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Since steam returned to the main line in the UK in the 1970s we have been fortunate to have had steam hauled trains visiting almost every part of the country so, while I'm not going to attempt to match Jules Verne's character Phineas Fogg who managed to go right round the world in 80 days I am going to try to take you on a steam hauled tour round England in a few seconds less than 80 minutes. We'll start in the south west...

1. Friday 6th September 1985 saw steam return to the main line in Cornwall for the first time since the 60s when, as part of the Great Western 150th Anniversary celebrations the GWR 4-4-0 3440 *City of Truro* was booked to work a train from Plymouth to its namesake city but unfortunately the 4-4-0 wasn't ready in time so the honour fell to GWR Castle 4-6-0 7029 *Clun Castle*.

An early start from Plymouth saw us reach Par without any difficulty or excitement and not very much noise either then, after the loco had been serviced and turned on the turntable still in existence at St. Blazey depot not far away 7029 continued to Truro working tender first for the final 20 miles.

As 7029 departs it sounds as though the entire population of Par have turned out to see the loco including lots of children who surely should have been at school!

2. The GW 150 celebrations had been planned to include a number of runs from Bristol to Plymouth over the south Devon banks. Right from the start these did not go according to plan.

The very first one from Bristol made it as far as Exeter by which time both locos had failed. Although we had a successful run back from Plymouth a few days later, a second attempt at a west bound run also ended in failure with the train stalling on the climb to Dainton causing much disruption to other services. After that, no further west bound runs were permitted and all the remaining runs were east bound.

The last Great Western Limited ran from Plymouth to Bristol on 27th October 1985.

This run was an extra train added to the programme arranged specially at a bargain price for those who had suffered disappointment on that very first train in the series.

The motive power was the same locomotives that had both failed with hot tender axle boxes on that first run, GWR Manor 4-6-0 7819 *Hinton Manor* & GWR King 4-6-0 6000 *King George V* and I'm glad to be able to report that no similar problems occurred and we had a most satisfactory run back to Bristol.

Where a pilot loco was employed to assist over the banks, it was normal GWR practice for that loco to be coupled inside the train engine but on this occasion the pilot, 7819, was coupled in front of 6000.

In this recording the pair are heard at the start of the journey departing from Plymouth.

3. The last originally scheduled Great Western Limited from Plymouth to Bristol ran on 8th September 1985 hauled by a pair of Castles, 7029 *Clun Castle* and 5051 *Dryslwyn Castle*.

Having already surmounted the South Devon banks without too much difficulty, after a water stop and crew change, the two Castles depart from Exeter St. David's and begin the climb to Whiteball.

4. On 18th March 1995 we had a run from Shrewsbury to Bristol and back behind the ex LMS Princess Royal Pacific 46203 *Princess Margaret Rose*.

Soon after leaving Bristol on the return journey 46203 suffered a series of signal checks but now as a HST passes and with a clear road the loco is heard climbing the 1 in 75 gradient heading for the top of Filton bank.

46203 was heading back north over the Welsh Marches route but had we turned right at Filton, then left at Westerleigh Jn. we could have found ourselves climbing the steepest main line gradient in Britain...

5. If there was one train in the main line programme for 2010 that I really, really wanted to get out for, it was the one run by Vintage Trains on 29th May as this would feature something that, ever since steam returned to the route, I have wanted to record. The train in question was running from Tyseley to Didcot via Stourbridge Jn., Cheltenham and Swindon, but the return route was to be via the Lickey Incline. Now while I have made a few recordings on the Lickey, the difference here was that this train was to be banked from Bromsgrove by Tyseley's GWR 0-6-0 Pannier Tank 9600 and it was a banked train on this gradient that I have been hoping to record.

Despite having the promise of a lift from a very good friend, my hopes that this would be my opportunity seemed doomed to failure when the times revealed that, as I would need to get to and return from my pick up point by train, by the time we had driven back, my last train home would have been long gone. We had both expected that the returning train would have been much earlier and to say I was not best pleased would be a considerable understatement but, after all, these trains are run for their passengers, not for us 'freeloading' lineside observers so I couldn't really complain.

Over the years, believe it or not, I've eventually reached the conclusion that there actually are more important things in life than steam hauled trains. One of the more important aspects is having good friends and this particular friend changed his plans at the last minute and offered to drive me all the way home almost passing his house on the way so everybody, say a big 'thank you' to Mike without whom we would not have this recording to listen to.

