

ENGINES FROM DERBY AND CREWE

Ex-LMS steam engines of various classes at work on British Railways, at many different locations, between 1955 and 1965

SIDE ONE

Band One

On the Glasgow–Dumfries line at Garrochburn, 'Jubilee' 4-6-0 No. 45629 *Straits Settlement* approaches in the distance on the 1 in 99, 1 in 100, 1 in 105 climb from Kilmarnock and heads under a bridge, past and away under another bridge, on the continuing climb towards Mossiel Tunnel and Dumfries with an evening passenger train in September 1964.

Out on the moors above Blea Moor Signal Box a shepherd rounds up his sheep in the fading light of a misty afternoon in November 1961. A Stanier 'Black Five' 4-6-0, nearing the end of the long 1 in 100 climb from Settle Junction with a northbound freight train, approaches from Ribbleshead, swings round a curve at the end of the viaduct and pounds past, through a rock cutting and into Blea Moor Tunnel.

At the opposite end of the tunnel, near Dent Head, on another afternoon in November 1961, 'Black Five' No. 45258 bursts out from the tunnel mouth, running light and in some hurry to get home, scuttles away down the gradient towards Dent Station.

Band Two

8F 2-8-0 No. 48634, heading towards Northwich with a train of hopper wagons in March 1956, whistles through Mobberley Station.

In April 1956 4F 0-6-0 No. 44050 heads up the 1 in 90 gradient from Buxworth with a southbound freight train and slows to a stop at the far end of the station. LMS Compound 4-4-0 No. 41907 then leaves the station and drifts past, down the gradient, with a local passenger train.

At Clay Cross, 3F 0-6-0 Tank engine No. 47278 moves a heavy train of coal wagons up the yard and 3F 0-6-0 No. 43370 heads past on the 1 in 371 climb towards Chesterfield with a northbound freight train in March 1957.

On the Nuneaton–Water Orton line in March 1957 'Crab' 2-6-0 No. 42891 pilots 3F 0-6-0 No. 43709 with a double-headed freight train on the 1 in 126 climb from Stockingford. A 2P 4-4-0 whistles past down the gradient with a local passenger train for Nuneaton as the freight train climbs on towards Stockingford Tunnel.

2F 0-6-0 No. 58158 runs past light and whistles away through Derby Station in May 1958.

LMS Compound No. 41190 starts out from Chinley Station and heads away up the 1 in 90 gradient towards Sheffield with a passenger train in April 1957.

Band Three

On the 1 in 333 gradient through Tring cutting.

LNW 0-8-0 No. 49061, approaching on the climb from Bletchley, brings a long train of empty wagons clattering past and away through the deep cutting towards Tring early on a July morning in 1958.

Early on a May morning in 1957 'Black Five' No. 45373, approaching on the up slow line from Bletchley with a freight train, is overtaken by 'Royal Scot' 4-6-0 No. 46122 *Royal Ulster Rifleman* heading for Euston on the up fast line with a sleeping car express.

'Coronation' class 4-6-2 No. 46252 *City of Leicester* follows with another of the morning procession of sleeping car expresses, the next of which is headed by rebuilt 'Patriot' 4-6-0 No. 45512 *Bunsen*.

Band Four

On the Market Harborough–Northampton line on a cold November day in 1957, a strong wind swishes through dried leaves which still cling to trees above the entrance to Kelmarsh Tunnel. For some distance the wind carries the sounds of a freight train which is approaching Kelmarsh Station on the steep climb from Market Harborough. The train is headed by 8F 2-8-0 No. 48423, with banking assistance from an LNW 0-8-0 which drops back from the rear of the approaching train and coasts to a stop at Kelmarsh Station. The 8F brings the train on into a cutting and, with a brief whistle, heads it into Kelmarsh Tunnel. Then, in the distance, the banking engine moves away from the station, running light towards Market Harborough.

On the Somerset and Dorset line at Windsor Hill Tunnel on a windy August day in 1960.

2P 4-4-0 No. 40634 pilots 'Standard' class 5 4-6-0 No. 73052 on the northbound 'Pines Express' on the 1 in 50 climb from Shepton Mallet. The two engines head the train round a curve, through a short, deep rock cutting and into the tunnel. The wind carries back the sounds of the engines as they climb away at the far end of the short tunnel on the continuing 1 in 50 gradient towards Masbury Summit.

