

STEAM LOCOMOTION

The *Locomotion* replica and a variety of other steam locomotives, the majority of which either took part in the Rail 150 Anniversary Cavalcade or are representative of some of the many types of locomotive exhibited at Shildon, 150 years after George Stephenson's steam 'loco-motive', the original *Locomotion No. 1*, first hauled a passenger train, on the Stockton and Darlington Railway in 1825.

SIDE ONE

Band One

The *Locomotion* replica, which led the locomotive cavalcade, working on the colliery line at Beamish Open Air Museum, in August 1975.

The engine stands at the colliery end of the line while the fire is attended to. Two taps are opened, briefly, to check the boiler water level. The bell, which preceded the steam whistle as a warning device, is rung and the engine moves off and away, hauling a chaldron wagon.

The engine, running tender first, passes by, round a curve and away on a rising gradient towards the colliery.

Approaching from the colliery, the engine, now running chimney first, passes by on a rising gradient and gently comes to a stop.

Notes:

The original 0-4-0 locomotive *Locomotion No. 1*, which is preserved at Darlington Station, had a riveted boiler with a working pressure of 25 to 50lbs per square inch, loose eccentric valve gear, with hand reversing and 4ft cast iron wheels, with no springs.

The replica, built for the 'Locomotion Trust' by the combined skills of various organisations and individuals in North East England, has a welded boiler with a working pressure of 50lbs per square inch and 4ft cast steel wheels, with laminated springs. The replica is otherwise substantially the same as George Stephenson's original *Locomotion*.

Band Two

On the Keighley and Worth Valley Railway, in April 1975.

No. 92220 *Evening Star*, approaching up the gradient with a train from Keighley, swings round a curve, heads past in a cutting and shuts off steam at the approach to Oxenhope Station.

Pannier Tank engine No. L89 starts smartly out from Oakworth Station in the distance, climbs round a sharp curve and, approaching in a deep cutting, whistles into Mytholmes Tunnel with a train from Keighley.

Evening Star makes a vigorous start from Oxenhope Station, coasts past in the cutting and away, round the curve, down the gradient towards Haworth, with an evening train for Keighley.

Notes:

No. 92220 *Evening Star*, a '9F' class 2-10-0, was the last steam locomotive built by British Railways at Swindon in 1960.

No. L89, formerly BR No. 5775, 0-6-0 Pannier Tank of the '5700' class, introduced by the GWR in 1929.

Band Three

During the weeks before the Shildon Exhibition, preserved steam locomotives from all over Britain converged on the Darlington area.

Early on an August morning in 1975, while an off-duty railwayman coaxes an obstinate bird back to his lineside pigeon loft, No. 75029 *Green Knight*, running light, approaches from Eaglescliffe Station, runs past on the Darlington line and away round a curve, whistling in the distance.

No. 4771 *Green Arrow*, approaching from Stockton, whistles through Eaglescliffe Station and heads past and away on the Darlington line with a train of vintage coaches.

On a May morning in 1963, on the former Great Central main line, No. 48007 rattles past, down the gradient towards Braunston and Willoughby, with a train of empty coal wagons. Then No. 4472 *Flying Scotsman*, approaching up the gradient, roars past and whistles away into Catesby Tunnel with a southbound special train.

At Shildon, on a morning during the Rail 150 Exhibition, No. 2283 and No. 41241 were operating the 'Shildon Shuttle' passenger train service.

No. 2283 whistles past, heading the 'Shildon Shuttle' train down the gradient, with No. 41241 at the rear.

No. 41241, now approaching up the gradient, heads the train past, towards the exhibition site, with No. 2283 at the rear.

At Carnforth, on an August Sunday morning in 1975, No. 790 *Hardwicke* runs light in the Steamtown shed yard while being prepared for the journey to York and Shildon.

Notes:

Recordings at Shildon by Iain Churches, Decca Record Company.

No. 75029 *Green Knight*, '4MT' class 4-6-0, built by BR in 1954.

No. 4771 *Green Arrow*, 'V2' class 2-6-2, built by LNER in 1936.

No. 48007, '8F' class 2-8-0, introduced by LMS in 1934.

No. 4472 *Flying Scotsman*, an 'A3' class 'Pacific' 4-6-2, built by LNER in 1923.

No. 2283, NER 'T2' class 0-8-0, later BR 'Q6' class No. 63395, built by NER in 1918.

No. 41241, class '2MT' 2-6-2 Tank, designed by LMS in 1946, built in 1949.

No. 790 *Hardwicke*, 'Precedent' class 2-4-0, built by LNWR in 1873.

Band Four

Although narrow gauge locomotives could not be included in the Shildon Cavalcade, narrow gauge railway societies were represented at the Shildon Exhibition.

On the Festiniog Railway in May 1972, *Linda* climbs through the woods with a train from Porthmadog, swings round 'whistling' curve and heads into the cutting below Tan-y-Bwlch Station.

On the Festiniog Railway in August 1973, *Linda*, heading a train down towards Porthmadog, whistles in the distance while *Merddin Emrys* whistles, starts out from Tan-y-Bwlch station, heads past in a cutting and away, round a curve, with a train for Dduallt.

Notes:

Linda, 2-4-0 Tank engine, with tender, built by Hunslet in 1893.

Merddin Emrys, FR No. 10, double Fairlie 0-4-4-0 Tank engine, built by FR in 1879.

Band Five

Mono recordings, electronically re-processed to give stereo effect when played on stereo equipment.

On the 1 in 37¼ Lickey Incline, between Bromsgrove and Blackwell, on a foggy December morning in 1955. No. 45572 *Eire*, heading a Bristol–Newcastle passenger train up the Incline, climbs past and away towards Blackwell with the unique ‘Lickey Banker’, No. 58100, giving powerful assistance at the rear of the train.

