



steamsounds from the lineside 2005

1. On 5th February 2005 ex LMS Black 5 4-6-0 45407 worked a railtour from Doncaster to Scarborough and back, outward via York, returning via Bridlington and Goole.
Our first recording attempt was made at a foot crossing at Bentley about a mile north of Doncaster station.
As this recording begins a London bound Class 91 propelled GNER train passes heading south before the sound of the Black 5 accelerating through the station can be heard.
The train was routed via the freight only line through Askern and as the Black 5 passes the driver eases the regulator as the junction is not far away.
2. 45407 stopped for water at Milford Jc. so we had plenty of time to get to Malton for a recording from the bank of the River Derwent just to the east of the station.
The Black 5 is heard accelerating away from the speed restriction through the station on the last stage of the journey to Scarborough.
3. We expected that the best recording of the day would be of 45407 climbing away from Hunmanby and we weren't disappointed.
Pulling away from the station on to the single track section to Bridlington the Black 5 slips violently which causes the safety valves to lift but, with the sanders on the loco begins to make a sure footed climb of the 1 in 106 gradient away from the station.
A southerly wind was blowing and after the train has passed the sound carries back well; the loco is audible almost all the way to the top of the climb near Speeton 4 miles away.
4. On the way back to Doncaster 45407 stopped for water at Goole.
As this recording begins a DMU is heard approaching from Doncaster and rattling over the high bridge over the Dutch River and the Aire & Calder Navigation before the sound of the Black 5 restarting its train can be heard.
My book of gradient profiles indicates a gradient of 1 in 196 at this point where the line climbs away from Goole to reach the bridge but seen from the ground the climb looks much steeper and the Black 5 makes a fine sound climbing to the bridge.
Once 45407 has passed over the bridge the train accelerates rapidly on the falling gradient beyond on the last part of the journey back to Doncaster.
5. Although a few hours spent at the Severn Valley Railway were pleasant enough, the main reason for our visit to the West Midlands on 26th February 2005 was to try for a recording of the GWR King 4-6-0 6024 *King Edward I* climbing the Lickey Incline with a railtour returning from Newport.
It was only a last minute decision to go out for this train as we had heard that it would be stopping at Bromsgrove to attach a diesel banker, Network Rail not being prepared to take the risk of something going wrong had the train been single headed on the steep climb but I can't help but feel that this was totally unnecessary. The train was made up of just 8 coaches and given a clear run through Bromsgrove would surely have climbed the 2 mile bank without difficulty.
The spot we chose for our recording was between Pikes Pool Lane Bridge and Burcot Bridge at the top of the cutting at the south side of the line from where we could see the train approaching Bromsgrove.
Our one hope was that the diesel banker would only assist if things started to go wrong but soon after 6024 had started away from Bromsgrove became it apparent from the speed that the train was travelling at that the diesel was pushing hard and, as the train passed us it must have been travelling at around 30 mph.
Still, even though the Class 37 diesel was obviously and audibly assisting, the King was being worked very hard too, making a fine sound on the 1 in 37 gradient and can be heard reaching Blackwell then accelerating rapidly on the easier gradients.
Under the circumstances not a bad result but next time, if we must have a banker can we have a steam loco please?
6. On 22nd March 2005 His Royal Highness, Prince Charles, The Prince of Wales had a ride over the Settle to Carlisle line in the Royal Train which, for only the second time since the 1960's was to be steam hauled.
The loco chosen was the LMS Coronation Pacific 6233 *Duchess of Sutherland*, the same loco that had hauled the Royal Train conveying HM The Queen & The Duke of Edinburgh along the North Wales Coast in 2002.
6233 was waiting to haul the train from Hellifield after it had arrived from Carnforth diesel hauled having dropped the Prince off at Clapham where he visited the Yorkshire Dales Millennium Trust and met local residents before



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travelling by road to Settle where he rejoined the Royal Train for the steam hauled run to Carlisle. Our first recording of the train was made at Selside.

We were lucky in our choice of location as shortly before 6233 appeared a diesel hauled freight train passed heading down the gradient. Had it been a few minutes later our recordings would have been ruined!

