



steamsounds Riding behind steam Jubilees

In 1932, when William Stanier arrived at Crewe to become the LM&SR's Chief Mechanical Engineer, some of the last designs of his predecessor, Henry Fowler, were still under construction. Among these were the last five Patriots which Stanier completed with his design of taper boiler rather than Fowler's parallel boiler; these five locos became the first Jubilees and the class eventually numbered 190.

Initially these locos proved disappointing as their low degree of superheating meant that a lack of steam often prevented them achieving the level of performance their design suggested they should be capable of. Some changes to the draughting arrangements did improve matters considerably but, if high power outputs were required, they always had to be carefully handled.

By the time I switched from simply train spotting to railway enthusiasm there were only a few Jubilees remaining but I was lucky to live in Leeds where in 1967 Holbeck shed had the last two working examples; 45562 *Alberta* and 45593 *Kohlapur*, the later surviving into preservation.

In that summer, the last year that Holbeck still had a steam allocation, the two Jubilees had a regular turn on a Saturday Only train over the Settle to Carlisle line so let's start with a Holbeck Jubilee working on the S&C once again ...

1. Carrying LMS livery and numbered 5593, *Kohlapur* worked south from Carlisle on the 18th April 1987 with a train named 'The Mancunian' despite the fact that at no time did the train get within 40 miles of Manchester! The reason for this apparent misnomer is easily explained by the fact the train had been originally intended to be steam hauled from Carlisle to Manchester but, due to operating reasons had to be re-routed to Leeds.

At this time the climb from Appleby to Ais Gill still had a number of supposedly 'temporary' speed restrictions on it. The most serious of these was a 20 mph restriction at Mallerstang just before the final few miles of the 1 in 100 gradient to the summit begins.

On this occasion, despite this restriction our driver, Tommy Hayten, decides to see what he can do with 5593 as you can hear in this recording which starts as the Jubilee clears the restriction and ends passing the summit.

The result of his efforts produced an increase in speed from 23 to just over 30 mph at the summit. Not bad with 10 coaches behind the tender.

2. On 18th June 1983 I had a very enjoyable day out on a railtour titled 'The Cumberland Sausage' which ran from Manchester to Sellafield and back steam hauled from Hellifield to Carnforth and Carnforth to Sellafield by 5690 *Leander* with a diesel hauled trip to Morecambe and Heysham in between. For those who didn't wish to travel to Sellafield there was the option of a trip on the Ravenglass and Eskdale Railway who provided a special train sporting a headboard reading 'The Chipolata'!

Waiting with 5690 at Hellifield was Carnforth driver Johnny Lowther and he produced some fine sounds from the Jubilee during the journey particularly, as you will hear in this recording, on the mainly, 1 in 100 climb from Settle Junction, through Giggleswick to the summit at milepost 237 $\frac{3}{4}$.

3. All three preserved Jubilees heard on this CD have worked trains on the Welsh Marches route and on 29th March 1986 we had a train utilising two of them. 5690 had already worked the train down from Hereford to Shrewsbury and back where 5593 was waiting to take over the 11 coach train.

On the run to Shrewsbury and back 5690's performance left something to be desired but as you'll hear



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in this recording, made on the 1 in 100 climb to Llanvihangel matters improved with 5593.

The recording begins near Pandy and ends passing the summit.

4. On the Welsh Marches route many locos, particularly those of GW origin have to suffer a number of speed restrictions due to limited clearances mainly under overhead bridges. These restrictions do not usually affect LMS locomotives and, during the course of a run on 28th January 1984 down to Hereford behind 5690 we didn't suffer any but after the crew change at Hereford the driver who took over seemed to think that he should observe the usual restrictions.

On the Hereford to Newport section the most significant of these is at Penpergwm and the Jubilee is down to about 10 mph going under the bridge before starting to recover in fine style on the 1 in 80 gradient and climbing up to Nantyderry where, although the gradient eases, there is another restriction.

5. 5690 departing from Abergavenny to beyond Llanvihangel. 18th February 1984
Returning from Newport with 5690 two weeks later we stopped for photographs, as usual at Abergavenny.

Although Abergavenny station was most suitable for a photo stop and, if time permitted a couple of runs past, it always seemed to me to be a strange choice as getting away from there was not easy.