No. 46209 *Princess Beatrice* heads a sleeping car express up the gradient from Tebay, past and away under the road bridge at Greenholme, on the climb towards Shap Summit in the small hours of a July morning in 1958.

No. 41100 heads an evening passenger train past and away down the gradient towards Bedford as an aircraft drones overhead on a July evening in 1956, near Sundon on the Midland main line.

Notes:

No. 45572 *Eire*, ‘Jubilee’ class 4-6-0, introduced by LMS in 1934.

No. 58100, the four-cylinder 0-10-0 ‘Lickey Banker’, built by MR in 1919.

No. 46209 *Princess Beatrice*, ‘Princess Royal’ class 4-6-2 ‘Pacific’, introduced by LMS in 1933, with later developments in 1935.

No. 41100, LMS Compound 4-4-0, introduced by LMS in 1924, developed from the earlier Midland Compound 4-4-0s, such as MR No. 1000.

SIDE TWO

Band One

When *Hardwicke*, piloting *Flying Scotsman*, moved from Carnforth to York on an August Sunday in 1975, it was arranged that *Hardwicke* would do all the work during part of the journey, on the climb past Borwick towards Wennington.

A strong breeze rustles the lineside foliage as *Hardwicke*, whistling in the distance, vigorously attacks the curving climb towards Borwick, whistles through the closed station and approaches under a road bridge. Steam is shut off and the two engines, now on easier gradients, head past through a deep cutting. *Hardwicke* whistles and then climbs energetically away, with the wind, towards Arkholme, while a curlew calls overhead.

Note: recorded by Kevin Daly.

In open country, further along the line towards Arkholme. *Hardwicke* approaching from Borwick, hauling *Flying Scotsman* and a vintage Caledonian coach, climbs past and away, with the wind, towards Arkholme and Wennington.

Notes:

Recorded by Iain Churches.

The LNWR 'Precedent' class 2-4-0 *Hardwicke*, built in 1873, took part in the London–Aberdeen railway races in 1895 and, on one occasion during those races, covered the Crewe–Carlisle section, including the climb over Shap, at an average speed of 62.4mph.

Band Two

No. 55195 brings the branch line train out from Killin Station, heading it past at the roadside and away towards Killin Junction on a bright May morning in 1959.

No. 55218 backs down to the coaches of the Aberfeldy branch line train at the junction station of Ballingluig. Buffers meet, then, while the engine's brake pump thumps energetically, the coaches are coupled up and the train sets off for Aberfeldy, on a windy afternoon in 1959.

A Saddle Tank engine, NCB No. 12, bringing a train of loaded coal wagons out from Kames Colliery, climbs past and away, with the wind, towards Muirkirk exchange sidings, on a November morning in 1967.

Notes:

No. 55195 and No. 55218, 0-4-4 Tank engines of the '439' class, introduced by CR in 1900.

NCB No. 12, 0-4-0 Saddle Tank, one of a batch built by Andrew Barclay of Kilmarnock in 1915.

Band Three

On the North Yorkshire Moors Railway, in August 1975. No. 5428, climbing through the woods with a train from Grosmont, approaches under the road bridge at Darnholm, climbs past and away round a curve towards Goathland.

A strong wind sways the trees on another morning at Darnholm as No. 2005, approaching through the woods with a train from Grosmont, whistles round a curve, heads past and climbs away under the road bridge and, raising echoes from the woods, on round the curve towards Goathland.

Notes:

No. 5428, class '5MT' 4-6-0, one of the Stanier 'Black Fives' introduced by LMS in 1934.

No. 2005, 'K1' class 2-6-0, developed from LNER 'K4' class, built for BR by North British Loco. Co. in 1949.

Band Four

At Basingstoke Station in August 1959, No. 6907 *Davenham Hall* passes by, running light. No. 30510, starting from signals with a down freight train, heads past towards the station and is overtaken by No. 34006 *Bude*, whistling by with an express for the West of England.

On an August night in 1961, No. 60034 *Lord Faringdon* whistles while waiting to leave Grantham Station with the down 'Aberdonian' sleeping car express. In the foreground a light engine moves

noisily past towards the loco sheds. *Lord Faringdon*, driving wheels occasionally slipping, starts out from the station and passes behind a signal box, heading the 'Aberdonian' away into the night to the north.

Notes:

No. 6907 *Davenham Hall*, '4900', 'Hall' class 4-6-0, introduced by GWR in 1928 following rebuilding of 'Saint Martin' in 1924.

No. 30510, 'S15' class 4-6-0, first batch introduced by LSWR in 1920.

No. 34006 *Bude*, 'West Country' class 4-6-2 'Pacific', introduced by SR in 1945.

No. 60034 *Lord Faringdon*, 'A4' class 4-6-2 'Pacific', introduced by LNER in 1935.

Band Five

At Coton Hill, on the outskirts of Shrewsbury, on an April morning in 1975.

Tractors are working in the fields as No. 6000 *King George V*, whistling in the distance, heads a 'Return to Steam Railtour No. 3' special train out from Shrewsbury, climbs past in a tree-lined cutting and away, under a road bridge, towards Wrexham and Chester.

No. 35028 *Clan Line* follows with the second special train, climbing out from Shrewsbury through the cutting and whistling away under the road bridge.

Notes:

No. 6000 *King George V*, '6000', 'King' class 4-6-0, introduced by GWR in 1927.

No. 35028 *Clan Line*, 'Merchant Navy' class 4-6-2 'Pacific', introduced by SR in 1941.