Although the train was a relatively short one, 7 coaches forming the Royal Train plus the loco support coach with a Class 67 diesel, 67006 *Royal Sovereign*, attached at the rear as 'insurance', 6233 sounds to have to work hard on the gradient. Fortunately, the diesel was not providing any assistance.

7. The Royal Train's next stop was at Kirkby Stephen where Prince Charles unveiled a plaque to commemorate his visit to the recently renovated station.

From Kirkby Stephen the Prince travelled on the footplate for the 15 minute run to Appleby.

Freight trains proved to be a feature of the day as, when we found a suitable recording spot just north of the station we also found a southbound Gypsum train held at Kirkby Stephen's home signal.

Again we were lucky as once the Royal party had returned to the down platform the freight train was allowed to proceed and as this recording begins can be heard climbing away through the station as 6233 departs and accelerates rapidly on the 1 in 100 falling gradient.

8. Just a few days later on 26th March 2005 the Settle to Carlisle line saw yet another steam hauled train.

This one had started in Manchester and was steam hauled throughout to Carlisle and back by BR Standard Class 4 2-6-0 76079 and ex LMS Black 5 4-6-0 45407.

Once again we went to Selside for our first recording.

Conditions for recording were not as good as they had been a few days before and there was a strong northerly wind blowing which meant that we didn't hear the locos until they were less than $\frac{1}{2}$ mile away.

Even on 12 coaches, despite running about half an hour late the two locos don't sound to be having to work very hard as they pass on the 1 in 100 gradient heading for Ribbleshead.

9. Unusually, having taken water at Long Preston on the outward journey there was no other water stop before Carlisle so our next recording opportunity was at Ais Gill during the return.

Once again 76079 & 45407 aren't working particularly hard on the climb. Perhaps water consumption was a concern as, having taken water at Appleby the next water stop was not until Blackburn.

Despite the wind the pair can be heard reaching the summit and accelerating on the falling gradient towards Garsdale.

10. Now, it will come as a surprise to some to learn that I often record diesels though I should add that this is something that usually happens by accident rather than design. Well, if they pass while I'm trying to record a steam loco I've no choice in the matter and indeed, I sometimes leave them in if they add to the sound picture, but there is one type of diesel that I have always had a soft spot for. I'm referring of course to Deltics.

23rd April 2005 presented the possibility of making what should have been an interesting steam recording including a Deltic.

We had really gone out to record the ex LNER B1 4-6-0 61264 working a railtour to Scarborough, steam hauled from Doncaster, returning via the coast. The thing was that there was also a railtour running from Kings Cross to Edinburgh behind 55019 *Royal Highland Fusilier* which was timed through Doncaster station just 2 minutes before the B1 was due to pass through.

I'd hoped that, if everything went according to plan, heard north of the station at Bentley, as the sound of the Deltic faded away the B1 would be audible approaching from the south. But only if both trains were bang on time.

You can probably guess what happened!

The Deltic was just about on time but the B1 was half an hour late.

Still, never mind as, with the aid of a bit of technical jiggery pokery, here is a recording of what 'should' have happened!

After 55019 has passed on its way to Edinburgh a Hull Trains Class 170 DMU passes heading south before the B1 passes not being worked particularly hard with 10 coaches behind the tender.

11. York was the place to be that day as in addition to the Deltic and the B1 passing through, there were two other steam hauled trains there. One was a charter to Newcastle with 71000 and the other was with 4965 with a train



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from Birmingham. This latter train should have passed the B1 at Milford Jc. while it took water but with the late running this didn't happen.

It was a little frustrating to find that the timing of all these trains precluded getting recordings of them all so our next recording was of the B1 to the east of York at Strensall Common.

Having been further delayed while taking water 61264 was running over an hour late when it passed at speed.

12. Our usual recording spot at Hunmanby proved to be impossible due to preparations being underway for grass track car racing on the following day in a nearby field so we ended up further up the gradient towards Speeton.

Having arrived at Scarborough somewhat late the train had been retimed to run an hour later to fit in with service trains on the line.

