

ATR 7038

STEAM FROM A TO V

Steam locomotives of the former LNER at work on British Railways

SIDE ONE

Band One

At Durham overlooking the East Coast main line near the station on a windy day in May 1957. Trains from the North face a 1 in 120 climb through the station, followed by a 1 in 101 climb to a summit at Relly Mill Junction.

The 'Northumbrian' Newcastle–London express is waiting to leave Durham, headed by A3 class Pacific No. 60088 *Book Law*, the whistles of which are answered from the rear of the train by whistles from G5 class 0-4-4 Tank engine No. 67329, which will assist the heavy train on the uphill start from the station.

Book Law briefly loses adhesion while leaving the station and then its three-cylinder exhaust beats contrast with the two-cylinder beats of the G5 banking engine as the train climbs past. The G5 soon drops back from the train and coasts away down the gradient towards the station, while the Pacific takes the 'Northumbrian' on towards Relly Mill Junction.

No. 67329 whistles in the station and B1 class 4-6-0 No. 61019 *Nilghai*, running light, clatters past down the gradient and away through the station.

Q7 class 0-8-0 No. 63463 whistles, starts out from the station with a brake van in tow, shuffles past and climbs away towards the junction.

G5 No. 67343 whistles in the station and, with brake pump panting vigorously, moves away with the coaches of a local train.

Q6 class 0-8-0 No. 63346 starts out from the station, whistles and climbs past with a loose-coupled freight train.

An engine whistles in the station, then K3 class 2-6-0 No. 61818 whistles in the distance, heads through the station and climbs past and away with a southbound fitted freight train.

Band Two

At Peterborough in September 1958, near the Nene Bridge, towards which the line climbs from the North Station on a short 1 in 237 gradient.

A3 class Pacific No. 60111 *Enterprise* starts out from the station with an up express, climbs past the carriage sidings and away over the Nene Bridge. A shunter in the nearby sidings says, as the train approaches, that the unfamiliar recording equipment is "testing for radio activity".

Another A3, No. 60106 *Flying Fox*, recovering from the severe speed restriction permanently imposed through the station until it was rebuilt, brings the 'Fair Maid' Perth–King's Cross express past over the Nene Bridge.

On the line from March, which passes under the East Coast main line, D16 (Claud Hamilton) class 4-4-0 No. 62572 moves a train of empty coaches out from Peterborough East Station in July 1957.

A4 class Pacific No. 60021 *Wild Swan* climbs out from the North Station, with driving wheels slipping, and heads past over the bridge and away towards London with an express from Leeds.

Band Three

On the footplate of an N7 class engine with a suburban train from Liverpool Street in 1960.

At Liverpool Street the cavernous station echoes with the typical steam age sounds of brake pumps on waiting engines.

N7 class 0-6-2 Tank engine No. 69719, the brake pump of which is fitted with a silencer, is waiting to leave a suburban line platform in October 1960 with a train for Chingford. On the confined footplate the fireman builds up the fire in preparation for the 'right away'.

No. 69719 whistles, starts smartly out from the station, accelerates under the arches and, with wheel flanges squealing and no loss of speed, attacks the 1 in 70 climb of Bethnal Green bank, at the summit of which the train slows to a stop at Bethnal Green Station.

Later on the journey, starting from Hackney Downs, No. 69719 takes the train on to Clapton where, with a loud hiss of brake applications, the train slows to a stop in the station.

This working is typical of the smart running which footplate crews maintained on the intensive, steam-worked suburban services from Liverpool Street, which were once known as the 'Jazz' trains.

Band Four

On the Great Central line in 1957. At Brackley Station and on board an express headed by an A3 Pacific.

On the Great Central line, J11 class 0-6-0 No. 64313 approaches on a 1 in 176 rising gradient and heads a northbound freight train through Brackley Central Station in March 1957.

At Rugby Central Station, in February 1957, the 5.09pm Manchester–Marylebone express waits at the island platform while station staff deal with parcels and mail.

A3 class Pacific No. 60104 *Solario*, heard from on board the train, starts out on a short rising gradient and quickly gathers speed. Then, some miles further on, *Solario* vociferously maintains speed on the continuous 1 in 176 climb from Braunston and, still climbing, whistles into Catesby Tunnel. After leaving the tunnel, just beyond which is the summit of the unbroken 6½ mile climb from Braunston, *Solario* slows to a stop at Woodford Halse. The arrival there is more than two minutes ahead of the scheduled time of 21 minutes allowed for the journey from Rugby – a typical example of the smart running performed by engine crews on the Great Central line in the 1950s.