The original train engine for this tour, named *The Britannia Banker*, was 70013 but in the weeks preceding the tour that loco had suffered a firebox problem and had to be withdrawn while this was rectified but Tyseley was able to provide an excellent substitute in the form of the LMS Princess Royal Pacific 6201 *Princess Elizabeth*, a loco that I had already made a memorable recording of on the



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Lickey Incline back in February 2006. Unlike on that occasion, this time there would be no chance for a run at the bank as the train was stopping at Bromsgrove for the banker to be attached just as happened in the good old days.

After a long drive we got to Bromsgrove in time to see the Pannier tank arrive light engine from Tyseley and then made our way to Pikes Pool Lane Bridge heading off from there to the top of the hill between there and Burcot Bridge, often referred to as Vigo. At the top of the hill we found a strong breeze, too strong for our windshields so we had to drop down below the crest of the hill where we set up our recorders and waited.

Perhaps 10 minutes later than booked we could just hear a Stanier hooter from the direction of Bromsgrove answered by the shriller whistle of the Pannier tank followed by the sound of 6201 starting the train.

Once onto the 1 in $37\frac{3}{4}$ gradient the sound of Lizzie's exhaust becomes clearer and louder but the descending DMU must have caused a slight panic among the photographic gallery down towards Pikes Pool Lane Bridge. Once 6201 has passed on this 9 coach train the sound of the banker becomes clearly audible; 9600 was certainly giving a good healthy shove in the rear.

So, was it worth the long drive just for one recording? Well, we both thought so!

Now we'll continue through Birmingham before heading south again for our next recording...

6. In the weeks before Christmas Vintage Trains ran a series of Christmas Lunch trains starting at Dorridge and running through the Midlands via Tamworth, Burton, taking in the scenic delights of Coalville before returning to Dorridge via Nuneaton utilising the two GWR Hall 4-6-0s based at Tyseley.

On 16th December 2004 4936 *Kinlet Hall* was motive power at the head of an 8 coach train and for the return I tried for a recording of the train departing from Solihull on the last leg of its journey back to Dorridge. The location chosen was in a public park on the west side of the line just to the south of Solihull station and although there have been many occasions over the years when, while making lineside recordings, I have been forced to question my sanity and this was definitely one for the book!

For a start off it was almost dark, it was very cold, there was a strong wind blowing and the notices warning that this particular park was a crime hot spot did nothing to inspire confidence or make it sensible to stand in the middle of a field clutching a recorder and a hairy windshield while muggers gathered in the surrounding bushes. Still, I survived the experience and the recording of 4936 departing with 8 coaches was compensation enough.

Had this train continued south of Dorridge it would have been on the regular GW route from Birmingham to London so let's continue south...

7. Although now a regular event, back in the 1980s when steam on the mainline was beginning to become more common, the idea of steam running from any London terminal other than for some very special event was the stuff of fantasy but in 1985 a few trains began running out of Marylebone. These proved a great success and soon became a regular part of the steam programme.

Later, in late 1991, engineering work on the usual route out of Marylebone meant that an alternative had to be found and so the train on 7th December to Stratford-on-Avon began at Paddington instead with GWR King 4-6-0 6024 *King Edward I*, a most appropriate choice.

This recording was made as 6024 departs from the London terminal.

Had this train continued straight on at West Ealing we could have been heading on the GWR's main line to the West Country so for the next recording let's switch to the L&SWR's route to the west...

8. Steam haulage on Southern Region had been tried in the early 1970's but concerns over trespass on the third rail electrified lines had soon put a stop to that and the SR had become a no-go area for steam.

However, the Salisbury Area Manager, Gerald Daniels saw no reason why steam hauled trains should not be run west of Salisbury where there was no electrification and, after a successful steam event earlier in the year at Andover, planned on 3 weekends in October 1986 to run steam hauled trains from Salisbury to Yeovil Jc. running twice each day. These trains proved so popular that a fourth weekend had to be added and for the next few years steam hauled trains from Salisbury became an annual event.