While the station is on level track the gradient off the platform end is 1 in 85 which soon steepens slightly to 1 in 82 before easing a little to 1 in 95 all the way to the summit at Llanvihangel just over 4 miles away thus stopping here for photographs often resulted in a very steady ascent which with certain engines could easily take 15 minutes. Not so on this occasion!

The Jubilee makes a very positive and sure footed start out of the platform and is soon producing a wonderful 3 cylinder roar on the steep gradients.

Just over 10 minutes from the start the summit is reached at a little over 30 mph and it would have been reasonable to expect that the driver would close the regulator and allow gravity to do the work. However, the regulator remains open and on the 1 in 100 falling gradient beyond the summit speed rises rapidly until, as this recording ends we have reached... well, let's say, just a little over 60 mph!

6. In 1983 5690 appeared during the Summer on a couple of that year's Scarborough Spa Expresses and on the evening of 2nd August is heard crossing Crimble Viaduct and climbing the following 1 in 91 gradient into Harrogate.

Later during the same evening 5690 is heard on the climb from Crimble Jc.

7. The third Jubilee we are going to hear on this disk is a little different.

During their career, a number of locomotives had been experimentally fitted with double chimneys, often soon removed but the last one to be so modified was 45596 *Bahamas*. This modification of a double blast pipe and chimney was carried out by British Railways as late as 1961 and considerably improved the loco's ability to make steam.

On 8th July 1989 45596 worked a train from Manchester to Sellafield. The route along the Cumbrian Coast from Carnforth is not particularly noted for having lots of gradients although there is one steep climb, this is Lindal Bank.

As the recording begins 45596 has just crossed the long viaduct across the Leven estuary and begins to accelerate past the site of Plumpton Junction. Not long after the gradient steepens through Ulverston station and although I do not have a profile of the line, I understand that the steepest gradient is 1 in 80.

With 12 coaches behind the tender *Bahamas* has to work hard before the summit of the climb is reached at Lindal.

8. One route that would have regularly seen Jubilees in 'real' steam days was the Midland main line from



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Sheffield to London St. Pancras and on a very wet Bank Holiday Monday, 25th August 1986, 5593 'Kohlapur' worked a train over part of this route on the way from Derby to Southport via Chesterfield, the Hope Valley and Manchester.

During the day the locomotive's performance was, for the most part almost as miserable as the weather but we were at least able to have some noise to record.

This recording was made on the climb beyond Chesterfield, through Dronfield to Bradway Tunnel and starts passing Sheepbridge at the foot of the 1 in 100 gradient and ends as we enter the tunnel.

9. Returning to the train from Manchester to Sellafield on 8th July 1989, early in the run 45596 had a difficult time on the climb to Sough.

Much of the line from Bolton to Blackburn is single track but passing loops are provided and our train was booked to wait for a service train at Bromley Cross. This meant that 45596 had to restart with a 12 coach train on the 1 in 73 gradient which, as you can hear in this recording proved a little difficult.

Rail conditions were quite bad and it is some time before the Jubilee gets a grip and can begin to accelerate this heavy train on the steep gradient but after only a little over a mile and a half from the start at Bromley Cross the regulator has to be closed for a 10 mph speed restriction for the crossing at Turton.

Rails on level crossing are often slippery and this one is no exception. 45596 has another brief bout of slipping but once that is over, begins to accelerate on the continuing climb through Entwistle. *Bahamas* was able to recover to a little over 20 mph before reaching the summit and entering Sough Tunnel.

A fine example of good enginmanship in very difficult conditions.

STEAMSOUNDS *Riding behind steam* Jubilees

1. 5593 from Mallerstang to Ais Gill. 18th April 1987
2. 5690 passing Settle Jc. and climbing Giggleswick Bank. 18th June 1983
3. 5593 from near Pandy to Llanvihangel. 29th March 1986
4. 5690 from Penpergwm to Nantyderry. 28th January 1984
5. 5690 departing from Abergavenny to beyond Llanvihangel. 18th February 1984
6. 5690 climbing from Crimble Jc. 2nd August 1983
7. 45596 passing Plumpton Jc. and climbing Lindal Bank. 8th July 1989
8. 5593 from passing Sheepbridge to Bradway Tunnel. 25th August 1986
9. 45596 from restarting at Bromley Cross to Sough Tunnel. 8th July 1989