approaches through Hitchin Station and tears past Cambridge Junction, heading north on the 1 in 200 falling gradient with an express for Leeds in August 1959.

The restored 'A3 Pacific' No. 4472 *Flying Scotsman* starts vigorously out from Aylesbury Station and climbs past, attacking the 1 in 117 climb towards Wendover with an eight-coach special train on 15 June 1963.

'A3' No. 60105 *Victor Wild* (fitted with double chimney) whistles past on the 1 in 200 rising gradient towards Hitchin Station with an Edinburgh–Kings Cross express in August 1959.

On an August night in 1961 at the north end of Grantham Station. An unidentified 'A1' class 'Pacific' has just been given the 'right away' with the 1.10am Kings Cross–Edinburgh express. An 'L1' class tank engine clanks gently past as the 'Pacific', slipping violently and frequently on the damp and greasy rails, starts out from the station and gradually gets the heavy train moving, past and away, behind a signal box and on round a curve into the drizzling darkness.

'A1' class No. 60123 *H.A. Ivatt*, slowed by signals on the 1 in 200 rising gradient at Cambridge Junction, heads past and whistles away through Hitchin Station with the up 'Yorkshire Pullman' in August 1959.

Band Three

At 11.00pm on 2 June 1962 'Princess Royal' class 'Pacific' No. 46201 *Princess Elizabeth* starts out from Aberdeen Station with the 'Aberdeen Flyer', a 407 ton special train. *Princess Elizabeth*, occasionally losing adhesion on rain-dampened rails, heads the train slowly past on the 1 in 96 rising gradient and climbs away towards Ferryhill Junction as, in the background, a diesel shunting engine

hoots and moves, a signal arm changes position and, somewhere in the distance, the preserved 4-4-0 *Gordon Highlander* whistles shrilly.

More recently, on 5 June 1976, *Princess Elizabeth*, magnificently restored in LMS livery with the original number 6201, surefootedly heads a Chester–Hereford special train on the 1 in 82½ curving climb past Gresford.

(Recordings made by Arthur Lilley and Iain Churches, Decca Record Company)

Band Four

A 'Coronation' class 'Pacific', No. 466234 *Duchess of Abercorn*, dashes down Beattock Bank, unsuccessfully attempts to whistle, tears through Beattock Station and away into the distance with a Glasgow–Euston express in July 1957.

Another 'Coronation Pacific', No. 46223 *Princess Alice*, acknowledges the whistles of 2-6-4T No. 42683, the banking engine at the rear of the train and, as an aircraft drones away in the distance, starts out from Beattock Station and climbs away under a road bridge on the 1 in 88 gradient at the start of the 10 mile climb to Beattock Summit with an express for Perth in the chilly darkness of a February evening in 1962.

Band Five

SNCF compound 'Pacific' No. 231 G413 arrives at Rouen R.D. Station with a Paris–Le Havre express on a September morning in 1965. The station announcer gives details of connecting services, the engine's brake pump thuds rhythmically and the engine takes water. Then, when the express is ready to leave, a 141R class 2-8-2 whistles out from the tunnel and heads a freight train through the station while the 'Pacific' starts out with the express, heads it past and whistles away into the smoke-filled tunnel towards Le Havre.

SIDE TWO

Band One

A 'Britannia' class 'Pacific', No. 70027 *Rising Star*, climbs steadily up the valley on the 1 in 82, 1 in 95 gradients from Abergavenny, heads through the closed station of Llanvihangel at the summit of the climb and away under a road bridge with a Cardiff–Manchester express on a November morning in 1960.

A 'Clan' class 'Pacific', No. 72006 *Clan Mackenzie*, approaching under a road bridge as bells in Dent Signal Box are heard in the background, stops in Dent Station with the morning Carlisle–Hellifield passenger train, waits briefly, then starts out from the station and heads the train unhurriedly away into the distance on the falling gradients towards Dent Head and Blea Moor on a November morning in 1961.

Band Two

At Templecombe Station in August 1960.

A rebuilt 'Battle of Britain' class 'Pacific', No. 34063 229 *Squadron*, approaching on a 1 in 80 rising gradient, whistles through Templecombe Station, dashes past and away to the west with the down 'Atlantic Coast Express'.

A 'West Country' class 'Pacific', No. 34002 *Salisbury*, moves by, running light, towards the station.

A rebuilt 'Merchant Navy' class 'Pacific', No. 35013 *Blue Funnel*, starts noisily out from the station with a Waterloo–Exeter express, heads past and climbs away on the 1 in 100 rising gradient towards Sherborne. Then a 'Battle of Britain Pacific', No. 34109 *Sir Trafford Leigh-Mallory*, passes by in the opposite direction with a train from the west and slows to a stop in the station, just as No. 34002 returns from the station with a train of empty coaches, heads them past and stops in a nearby siding while, in the background, No. 35013 can be heard climbing away into the far distance.

At Basingstoke Station in August 1959.

A 'West Country' class 'Pacific', No. 34048 *Crediton*, whistles through Basingstoke Station, clatters over points and tears past and away, under a road bridge, with a Bournemouth–Waterloo express. Pneumatically operated points change position nearby. Then a rebuilt 'West Country Pacific', No. 34039 *Boscastle*, whistles, heads past and away through the station with a Waterloo–Bournemouth express.

Another rebuilt 'West Country Pacific', No. 34046 *Braunton*, starts out from the station, heading for Waterloo with an express from the West of England.

'West Country Pacific' No. 34007 *Wadebridge*, severely slowed by adverse signals, moves slowly past and away into Basingstoke Station with an express for the West of England.

Band Three

DB and DR 'Pacifics' at work in West Germany.

Flurries of snow sweep across the Emden–Rheine line on a blustery afternoon in March 1973. In the distance a level crossing barrier closes and three-cylinder 'Pacific' No. 012-082 starts vigorously out from Lathen Station, heads past and whistles away across the flat, windswept countryside towards Meppen with an Emden–Rheine passenger train.

Another 'Pacific' of the same class, No. 012-058, approaches from Aschendorf with a Rheine–Emden train on an April afternoon in 1971, roars past and away towards Pappenburg, running smoothly over the welded rails which are so universally laid on the Deutsche Bundesbahn.

Near the East German Border, at Hönebach Tunnel, summit of the climb from Bebra in West Germany and Gerstungen in East Germany, in June 1971.

A morning express, bound for Berlin, approaches on the climb from Bebra, double headed by two Deutsche Reichsbahn 'Pacifics', No. 01-507 and No. 01-534, which take the train past in a deep, thickly wooded cutting and whistle away into Hönebach Tunnel.

No. 01-534, making a return trip across the nearby border, approaches under a road bridge, climbs past in a cutting and whistles away into Hönebach Tunnel with an evening express from Berlin.

On the Lichtenfels–Hof line at the foot of the 'Schiefe Ebene', the 8km, 1 in 40 climb between Neuenmarkt Wirsberg and Marktschorgast. Snow, ankle deep, blankets the surrounding fields and the temperature is well below zero on a January afternoon in 1973. In the distance a DB 'Pacific' whistles and starts out from Neuenmarkt Wirsberg Station, energetically accelerating to attack the long climb. The unrebuilt 'Pacific' No. 01-111 climbs out from the station heading the 'Frankenland' express under several bridges. The cylinder drain cocks are opened briefly as the train approaches and after it has gone past they are opened again as the express climbs away into the distance through the forest towards Marktschorgast.

Note: unless otherwise stated the 'A3', 'A4', 'Battle of Britain', 'Merchant Navy' and West Country class 'Pacifics' heard on this record had not been rebuilt or fitted with double chimneys when the recordings were made.