During July 1988 Gerald Daniels arranged for three weekends of steam operation based on Salisbury, the intention being to celebrate the 21st Anniversary of the end of steam on the Southern Region. Although it hasn't proved to be the case, it was also thought at the time that these trains could well be the last between Salisbury and Yeovil since, due to restructuring the Salisbury area management was being disbanded ending Gerald Daniels work there; a great pity as he had done much to promote rail travel in his area, and not just through running steam hauled trains.

The locomotives for these trains were to be 777 and Unrebuilt Bullied West Country Pacific 34092 *City of Wells*. As on previous similar events 777 wasn't ready in time and due to broken piston rings sustained whilst working out of Marylebone 34092 missed the first weekend although it did make it to Salisbury in time to take part in working the Anniversary Pullman on 10th July.

Substituting for 777 was 8F 48151, hardly a locomotive typical of the area in steam days, but typical or not, in the hands of the very enthusiastic Salisbury drivers who believed that they were having their last fling with steam we were treated to some remarkably fine running with this locomotive.

I didn't manage to get down to Salisbury until the final weekend and, in view of what transpired, I'm certainly glad that I did.

On the final Sunday, 24th July 1988, after the 8F had run to Yeovil and back in the morning at a remarkably high speed for this loco theoretically restricted to 50 mph, we then had what we believed might well be our final run with steam on the route behind 34092.

On the previous day Gerald Daniels had arranged for an inspection saloon hauled by a Class 33 diesel to proceed the train to Templecombe and by virtue of the fact that from there to Yeovil the line was double track and signalled for reversible running this saloon, filled with video and film cameramen, was going run down the up line to Yeovil and pace our train. As you can imagine, this turned into something of a race which, I might add, steam won!



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On the Sunday afternoon there was no diesel to chase as we departed from Templecombe but our driver, Mr. Macey, needed no such encouragement and we experienced another excellent climb to Milborne Port with 34092 reaching 30 mph at the top of the 1 in 100 followed by a very satisfactory maximum on the decent through Sherborne.

This recording was made as 34092 gets the train underway from Templecombe.

While we were more than happy to have had a good maximum speed during the outward run, the return provided even more fireworks and an even higher maximum, but that's a story for another time...

9. Not living in a convenient location for trips 'down south', getting steam haulage south of London has been a bit of a rarity for me but I did make a visit on 28th February 1998 for ex SR West Country Pacific 34027 *Taw Valley* working a train from London Victoria to Salisbury and back out via Horsham and the coast and back via the main line.

When the stock arrived at Victoria I walked up towards the front of the train to find our seats in the third coach so I thought I would try to find a window to record from further forward.

At the back of the front coach was an acquaintance of mine who told me that he could have had a window in the front vestibule but as the roof tank was leaking and he didn't have his wellies and broly he had decided to give it a miss - no dedication, some people!

Well, I wasn't put off by an occasional drip, well not of water anyway and found myself in an excellent spot to record from on the correct side for the wind right behind the tender as the support coach was attached at the rear of the train.

After an excellent run down the first part of the Brighton line and some very good noise from 34027 we were stopped, presumably for pathing, at Redhill and, as you can hear in this recording, 34027 makes plenty of noise as it accelerates rapidly on the falling gradients through Earlswood.

Back to London now...

10. If the number of rides I've had around London has been limited, lineside recordings have been even rarer but I did manage to get one on 1st June 1986 as, having spent the night in London following a tour the previous day, I went by Underground out to West Hampstead to try for a recording of the Shakespeare Limited dining train reaching the top of the climb from Marylebone.

As a Metropolitan Line train heading out of London passes, LNER A4 4-6-2 4498 *Sir Nigel Gresley* can be heard approaching on the rising gradient out of Marylebone.

As the A4 passes so does another LT train heading into Baker Street.

Time to head north now...

11. The early 90s were an interesting time for main line steam in the UK as we began to see a change from steam hauled trains being restricted to certain regular routes; the S&C and Welsh Marches for example, to a much less restrictive policy allowing steam to visit places that we hadn't thought possible. This was one of the more welcome side effects of the privatisation of British Rail and meant that, in theory at least, anyone could run trains anywhere. This meant that, again in theory, routes which had been effectively closed to steam were now available and while some railtour operators and loco owners were happy to keep the status quo, others wanted to take advantage to the full. One such was Mel Chamberlain who, for about a year had been threatening to start running a programme of steam trains and, to the surprise of many people, early in 1994, trading under the name Days Out he had actually run a few tours.