SIDE TWO

Band One

Near the northern end of Stoke Tunnel, which leads to the summit of the five-mile, 1 in 200 climb from Grantham, a strong breeze blows across the tracks of the East Coast main line on a fine day in June 1957.

A4 class Pacific No. 60030 *Golden Fleece* threshes up the gradient from Grantham and whistles into the tunnel with an express from Newcastle.

An engine moves away in High Dyke sidings, situated on the down side of the line, not far from the tunnel.

V2 class 2-6-2 No. 60862, running light in an extraordinary hurry, tears past up the gradient and whistles into the tunnel.

K3 class 2-6-0 No. 61974 emerges from the tunnel and heads past and away towards Grantham with a freight train.

V2 No. 60880 climbs past the sidings, whistles and takes a fitted freight train past into the tunnel.

O2 class 2-8-0 No. 63930, towing a brake van, shuffles past and away on the High Dyke–Stainby branch line, used by iron ore trains, which curves away from the down side of the main line.

J39 class 0-6-0 No. 64827 slogs up the gradient, passes by and whistles wearily into the tunnel with a fully loaded train of coal wagons.

Band Two

At Darlington Station in March 1957.

A8 class 4-6-2 Tank engine No. 69875 whistles for signals at the south end of the station, then makes a slippery departure with a train for Middlesbrough and Saltburn.

V2 class 2-6-2 No. 60891 whistles past and heads a down express away through the station towards Durham.

A5 class 4-6-2 Tank engine No. 69831 whistles and starts out of the station with a train for Middlesbrough and Saltburn. Then J71 class 0-6-0 Tank engine No. 68754 moves some wagons down the yard towards the station.

At Malton Station in August 1959.

B16 class 4-6-0 No. 61462, heading a train for Scarborough on the line from York, whistles and starts out from Malton Station on an afternoon in August 1959.

Band Three

At Northallerton in March 1959.

V2 class 2-6-2 No. 60918, approaching on the 1 in 671 rising gradient from the south, whistles in the distance, rushes past the station and away towards Darlington with a down express.

K1 class 2-6-0 No. 62042 moves slowly past on the rising gradient of the loop line behind the station with a freight train.

A4 class Pacific No. 60016 *Silver King* whistles through the station and tears away towards Thirsk and York with an express from Newcastle.

V2 No. 60807 approaches from the south and passes through the station with a down fitted train.

Band Four

At Nottingham Midland Station, on a March evening in 1957, D11 (Director) class 4-4-0 No. 62660 *Butler Henderson* backs towards the coaches of a train for Lincoln and couples up. The station announcer gives details of the train while a light engine moves through the station in the background. *Butler Henderson* acknowledges the 'right away' with the mellow Great Central whistle, moves the train slowly down the platform and then, with steam hissing from train heating pipes, makes a stately departure with the 8.05pm train for Lincoln.

At Nottingham Victoria Station on a February evening in 1957, J6 class 0-6-0 No. 64257 starts out with a train for Pinxton and whistles away into the tunnel at the northern end of the station.

Band Five

Winter evening at Craigendoran, in 1958.

At Craigendoran the West Highland line climbs away from the Helensburgh–Glasgow line on a gradient of 1 in 58. An island platform situated above the rest of the station serves West Highland line trains.

On a calm, frosty evening in January 1958 V3 class 4-6-2 Tank engine No. 67626 approaches on the snow-covered line from Helensburgh Central, slows to a stop in Craigendoran Station and then makes a vigorous departure with a train for Bridgeton Central.

C15 class 4-4-2 Tank engine No. 67460, heading the last train of the day for Arrochar, a two-coach push and pull set, starts out from the bay platform, moves away towards the junction and whistles in the distance when clear of the points.

When points are set for the West Highland line, No. 67460, now propelling the train, starts from Craigendoran Junction, gathers speed, whistles past the island platform and climbs away into the freezing darkness, vigorously attacking the unbroken 1½ mile, 1 in 58 climb towards Helensburgh Upper Station, the next stop on the West Highland line.