

NORTH OF KINGS CROSS

Steam locomotives of the former LNER at work in 1956, 1957 and 1958 at: Kings Cross, Hitchin, Peterborough, Stoke Tunnel, Retford and Edinburgh, Waverley and, in 1961, on the Edinburgh–Carlisle line

SIDE ONE

Band One

An impression of Kings Cross Station.

'A4' class 'Pacific' No. 60015, *Quicksilver*, is given the 'right away' for Newcastle and Edinburgh with the 10.00am 'Flying Scotsman'. An 'L1' class 2-6-4 tank engine approaches the station as the express pulls away from No. 10 platform. The 'L1', whistling shrilly, clanks past, bringing a train of empty coaches into the station while *Quicksilver*, heading the 'Flying Scotsman' into Gas Works Tunnel, whistles in the background.

'A3' class 'Pacific' No. 60050, *Persimmon*, makes a slippery start, with an express for Newcastle, to the background of hissing steam from other engines.

'N2' class 0-6-2 tank engine No. 68921 moves out from the station, running light.

'J50' class 0-6-0 tank engine moves away with a train of empty coaches as 'A4' No. 60032 *Gannet* waits nearby, at the head of an express for Leeds. *Gannet*, whistling acknowledgement of the 'right away', starts the Leeds express, heads it past and whistles away into the smoke-filled tunnel.

'A4' No. 60010, *Dominion of Canada*, whistles and moves away towards the tunnel, running light.

Note: the recordings of Nos 60050 and 60010 were made in November 1958. All the other recordings were made in August 1956.

Band Two

At Hitchin, to the north of the station.

'A3' class 'Pacific' No. 60053, *Sansovino*, heads up the 1 in 200 gradient towards Hitchin Station with an express from Leeds.

No. 65479, a 'J15' class 0-6-0, which has been waiting in a nearby siding with brake pump thumping busily, whistles and moves away with a train of empty coaches for the Bedford branch line.

'A4' class 'Pacific' No. 60030, *Golden Fleece*, whistles past, heading north, down the gradient with the 'Flying Scotsman' express for Newcastle and Edinburgh.

Steam hisses in the background from an engine in the yard as a 'B1' class 4-6-0, No. 61272, approaches up the gradient and heads past towards the station with a southbound parcels train.

No. 60902, a 'V2' class 2-6-2, tears past in the opposite direction with a northbound express.

A 'J6' class 0-6-0, No. 64206, ambles out from the yard, then, encouraged by a shout from the shunter, moves more vigorously away towards the station, running light.

'A4' No. 60008, *Dwight D. Eisenhower*, whistles through the station and rushes past, down the gradient, with an express for Leeds.

The 'J15' class 0-6-0, No. 65479, approaching from the Bedford branch line, heads past with an RAF leave train and takes it clattering away across the main line towards the station, whistling mournfully in the distance.

Note: the recordings of Nos 60053, 65479 and 60030 were made in August 1956. Nos 61272 and 60902 were recorded in December 1958. Nos 64206 and 60008 were recorded in July 1957.

#### Band Three

At Peterborough at the North Station and near the Nene Bridge which is approached by a short climb, on a gradient of 1 in 237, from the southern end of the station.

The platform loudspeakers at Peterborough North Station announce the arrival of a southbound express.

'A4' class 'Pacific' No. 60010, *Dominion of Canada*, starts out from the station and heads past and away towards the Nene Bridge, with an express from Newcastle.

A 'Claud Hamilton' 4-4-0, 'D16' class No. 62610, moves past, running light, with wheels and coupling rods ringing typically.

The station announcer gives details of a connecting train to Grantham serving stations now long since closed.

'A3' class 'Pacific' No. 60104, *Solario*, slipping frequently on damp, greasy rails, makes a vigorous start from the north end of the station and heads away, up the 1 in 270 gradient, with an evening express for Grantham, York, Darlington and Newcastle.

Near the Nene Bridge, an 'N5' class 0-6-2 tank engine, No. 69276, passes by taking a parcels van down the gradient towards the station.

'A2' class 'Pacific' No. 60520, *Owen Tudor*, rapidly recovering from the severe speed restriction through the station, heads past up the gradient and away over the Nene Bridge towards Kings Cross with an express from Newcastle.

'A4' No. 60013, *Dominion of New Zealand*, heading cautiously past down the gradient with the 'Elizabethan' non-stop express to Edinburgh, uses the unusually deep-toned whistle to give a warning for the station.

No. 60875, a 'V2' class 2-6-2, accelerating after the speed restriction, heads past up the gradient and away over the Nene Bridge with an express from Leeds.

Note: the recordings at Peterborough North Station were made in November 1958. The other recordings, near Nene Bridge, were made in September 1958.

#### Band Four

On the Carlisle–Edinburgh line more than 1,000ft above sea level near Whitrope Tunnel, summit of an unbroken ten-mile climb from Newcastleton, most of which is on a gradient of 1 in 75.

A strong wind rustling the dry, brown grass whips across an exposed hillside on a March morning in 1961 and early lambs call intermittently as a 'K3' class 2-6-0 tackles the 1 in 80 climb from Riccarton Junction with a northbound goods train.

No. 61988, approaching against the wind in a curving cutting below the hill, brings the train past and climbs away on the final 1 in 90 gradient, whistling in the distance at the entrance to Whitrope Tunnel.