In view of what later transpired with Days Out (later more commonly referred to as Days In since, quite often, he advertised trains which either didn't actually run, or had routes and motive power somewhat at variance to that advertised!) it would be easy to criticise Mel for the way he conducted his business but, whatever else he achieved, he certainly changed the face of the steam railtour market.

Whether this proved to be a good thing or not is another matter.

My first Days Out were in March and April 1994 and included the first steam hauled trains into and out of London St. Pancras since the 1960s.

Motive power for these trains was ex LMS Black 5 4-6-0 44767 and the loco returned from London on 22nd April 1995.

After a good run north, while taking water at Kettering we were made aware that there was a problem with the locomotive. A tender spring hanger had broken and the Locomotive Inspector had decided that we could proceed to Leicester, but at reduced speed and re-assess the situation there. Not good.

However, as we proceeded north, the reduced speed became less and less reduced. Obviously the loco crew were happy with the loco despite the broken hanger.

By the time we were on the climb from Kettering to Desborough, as you can hear in this recording made as 44767 recovers from a speed restriction near Glendon, the running was back to normal.

On arrival at Leicester 44767 was met by a man from Railtrack who having been informed about the problem declared the locomotive a failure, told the crew that the loco was coming off the train and would not be proceeding further. The Locomotive Inspector had a slightly different view of the situation however, so he and the man from Railtrack had a 'discussion' about it and the result was that we continued steam hauled!

Later, we left the Midland Main Line south of Derby to head across country but, for our next recording, we'll continue north...

12. The 11th August is a date that sticks in the steam loco enthusiast's mind since, on that date in 1968, what was supposed to be the last steam hauled passenger train (aside from a few with Flying Scotsman) ran on British Railways.

Fortunately this proved not to be the case and it was rather nice, 20 years on, to be able to mark that date in 1988 with a run from Derby to Manchester and back behind ex LMS 8F 2-8-0 48151.

The 8F had only appeared on the main line the previous year after certain BR officials, who had always said that, with small diameter wheels and a relatively low maximum speed, we could never have an 8F on the main line. Contrary to their expectations, 48151 has proved



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itself over many years to be a consistent and reliable performer.

During the outward journey 48151 is heard in this recording not long after passing Tapton Jc. near Chesterfield on the climb to Bradway Tunnel.

From around 60 mph speed falls to 35 mph before adverse signals are sighted soon after passing through Dronfield. An excellent performance and what a fine sound.

After passing through Bradway Tunnel, that train took a left turn but, had we gone straight on we'd have found ourselves in Sheffield...

13. Two weeks before this recording was made the LNER A3 Pacific 4472 *Flying Scotsman* had broken new ground for steam working a train from Manchester to Spalding. Now, while Spalding might seem a strange choice of destination this train was actually a positioning move to get *Flying Scotsman* and some Pullman coaches to the London area to provide no lesser person than HRH The Queen Mother with a ride behind the engine from Stratford to North Woolwich.

Having completed its Royal duties the loco returned north on 24th November 1984 with *The Fenman* running from Spalding via Nottingham to Sheffield and Manchester before continuing over Sough to Blackburn. At least, that was the plan.

There wasn't much scope for noise until steeper gradients were encountered west of Sheffield and this recording is of 4472 departing from Sheffield and beginning the 1 in 100 climb to Totley Tunnel.

Soon after we had a long delay at Grindleford in the Hope Valley due to a failed service train which proved fortunate for a few of our passengers who, having left the station at Sheffield to take refreshment had lost track of time and missed our departure. A fast taxi allowed them to catch up!

Once the failed train had been rescued we continued to Manchester now rather late and on arrival there the decision was taken to curtail the steam section of the run so that put paid to our hopes of some more noise on the climb to Sough.

Lets head over to the West Coast Main Line for our next recording...

14. Steam hauled runs including the Settle - Carlisle line in their itinerary have generally been the preserve of larger locomotives but from time to time we have been treated to runs hauled by something a little smaller. Such was the case on 21st December 1996 when the LMS 'Stanier Crab' Class 5MT 2-6-0 2968 worked a train from Crewe to Carlisle.

Anyone who had been concerned about the locomotives capabilities on the 'Long Drag' need not have worried as 2968 put in a more than satisfactory performance but that was all in the future as this recording was made as we departed from Crewe.