In this recording 61264 can be heard passing on the climb from Hunmanby. Once again the engine didn't seem to be being worked as hard as we might have wished!

13. We had plenty of time to get to Goole where the B1 was due to take water. In fact, we had more time than we expected as, by the time watering was completed and 61264 departed it was running almost 90 minutes late.

This proved to be the best recording of the day, still not as good as the previous time with 45407 but despite the humming sound coming from a nearby factory, the B1 sounds good on the steep climb to the bridge over the Dutch River and the Aire & Calder Navigation on its way back to Doncaster.

14. On 28th May 2005 Steamy Affairs ran a railtour with steam haulage by the unique BR Standard Class 8 Pacific 71000 *Duke of Gloucester* which worked the train from Bescot, through the Birmingham suburbs to Worcester and Hereford before heading down the Welsh Marches route to Newport and back to Worcester.

The route through the Birmingham suburbs would involve the train taking in the steep ascent from Landore St. to Camp Hill and we were able to find a recording spot on the canal bank not far from St. Andrews Junction on the 1 in 62 gradient from Landore Street Jc.

The main drawback this location had was that we didn't have much of a view so there was no warning of the train's approach, the only clue being the aspect of a nearby signal but as that could only be seen from some distance from the recording spot it wasn't much use. In addition the train was running half an hour late.

Fortunately the wait proved worth while as the Duke was going very well on the gradient with a massive 14 coach train behind the tender and a strong wind carried the sound back for some time as it climbed the gradient towards Camp Hill.

15. There was another steam hauled train running in the Birmingham area that day which gave me the opportunity to get a first main line lineside recordings of a certain loco which I have, in the past, travelled several thousand miles behind on the main line.

The locomotive in question is LMS Black 5 4-6-0 5305 and the reason why I had no main line lineside recordings of it is quite simple; when it was out and about on the main line in the 80's and early 90's I could usually be found in the front coach recording it!

In the intervening years I have gotten out of the habit of travelling on as many main line steam trips as I used to so when 5305, sorry, it now carries its BR number, 45305 returned to the main line in May 2005 as much as anything I was looking forward to the opportunity to get a few main line lineside recordings of the loco.

This opportunity was quite unexpected as the railtour from Tyseley to Didcot operated by Vintage trains that day should have been Jubilee 5690's first train after returning to main line use.

Unfortunately the Jubilee wasn't ready in time but, as far as I was concerned at any rate, 45305 was an excellent substitute.

My first attempt at a lineside recording that morning at Acocks Green had proved to be a bit of a waste of time thanks to a strong wind coupled with a loco being worked very easily on a short train but the return journey from Didcot gave another, potentially better opportunity for a recording of my favourite Black 5. This was of the loco climbing Hatton.

Although much better than the earlier one, this recording proved less good than it might have been as the train had a pathing stop at Leamington Spa and, from there followed a stopping DMU!

In this recording 45305 can be heard recovering after nearly being brought to a stand at a signal near Hatton Locks. A violent slip is soon controlled and the loco sounds well climbing the gradient but the next signal up the bank is



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against the train and the regulator has to be closed.

I was really looking forward to some of the trains that 45305 supposed to be working later in the summer, particularly the opportunity to do a 'proper' Scarborough Spa Express again after a gap of 20 years. Trains over Copy Pit and Shap looked inviting too but I was amazed to discover that these trains had all been cancelled only a few days after the loco had had its successful main line test run earlier in the month. The reason? Well, the reason given was lack of bookings but I find that almost unbelievable as the dates for some of these trains were almost 2 months away when they were cancelled. I wonder what the real reason was?

16. On Sunday 12th June 2005 there was a steam hauled train running both ways over the Settle to Carlisle line with its starting point as Leeds. In the last few years we were beginning to think that Leeds had been declared a no-go area for steam.

Although we get a good few steam hauled trains up here in the north, all too often they have their starting points somewhere much further away so it was nice to see a series of trains promoted by Kingfisher appearing in the main line steam programme with starting and local pick-up points in the north.