A Bournemouth–Nottingham train, double headed by 3F 0-6-0 Tank engine No. 47542 piloting S&D 7F 2-8-0 No. 53801, approaches from Shepton Mallet and heads into the cutting where the pilot engine gives a rather breathless whistle before heading the train into Windsor Hill Tunnel.

SIDE TWO

Band One

At Bletchley Station in October 1955, May 1956 and June 1956.

'Coronation' 4-6-2 No. 46229 *Duchess of Hamilton* rushes through Bletchley Station with a down express. Then 'Royal Scot' 4-6-0 No. 46135 *The East Lancashire Regiment* slows to a stop in the station with an up express.

'Coronation' No. 46257 *City of Salford* roars past with the down 'Comet' express and LMS Compound No. 41162 starts from the station with a semi-fast train for Euston.

'Jubilee' No. 45674 *Duncan* draws forward from the station, pauses briefly at signals, then moves away with a train for Northampton and Birmingham.

'Princess Royal' 4-6-2 No. 46206 *Princess Marie Louise* whistles past with an up express and 'Coronation' No. 46239 *City of Chester* heads north, though the station, with the down 'Royal Scot'.

A parcels van is loaded while the station announcer details the, then existing, Cambridge line service. 3F Tank engine No. 47521 moves past with a couple of vans and the announcer details some, now long vanished, connections for Brackley and Banbury.

LNW 0-8-0 No. 49021 whistles as adverse signals clear and, shrouded in steam, moves out from Bletchley Station with a northbound freight train.

Band Two

On the Central Wales line on a fine morning in June 1961, lineside telegraph wires hum intermittently in the breeze as a Fowler 2-6-4 Tank engine, No. 42305, approaches from Llanbister Road with a Swansea (Victoria) –Shrewsbury passenger train and slows to a stop at Llangunllo Station. Morning greetings are exchanged. Then No. 42305 gets the 'right away', starts the train out from the station on the 1 in 100 rising gradient, climbs past and away through a wooded cutting and disappears into Llangunllo Tunnel.

Band Three

'Patriot' 4-6-0 No. 45550 (not named) roars up the 1 in 146 gradient from Tebay, heading past and away under a road bridge towards Scout Green and Shap Summit with a Blackpool–Glasgow train at Greenholme in August 1958.

'Patriot' No. 45507 *Royal Tank Corps* stands near Tebay No. 2 Signal Box waiting to leave with a northbound freight train late on an evening in July 1959.

The 'Patriot' answers the distant whistles of a banking engine which has come on to the rear of the train. Then, with wheels slipping on dew-dampened rails, starts the train on the 1 in 146 rising gradient, heads it past through a deep rock cutting and climbs vigorously away towards Scouts Green, assisted by Fowler 2-6-4 Tank engine No. 42403 at the rear of the train. In the distance an engine whistles for banking assistance with another northbound freight train which is approaching Tebay.

Out on the moors near Shap Wells a gale-force wind blows across the line on a May morning in 1958. A northbound freight train approaches from Scout Green on the 1 in 75 gradient and climbs past on a high embankment, headed by 6P/5F 'Crab' 2-6-0 No. 42856 with banking assistance from 'Patriot' No. 45504 *Royal Signals*. The sounds of the train climbing away on the continuing 1 in 75 gradient towards Shap Summit soon disappear in the strong cross wind.

Band Four

On the Ayr–Stranraer line.

'Crab' 2-6-0 No. 42737 approaches with a coal train on the 1 in 70 rising gradient from Ayr, heads under a road bridge and climbs past and away, into the strong wind, on the continuing 1 in 70 gradient towards Dalrymple Junction on a September evening in 1964.

'Black Five' 4-6-0 No. 45273 has taken water at Girvan Station at 5.15 on an August morning in 1965 and now stands, facing a south-westerly gale, waiting to leave with a freight train for Stranraer. The 'Black Five' starts the train out from the station and, although the driving wheels tend to slip on the wet rails of the 1 in 54 rising gradient, the slipping is expertly controlled and No. 45273 heads the train past and climbs steadily away, into the wind, towards Pinmore Tunnel, summit of the 3½ mile, 1 in 54, 1 in 56 climb from Girvan.

Notes: 'Patriot' class locomotives No. 45550, No. 45507 and No. 45504 had not been rebuilt when they were recorded.

The apparent length of freight trains heard at Chinley, Clay Cross, Tring cutting and Bletchley has, in some cases, been reduced when editing these recordings.