2968's train turned right just south of Preston but we are continuing north for our next two recordings...

15. Ask anyone about gradients on the West Coast Main Line north of Crewe and the chances are that Shap will get a mention but before we move on to that iconic climb let's not forget that there are other difficult gradients on that route.

One that is often forgotten is the southbound start out of Lancaster. Although shorter and less steep than Shap, this climb can often be difficult for trains which stop at Lancaster since it starts almost at the platform end.

Most steam hauled trains don't stop at Lancaster and with a good run through the centre road the 1 in 98 gradient presents little difficulty but on 30th October 2004 ex LMS Black Five 4-6-0 45407 provided the rare sight and sound of a train hauled by a single Black Five working a train both ways over Shap and, on the return, this train called at Lancaster to set down.

Having already recorded the train leaving Carlisle, a fast run down the M6 enabled us to have plenty of time to get to Lancaster and try to find a suitable spot for a recording on the 1 in 98 climb away from the station. We had tried before without success but this time more by luck than by good navigation we found an excellent spot among some trees at the very top of the gradient at the site of the junction off the West Coast Main Line to the original station in Lancaster which was replaced by the current station in 1849 so it's hardly surprising that all that remains of this line is this small area of land fenced off from the main line. Blink and you'll miss it.

Running a little late, we could hear 45407 soon after departing from Lancaster station and climbing the gradient in fine style.

Although the Black Five had tackled Shap unassisted, to and from Carnforth this train had a diesel attached at the rear for operating 'insurance' reasons on the busier part of the route but, at least when it passed us, the diesel didn't appear to be providing any assistance as the buffers between it and the train did not appear to be compressed.

We'll head further north now for another Black 5 recording...

16. Black 5s taking trains single handed on the northern part of the WCML have over the years been a bit of a rarity so in the Summer of 2011, while I was particularly pleased to hear that my favourite Black 5, 45305, was booked to work a few trains to Carlisle, I was very much less than impressed at not being able to be present on Shap to see it on its first two runs on the route. Luckily my friend and his car were available on 20th August 2011 for what was expected to be the third and last run, for the present at least, for the loco over Shap. Third time lucky perhaps?

On its previous two runs 45305 with a 10 coach train had, as I would have expected, acquitted itself well on the route and we had hopes that the same would apply on this run but, arriving at Shap Wells, we weren't expecting the kind of performance we were about to witness.

Conditions were not at all bad; there was a little more breeze than we would have liked but at least it wasn't carrying the sound of the motorway towards us and there was a chance that it would carry the sound of 45305 from further down the bank.

At around the expected time a little smoke appeared down towards Tebay and we were pleased to be able to hear the Black 5 before we could see it as it came out of the cutting above Greenholme Bridge.

As I stood watching and listening to the approaching train it seemed to me that it was going far too fast for a Black 5 on 10. Was there an assisting diesel? No there wasn't, this was simply a Black 5 in top form going well. Indeed, going amazingly well and it passed us making a truly superb sound.

Although speed had fallen on the 1 in 75 gradient it hadn't fallen as much as I'd have expected and I'm told that it was still doing 34 mph



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passing the summit, surely some kind of a record for a Black 5 on 10.

Third time lucky? I'll say we were!

Steam hauled trains that go north over Shap to Carlisle often return south by another route so we'll do the same...

17. When I travelled on steam hauled trains regularly back in the early 1980s for the most part steam was restricted to a few regular routes one of which was the Settle - Carlisle line which, of course, is an excellent route for those interested in locomotive performance. One loco that could almost always be counted on to provide performances of a very high standard was the LMS Coronation Pacific *Duchess of Hamilton*, now sadly no longer in use.

Fortunately we still do have a 'Semi' working on the main line but 6233 *Duchess of Sutherland* has never seemed to have been driven quite as hard as *Duchess of Hamilton* was in the 80s but never the less 6233 has almost always handled heavy trains on this route with ease.

On 20th July 2002 6233 worked a train south over the Settle - Carlisle line and is heard in this recording reaching Ais Gill, the summit of the line and the end of the long climb from Carlisle.

On the day this recording was made the weather was fine but the S&C sometimes produces conditions of quite a different sort...