Hopefully, like this one, these trains will be well supported and perhaps lead to something that the Settle to Carlisle line has been crying out for, a regular daily steam operation through the summer! Motive power for this train was ex LMS Black 5 4-6-0 45407.

After having a recording spoiled by a light aircraft at Bell Busk we continued to Selside while the loco took water at Hellifield

Here we seemed doomed to be troubled by another light aircraft, perhaps the same one, but luckily as 45407 appeared in the distance it went away.

Recording conditions were very good and we were able to hear the Black 5 for some time continuing the climb to Ribbleshead after it had passed.

17. Almost a month later, after working another train from Leeds to Carlisle and back 45407, took the empty stock back to York in the evening.

We went to Cross Gates and after walking round the area trying to find somewhere suitable to record from ended up in the small station car park to the south of the line. Far from ideal but aside from recording on the station there was nowhere else that we could reach in the time available. We had rejected the station platform as unsuitable as; firstly, we were bound to suffer the attentions of kids playing in the area and, as the platforms are under CCTV surveillance and this being just a few days after the London Underground terrorist bombings... Well, let's just say the platforms looked like a bad idea.

As things turned out we would have had plenty of time to look elsewhere as 45407 was about 30 minutes later than expected when it passed just after a westbound Trans Pennine Express DMU headed into Leeds.

The police car with siren audible in the recording was not on its way to arrest us. No, that arrived later just after we had packed away our equipment and were ready to return to our homes in the shape of a large van which blocked the road to prevent our escape!

Out of the van emerged a couple of burly Bobbies interested to know just what we were doing. Luckily they had a sense of humour and, after inspecting our equipment for explosive devices, seemed most upset that they had missed seeing the train and wanted to know when the next one was running, when they could next expect a report of men acting in a suspicious manner!

In a way, although it was a shame that we were partly responsible for wasting a little Police time, it is nice to know that people were being vigilant. Mind you, they could always have asked!

18. As in 2004 *Flying Scotsman* was booked to haul a series of trains to Scarborough on three days a week throughout the summer. Also like last year, *Flying Scotsman* proved an unreliable performer at times.

On 4th August 2005 such was the case when the star performer was stopped for repairs - fortunately an able substitute was available in the shape of ex LMS Black 5 4-6-0 45407.

In this recording the Black 5 is heard passing Bootham soon after leaving York with the evening train to Scarborough.

19. On Bank Holiday Monday, 29th August 2005, there were two steam hauled charter trains running in the North West of England. One was a train from Birmingham to Blackpool and back and the second running south over the Settle - Carlisle line.



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For the first of these which was hauled by the 5690, we went to a spot near Boar's Head for a recording of this but were foiled by the train running 35 minutes early!

In the days when I used to travel a lot behind steam on the main line this would never have happened. Trains usually ran a little late, sometimes very late, occasionally on time but never early! Next time we will have to expect the unexpected and be ready far sooner.

The other steam hauled charter train running that day was a southbound Cumbrian Mountain Express hauled by LMS Princess Royal Pacific 6201 *Princess Elizabeth* working its first train after being out of traffic for repairs to remedy the damage caused in April 2004 when the loco failed dramatically descending from Shap on its way to Carlisle.

6201 is a firm favourite of mine and I was really pleased to have the opportunity to record it on the 1 in 82 Whalley Bank at Langho.

After our experience with 5690 earlier in the day you can be sure that we were ready in plenty of time and it would have been a real disaster had we missed getting a recording of this fine loco looking and sounding magnificent climbing the steep gradient at the head of 13 coaches.

This loco truly is a credit to those who look after it. Welcome back!

20. Another opportunity to visit the Esk Valley Line came my way on 1st September 2005. This was the last day of the programme of steam hauled trains to Whitby that the North Yorkshire Moors Railway had been running through the Summer months.

76079 had just returned to the North Yorkshire Moors having been away in Wales working trains along the Cambrian Coast and was back in service for a final day running trains to Whitby. Still on just 5 coaches, the loco was being driven a little more vigorously than it had been on a previous visit, on this occasion by West Coast Railways driver Bill Andrews.