## SIDE TWO

### Band One

On the Carlisle–Edinburgh line, the former ‘Waverley’ route, on a windy evening in 1961. The evening Carlisle–Hawick passenger train, climbing with the wind on the 1 in 75 gradient from Newcastleton, is approaching Steele Road Station.

Although this train was not scheduled to stop at Steele Road, it normally did so on Friday nights for the benefit of a regular passenger from Carlisle for whom a car is waiting in the station yard.

‘D49’ class 4-4-0 No. 62711, *Dumbartonshire*, after a brief burst on full regulator, coasts to a stop in the station with a good head of steam.

*Dumbartonshire*, having paused very briefly in the station, heads the train out and past, climbing away behind the flank of a hill on the continuing 1 in 75 gradient towards Riccarton Junction.

### Band Two

At Waverley Station, Edinburgh, on a bitterly cold, snowy night in January 1958.

A ‘V3’ class 2-6-2 tank engine, No. 67605, starts out from the echoing station heading south with a local passenger train.

No. 68474, a ‘J83’ class 0-6-0 tank engine, waiting nearby, moves off with some vans, soon bringing them to a squealing stop at the platform end.

‘V3’ tank engine No. 67668, frequently losing adhesion, heads past into the station with a long line of empty coaches.

A ‘J38’ class 0-6-0, No. 65921, clatters past on the through lines with a southbound goods train.

The ‘Night Scotsman’ sleeping car express sets off for Kings Cross headed by ‘A4’ class ‘Pacific’ No. 60004, *William Whitelaw*.

A ‘B1’ class 4-6-0, No. 61290, taking empty coaches out of the station, whistles cheerfully away towards the tunnel.

A ‘J36’ class 0-6-0, No. 65276, clanks past and away, with a brake van in tow, as a signal arm changes position.

### Band Three

At the northern end of Stoke Tunnel, near High Dyke Sidings, on a windy June day in 1956.

A ‘V2’ class 2-6-2, No. 60845, nearing the summit of the five-mile, 1 in 100 climb from Grantham, whistles past and heads into Stoke Tunnel, with an express from York.

No. 64827, a ‘J39’ class 0-6-0, running light, clatters out of the tunnel and away down the gradient past High Dyke Sidings.

‘A3’ class ‘Pacific’ No. 60065, *Knight of Thistle*, threshes up the gradient from Grantham and heads past into the tunnel with an express from Leeds.

'A4' class 'Pacific' No. 60005, *Sir Charles Newton*, heard from above the tunnel, brings an express from Newcastle up the gradient and, with a brief whistle at the entrance, heads into the tunnel.

An 'O2' class 2-8-0, No. 63929, approaching from High Dyke Sidings with a train of iron ore wagons, tackles the steep gradient of the mineral line, which curves away from the main line near the tunnel entrance.

As the 'O2' climbs away in a cutting towards Stainby, a 'V2', No. 60845, bursts out from the tunnel with a down express.

No. 64187, a 'J6' class 0-6-0, heads up the gradient with a pick-up goods train from Grantham and whistles away into the tunnel.

#### Band Four

At Retford Crossing where, to the south of Retford Station, the main Kings Cross–Doncaster line crossed the former GC line from Clarborough Junction to Worksop and Sheffield on the level.

An 'A3' class 'Pacific', No. 60066 *Merry Hampton*, approaches with the down 'Scarborough Flyer' and clatters over the crossing.

A signal arm changes position and an engine moves somewhere in the yard on the far side of the line. Then an 'O4' class 2-8-0, No. 63914, running light from the loco sheds, clanks over the crossing, past and away towards Worksop.

Points and signal levers are changed and young train spotters, grouped at the lineside opposite the busy signal box, enthusiastically accompany the bell codes heard from the signal box.

A 'V2' class 2-6-2, No. 60943, heads over the crossing on the main line with a down express.

Points and signals are changed once again while, in the background, train details are given on the platform loudspeakers.

A 'J11' class 0-6-0, No. 64451, which has been held at signals on the Worksop side of the crossing, starts a goods train and takes it past over the crossing towards Clarborough Junction.

A 'J6' class 0-6-0, No. 64238, heading a goods train in the opposite direction, starts from signals, approaches on the short 1 in 135 gradient which leads up to the crossing and rattles past, taking the train away towards Worksop, while, in the signal box, the signaller sends a message to the station concerning a late-running train.

The down 'Heart of Midlothian' express for Edinburgh, running ahead of time, has been slowed by distant signals and as the engine, 'A1' class 'Pacific' No. 60133 *Pommern*, approaches the signal box, a cheerful whistle acknowledges the check.

*Great Northern*, another 'A1' class 'Pacific', No. 60113, makes an incredibly slippery start from the station with an express from Hull. Then, finally gaining adhesion, heads past over the crossing and away into the distance on the main line to Kings Cross.

Note: the recordings of 'A1' class 'Pacifics' Nos 60133 and 60113 were made in May 1958. All other recordings at Retford were made in August 1956.

The following locomotives were fitted with double chimneys when these recordings were made:

'A4' class 'Pacifics' Nos 60010, 60004 and 60005.

'A2' class 'Pacific' No. 60520.

'A1' class 'Pacifics' Nos 60133 and 60113.