18. Northbound trains over the Settle - Carlisle route face a long climb at an almost unbroken gradient of 1 in 100 from Settle Jn. to Blea Moor Tunnel. This is hard enough at the best of times but sometimes the addition of bad weather conditions make the job even harder. Such a day was 24th October 2009 when ex LMS Royal Scot 4-6-0 46115 *Scots Guardsman* worked a train to Carlisle.

Bad weather, as well as adding difficulties for working trains, also causes some difficulty when trying to get sound recordings and the very strong wind and, at times, heavy rain this day were far from ideal.

The dry stone walls at Selside provided some much needed shelter from the wind but, thanks to the wind direction, we could hear the Scot soon after it came into sight above Horton-in-Ribblesdale but the strength of the wind meant that there was nothing to be heard once the train had passed.

While this was not a day for heroics or record breaking attempts 46115 sounds to be going very well indeed as it passes on the 1 in 100 gradient with 12 coaches behind the tender.

That train was heading north but we are going south for our next recording...

19. Trains running southbound on the Settle - Carlisle line often continue their journey via Blackburn to reach the WCML or Manchester. Getting there involves another steep climb; Whalley Bank.

After a very good run over the S&C with a 450 ton train on 13th January 1990, as you can hear, LMS Black 5 4-6-0 5407 gave us just as good a performance on Whalley Bank.

This recording was made with the train well onto the 1 in 82 gradient above Langho and ends as the train reaches the short tunnel at Wilpshire not far from the top of the climb.

Time to head east now and there's some fireworks and another steep climb on the way...

20. 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 to Copy Pit with, we hoped, the sound of a few fireworks for added atmosphere. Unfortunately, as usual the forecasters got it wrong and we had a dry, occasionally sunny morning and a wet and windy afternoon and evening.

Our recording was made on the 1 in 68 gradient not far from the sites of Cliviger signal box and Holme station and, as it begins, 61264 can be heard working hard on the gradient with 8 well filled coaches behind the tender and, having passed, the loco is eased for the restriction through Holme Tunnel but can then be heard continuing on the way to the summit at Copy Pit. Well worth getting wet for!

We are continuing east now for a few more fireworks...

21. November 2008 saw a most significant event in steam preservation. Earlier in the year the A1 Steam Locomotive Trust had at last seen their brand new LNER design A1 4-6-2 60163 *Tornado* completed and in steam. The loco had been run in at the Great Central Railway including some running at 60 mph but November was to see *Tornado* on the main line for three test runs.

The first of these was an engine and coach run from York to Scarborough and back and, as they had gone to the trouble of bringing the loco to my home town, it would have been churlish not to go and see it! Despite it being a foul night (all the test running took place after dark) that didn't stop most of the enthusiast population from the area turning up as well. That was on 4th November but two days later 60163 was to have a loaded test run from York to Barrow Hill and back.

In view of the way things were supposed to happen, we decided that a spot at Dringhouses would be our best bet. For one thing, being close to Holgate sidings, we thought that, although there isn't much of a view, we'd have a better chance of seeing what was happening as the stock for the run, 12 coaches with a Class 67 diesel attached at the rear, was supposed to be stabled there prior to reversing into York station with the A1 attached.

Aside from not having much of a view, the other problem with Dringhouses, as well as other spots south of York, are other trains which can pass at the most inopportune times, it just needs a bit of luck!

You know what they say about the best laid schemes...

We arrived at our spot in plenty of time and expected that it wouldn't be long before the A1 came past us before reversing onto the stock. We hoped for the added bonus of an extra recording of *Tornado* drawing the stock out of Holgate onto the main line as it isn't possible to get into the station from the sidings.

Later than we anticipated the sound of a steam loco could be heard away towards the station and a single headlight appeared under Holgate Bridge but then it disappeared; it turned out that the stock was already in the station.



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I've already mentioned the problem with other trains so it was typical that, after 15 minutes without a single train passing in either direction, when 60163 finally put in an appearance we had not one but two trains passing eastbound. The first was an eastbound DMU, which wasn't too bad but the second was a Class 66 hauled freight train which spoiled any chance of us hearing the A1 as it headed away towards Challoners Whin. Still, I'm not going to complain as I was most impressed with the way the loco was being worked with 12 coaches and the diesel behind the tender.