This first track was made at Sleights and we were very happy with this recording of the loco, working tender first, making a fine sound departing for Whitby with the first train from Grosmont.

21. After this, things took a turn for the worse when we returned to Grosmont intending to record the 10.45 departure to Pickering only to find that the booked loco, 45212, had failed and the train was being diesel hauled!

Still, this gave us more time to find a good spot for our next recording of 76079.

We ended up about $\frac{1}{4}$ mile to the west of the first bridge over the River Esk encountered after departing from Grosmont.

This bridge is subject to a speed restriction and the driver closes the regulator crossing the bridge but, once clear of the restriction, soon has it wide open again and the loco makes a very fine sound continuing on the 1 in 100 gradient towards Egton and Glaisdale.

22. As I mentioned above the LNER A3 Pacific 4472 *Flying Scotsman* has spent the summer working trains between York & Scarborough and, also like last year, hasn't always been the most reliable performer being replaced by alternative locos, sometimes a diesel!

However, when I recorded 4472 departing from York and crossing Scarborough Bridge over the River Ouse on 1st September 2005 it had managed to complete at least three consecutive weeks without failing.

This was the end of the loco's penultimate week working these trains and, I understand, it managed to complete its final week without any further problems.

But that whistle still doesn't sound right!

23. On 5th November 2005 the ex LNER B1 4-6-0 61264 worked a train to Blackpool and back running over Copy Pit in each direction.

The weather forecast for Bonfire Night was for a wet morning with a drier afternoon and evening. In view of the forecast we decided to give the outward run a miss and go out in the evening for a recording in the dark of the B1 climbing the gradient with the addition of the sound of fireworks to add to the atmosphere.

As usual the forecasters got it wrong and we had a dry, occasionally sunny morning and a wet and windy afternoon and evening!

As this recording begins a Blackpool bound DMU can be heard descending the 1 in 68 gradient not far from the sites of Cliviger signal box and Holme station.

The sound of the DMU fades away and a distant whistle can just be heard soon followed by the sound of the B1



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working hard with 8 well filled coaches behind the tender.

Having passed, the loco is eased for the restriction through Holme Tunnel but can then be heard continuing almost all the way to the summit at Copy Pit.

Well worth getting wet for!

24. On 10th December 2005 I was very pleased to have another opportunity of getting another lineside recording of my favourite Black 5 when it worked another charter for Vintage Trains from Tyseley to York and back.

First we went to a spot near Frickley not far from the top of the 1 in 150 gradient from Bolton-on-Deerne to get a recording of 45305 on its outward journey to York.

Not far from right time the loco can be heard going well on the gradient with 9 coaches behind the tender.

25. York in the late afternoon of that day should have given the opportunity of recording two steam hauled trains departing within 11 minutes of each other as another charter train, hauled by 60009, had also been due to visit. Unfortunately, due to an incident while working the empty stock to its starting point, the tour finished before it started.

Still, it was a recording of 45305 that we really wanted.

We went to a point opposite the site of Dringhouses Yard about $\frac{1}{2}$ mile west of York station.

At a little after 5 o'clock the Black 5, once clear of Holgate Bridge can be heard accelerating its train smartly westward.

Nice to hear my favourite Black 5 back on its old Scarborough Spa Express stamping ground!

26. On 29th December 2005 Ian Riley's pair, ex LMS Black 5 4-6-0 45407 and BR Standard Class 4 2-6-0 76079, were booked to work a train over the Settle - Carlisle from Hellifield to Carlisle and back.

We went to our usual recording spot at Selside where, on this very cold but calm day we were just able to hear the train, which was running about 20 minutes late, climbing up towards Horton long before we could see it.

Unfortunately, we could also hear the sound of a light aircraft approaching too!

As this recording begins the aircraft has just disappeared towards Ingleborough and the pair can be heard approaching from Horton. Actually, while I say 'pair', all you can really hear is the Black 5 which was doing most of the work, the Standard 4 only being audible just as the train passes.

The train was made up of just 9 coaches, only a light load, but had the addition of a Class 47 diesel attached at the rear but not working.

Not a bad way to end the year!

