

ATR 7035

## SHAP

Steam locomotives at work on the West Coast main line of the former LMSR, between Tebay and Shap Summit, in 1958, 1959 and 1960.

Between Tenby and Penrith the Crewe–Carlisle line climbs to Shap Summit, 914ft above sea level. From the south the summit is approached on a continuous climb of some 5¼ miles, which begins on a gradient of 1 in 146 from the end of Dillicar water troughs and continues at 1 in 146, through Tebay, to a point about 1 mile north of Tebay Station, where the gradient steepens to 1 in 75 for the remaining 4-mile climb, past Greenholme, Scout Green and Shap Wells, to Shap Summit.

## SIDE ONE

### Band One

Near Loup's Fell, to the north of Tebay Station, on a damp morning in May 1960.

A 'Britannia' class Pacific No. 70051 *Firth of Forth*, approaching in the distance, heads a Liverpool–Glasgow express over the bridge which crosses the River Lune near Dillicar troughs, whistles a request for banking assistance, slows through Tebay Station and brings the 13-coach train to a stop near No. 2 Signal Box, to the north of the station.

The banking engine, 2-6-4T No. 42404, moves up to the rear of the train, the 'Britannia' Pacific whistles at the head of the train, the banker whistles in reply and the two engines start the train on the 1 in 146 rising gradient and take it past and away, round a curve and into a deep rock cutting, towards Greenholme, Scout Green and Shap Summit.

On an evening in July 1959 a Class 2 2-6-0 is at work, down in the North Eastern yard, near Tebay Station.

An un-rebuilt 'Patriot' class 4-6-0, No. 45524 *Blackpool*, approaching from the south, heads a northbound freight train through Tebay Station and brings it to a clattering stop just beyond No. 2 Signal Box. When points have been changed a Klaxon horn, operated from the signal box, sounds again as a signal that the train can set back to clear the main line and No. 45524 then backs the train past, into the yard.

The sounds of shunting in the North Eastern yard are heard again and a 'Britannia' class Pacific No. 70052 *Firth of Tay*, approaching through the station, blasts under a footbridge and heads past and away into the cutting, making a vigorous attack on the climb with a Manchester–Glasgow express. Meanwhile shunting continues in the North Eastern yard.

A 'Royal Scot' class 4-6-0, No. 46126 *Royal Army Service Corps*, whistles through the station and rather less energetically climbs past and away towards Greenholme with another Glasgow-bound express.

In the meadows by the River Lune cows wait impatiently for their evening milking while a northbound freight train prepares to leave the yard, headed by a Stanier 2-6-0 No. 42948 with banking assistance from 2-6-4 Tank engine No. 42396. The two engines whistle, climb slowly out from the yard and take the train past and away into the cutting from which a rebuilt 'Patriot' 4-6-0 emerges, tears past and whistles away through the station with the up 'Postal'.

### Band Two

On a stormy afternoon in May 1960 the wind howls through telegraph wires and trees outside the little wooden signal box that stands by the level crossing at Scout Green. Inside the signal box the signalman is answering a telephone call from Tebay.

Bell codes are acknowledged and signal levers are moved. Then 'Coronation' class Pacific No. 46252 *City of Leicester* approaches and roars past up the 1 in 75 gradient with a London–Perth express.

Approaching from the opposite direction a 2-6-4 Tank engine No. 42404, running light down the gradient after banking a train to the summit, pauses briefly while the fireman hands out fresh supplies of tea, milk and sugar for the lonely signalman and then moves smartly away, down the gradient to Tebay.

### Band Three

On an equally stormy day in April 1958 a fierce gale blows down from the summit, whistling through the telegraph wires above the deep cutting which leads up to Shap Summit.

A 'Royal Scot' class 4-6-0 No. 46121 *Highland Light Infantry, City of Glasgow Regiment*, approaching against the gusting wind, climbs past through the cutting and away on the final 1 in 75 gradient towards the summit.

An up freight train clatters past, down the gradient, through the cutting and away with the wind.

A Stanier 'Black Five' 4-6-0 No. 45003, at first hardly heard against the wind, climbs into the cutting with a northbound freight train, banked by 2-6-4 Tank engine No. 42402. The 'Black Five' heads the train past, down in the cutting, and whistles an acknowledgement for signals at Shap Summit, where the banking engine will drop off.

## SIDE TWO

### Band One

Out on the exposed moors between Greenholme and Scout Green, early on a May morning in 1960. The moorland birds are in full spring song, a lorry leaves an isolated farm with the morning milk and the sounds of distant whistles are carried on the strengthening southerly wind as a northbound freight train starts out from Tebay, some three miles away.

Eventually the three-cylinder exhaust beats of an un-rebuilt 'Patriot' 4-6-0 are fitfully heard in the distance as the train climbs past Greenholme. The microphones are occasionally buffeted by the gusting wind as the train, as yet unseen, approaches on the 1 in 75 climb.

No. 45544 climbs into view and heads the train past and away into a shallow cutting, towards Scout Green, powerfully assisted by 2-6-4T No. 42403 at the rear of the train. Then, in a confusion of sounds, a southbound freight train, headed by an 8F class 2-8-0, clanks and clatters out from the cutting and passes by and away, down the gradient towards Tebay.

### Band Two

At Greenholme, in the cutting near the road bridge, in August 1958.

A strong cross wind blows across the line as, in the afternoon, a 'Jubilee' class three-cylinder 4-6-0, No. 45630 *Swaziland*, approaching from Tebay, roars up the 1 in 75 gradient, heads past in the cutting and away under the bridge, towards Scout Green, with a Birmingham–Glasgow express.

'Coronation' class Pacific No. 46249 *City of Sheffield* tears past and away down the gradient with the up 'Mid-Day Scot' and 'Jubilee' No. 45571 *South Africa*, which has been checked by nearby colour

light signals, now recovers from the severe slowing and, with driving wheels sometimes slipping on rails dampened by recent showers, heads past and away under the bridge with a relief express for Glasgow.

Another 'Coronation' class Pacific, No. 46230 *Duchess of Buccleuch*, rushes past and away down the gradient with an up express.

On a calm evening a grouse cackles nearby as, in the distance, a fitted freight train approaches, making a vigorous assault on the climb from Tebay. 8F class 2-8-0 No. 48655 heads the train past through the cutting and, with banking assistance from 2-6-4T No. 42396, climbs away under the bridge and on across the moors, apparently with steam to spare in spite of an energetic performance.

### Band Three

Out on the moors near Shap Wells, about  $\frac{3}{4}$  mile from Shap Summit, on an evening and night in October 1959.

In the rapidly fading light of a calm autumn evening a 'Coronation' class Pacific heads a northbound express on the 1 in 75 climb from Scout Green. The sounds of the engine's powerful exhaust beat echo across the moors as the train approaches from the far distance, climbs past in the open and disappears into the cutting on the last lap of the climb to Shap Summit.

In the early darkness sometime later, owls and a pheasant call from nearby trees and a curlew gives its bubbling cry as, in the far distance, a fitted freight train approaches from Scout Green. The three-cylinder beat of the 'Jubilee' 4-6-0 which heads the train and the two-cylinder beat of the 2-6-4 Tank engine, giving banking assistance at the rear, are sometimes heard separately, sometimes together, echoing across the moors as the approaching train passes through cuttings and behind stone walls and isolated buildings. The two engines bring the train past in the open and, surmounted by a trail of glowing cinders, take it on into the cutting which leads up to the summit.