It doesn't seem like 18 years ago since this project was first mooted and got plenty of 'It'll never happen!' comments from the doom merchants. It just goes to show what you can do if you really want to. It has been a long wait but the A1 Steam Locomotive Trust have done an amazing job, a job to be extremely proud of.

Another of *Tornado's* test runs took it north from York and that's where we are going for a recording of another Pacific...

22. The East Coast Main Line isn't a route that abounds in steep gradients but there is one short, fairly steep gradient facing trains heading south from Durham.

We had made a number of attempts to get recordings here over the years but none of them could be described as special; this one, on the other hand had the potential to be very good as, unlike our previous attempts here, this train was stopping at Durham.

The train in question, running on 10th March 2012, had started steam hauled in Cleethorpes, running through York then heading off up the ECML to tour a few freight lines north of Newcastle setting down at Durham on the way for those who didn't want to spend the entire (long) day on the train. Motive power was the BR Standard Britannia Pacific 70013 *Oliver Cromwell* and we went to a spot we had used before at the top of the deep cutting not far south of the station.

As I said, with a start out the station on the gradient to Relly Mill we were hoping for a really good recording. Well, I was more than happy with what we got, even with the interruption from a northbound East Coast service. See what you think.

We'll follow 70013 back south now for our last couple of recordings...

23. Sometimes location and loco combine to give the possibility of a recording that could have been made in 'real' steam days and such an opportunity presented itself at York on 24th April 2003.

In that year, Hertfordshire Railtours ran a very successful series of trains from London to Scarborough with steam haulage from York and regular motive power was the highly appropriate ex LNER V2 2-6-0 60800 *Green Arrow* which is heard in this recording departing and rousing the echoes under York station's overall roof. Only the station announcements give the game away that this is 2003, not 1953.

Just one more recording now to complete our 80 minute journey round England and we'll follow the V2 to its destination...

24. As it is now my home town, I thought I'd finish with a recording of a train leaving Scarborough which isn't as easy as it sounds as, most of my attempts thus far have resulted in rather mediocre recordings.

Most of my lineside recordings in Scarborough have been made close to the station but I have been trying to find other possible locations. The main difficulty being, once away from the station, the line is always close to the busy Seamer Road and, further out, runs alongside the even busier A64, the main route out of Scarborough.

I made this attempt at a recording on the evening of the 5th August 2009 when LMS Jubilee 4-6-0 5690 *Leander* was working the Scarborough Spa Express and I went to a spot about three quarters of a mile from the station, on the east side of the line. This was actually the site of Scarborough's gas works, long since demolished, and was opposite the engine shed, now the site of the turntable where steam locos visiting the town turn and take water.

I had hoped that I might just be able to hear the train starting from the station but although I saw a cloud of steam approaching, I didn't hear the loco until it was quite close. As you can hear, 5690 wasn't being hurried when it passed.

A recording to forget you might think? Well, were it not for the seagulls lending a bit of atmosphere and the loud comments at the end from a local resident, no doubt fed up after yet another day providing beach transportation with the prospect of the same again tomorrow, you'd be right.

Well, that's it; we've reached the end of our steam hauled tour around England, I hope you enjoyed it.

STEAMSOUNDS IN ENGLAND

1. 7029 departing from Par.
2. 6000 & 7819 departing from Plymouth.
3. 7029 & 5051 departing from Exeter St. Davids.
4. 6203 soon after leaving Bristol Temple Meads climbing Filton Bank.
5. 6201 banked by 9600 climbing the Lickey Incline.
6. 4936 departing from Solihull.
7. 6024 departing from London Paddington.
8. 34092 departing from Templecombe.
9. 34027 departing from Radhill.
10. 4498 passing West Hampstead.
11. 44767 from near Glendon climbing to the summit at Desborough.
12. 48151 on the climb through Dronfield.
13. 4472 departing from Sheffield.
14. 2968 departing from Crewe.
15. 45407 on the climb out of Lancaster.
16. 45305 passing Shap Wells.
17. 6233 passing Ais Gill.
18. 46115 passing Selside on the climb to Blea Moor.
19. 5407 climbing Whalley Bank.
20. 61264 passing Holme on the climb to Copy Pit.
21. 60163 passing Dringhouses after departing from York.
22. 70013 departing from Durham.
23. 60800 departing from York.
24. 5690 departing from Scarborough.