

steamsounds from the lineside 2009

1. After missing *Tornado*'s first passenger runs the previous weekend it had looked like I was also going to miss the following weekend's trains too as the timing of both the A1's run down to Kings Cross from Darlington and the ex LMS Royal Scot 4-6-0 46115 *Scots Guardsman*'s two way run over the Settle to Carlisle line made it virtually impossible for me to get anywhere useful for either by public transport. This was particularly annoying as I had been hoping to get recordings of the Scot on the S&C for some time. Another blank weekend then...

At least it would have been had a good friend not come to my rescue, and when I say good, I mean really good!

Despite the fact that it would have been far more convenient for him to drive from his home, he took the trouble to drive over to my house the night before so that we could set off at silly o'clock on Saturday morning to ensure getting to the S&C in good time. So, if you enjoy these recordings, remember, it's not just me you have to thank!

As things turned out we could have set off a little later as, approaching Hellifield, we could see smoke rising; 46115 had just arrived from Carnforth, so we called in at the station to patronise the café and have a look at the loco while it ran round its support coach and took water.

This was the first time I had a chance to have a really good look at the loco and I have to say that West Coast have done an excellent job with it. While waiting at Hellifield we were pleased to see that recording conditions looked like they were going to be good; there was hardly any wind and enough sunshine to help to take the chill off while we were standing around on this very cold day our only concern being the possible icy state of the roads beyond Settle.

The roads proved to be no problem being perfectly clear of ice and snow so we reached our usual spot at Selside with plenty of time to spare to record 46115 with 12 coaches behind the tender going well on the gradient.

To be perfectly honest, while I can't say that I was disappointed with the recording, I had been hoping for something better but perhaps due to the fact that the loco was not booked to take water before reaching Carlisle the crew, Bill Andrew driving and Frank Santrian firing, had decided that heroics were not appropriate, not on the outward journey anyway...

Because of the wind, we were in a bit of a quandary as to where to go for the return. Ais Gill would have been first choice but, with the wind direction and strength, the lack of shelter there made that seem a bad idea. Tramping through the lying snow wasn't all that attractive either so we plumped for the second favourite at Greengate Bridge near Wharton just south of Kirkby Stephen. This proved to be an excellent choice.

While my friend went to our usual spot at the top of the cutting north of the bridge, I went along the track heading the other way where I found a suitable dry stone wall for shelter.

46115 was due off Appleby at 15:43 but knowing that, as times are not always adhered to; we had been caught out here before, there was always a possibility that as soon as enough water had been taken the train would leave so I had my recorder turned on shortly before ten to four.

And not a minute too soon as no sooner had I got the recorder running than a faint but distinct roar could be heard coming from the north.

Now, I've heard similar sounds before and thought it was a train only to discover that it was actually coming from an aircraft but this time there was no mistake for the sound continued to grow becoming clearer and clearer on the gradient to Kirkby Stephen.

While the wind might have been a problem for choice of location, at least it was also carrying the sound well and I suspect that we could hear the Scot as far away as Smardale.

In due course *Scots Guardsman* burst under the Greengate Bridge and passed going very well indeed.

The gradient leading up to Birkett Tunnel often used to be the slowest part of the climb to Ais Gill but no one watching would have thought so on this day. An excellent performance and what a superb sound - I shall look forward to many more recordings with the fine loco!

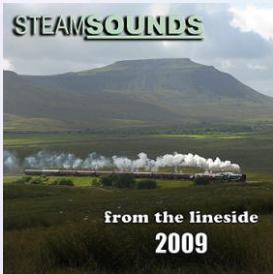
I have since been told by a regular traveller and train timer that, during the southbound climb to Ais Gill, speed at Kirkby Stephen was around 45 mph and the entire climb from Appleby to the summit occupied no more than 24 mins. 40 sec. with driver Gordon Hodgson at the regulator. As I said, an excellent performance with 470 tons behind the tender.

2. Somewhere among my vast collection of railway books I have one called 'Titled Trains of Great Britain' but among its pages I bet I would struggle to find one named as oddly as the one that we ventured out to record on 29th March 2009.

Andy Staite, who took over running steam railtours from his father, Bernard, under the banner of Pasttime Rail gained a reputation for interesting train names when he came up with 'The Chester Chuffer' a few years back but, if that was a little odd, how about 'The Tin Bath' for this one which was routed from Manchester via the Hope Valley to Sheffield then through Barnsley, Penistone, Huddersfield, Brighouse and the Calder Valley back to Manchester. The 11 coach train was hauled by Ian Riley's pair, BR Standard Class 4 2-6-0 76079 & ex LMS Black 5 4-6-0 45407; no Tin Bath headboard was in evidence though!

Our first recording was made near Hathersage where the train made a brief stop, to pick up a very important passenger perhaps, passengers or maybe to supply the crew on 45407 with breathing apparatus for the passage through Totley Tunnel.

The spot we recorded from, having never been there for a lineside recording before, was selected from the map and proved to be ideal, aside from the busy road across the valley and I wasn't at all unhappy with this recording - aside from the whistle that is fitted to the Standard which isn't at all right for the loco!



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3. From Hathersage we took ourselves off to Barnsley, another place we had never been for recordings before, where the pair were to climb the steeply graded route to Penistone.

This time the map let us down. While we expected that it would be difficult to find somewhere suitable on the steepest part of the climb which begins right at the junction close to Barnsley station I had identified a couple of promising spots from the map - at least they would have been promising had there not been fences and gates guarding them.

With time running out we plumped for the car park close to the station built on the site of the G.C.'s goods depot adjacent to the long demolished Court House station and hoped for the best.

Back in the late 60s I was able to travel on this route behind steam; a railtour from Doncaster to Cleethorpes went this way hauled by *Flying Scotsman*. The A3 ran well on the outward journey but, on the return, the curving 1 in 50 away from Barnsley proved too much and we stalled before Summer Lane requiring diesel assistance to continue. No such problems with this pair!

Aside from a few other spectators who had come to see the train we were undisturbed at the back of the car park but the recording was shorter than we would have liked as the sound of 76079 & 45407 quickly faded as the train curved away and passed under Huddersfield Road not far away.

Given more time, I'm sure we could find somewhere better. I hope we get another chance for a recording here.

4. On some days, when I go out sound recording, getting a good recording is not as important as on other days. Oh, don't get me wrong, I'm always happier when conditions are right, the loco sounds good and I can go home with another masterpiece but, it's just that, on some days, it doesn't matter as much when things aren't quite right.

On these more important days, a good weather forecast is a bonus but all too often as was the case on 9th April 2009, we got just the opposite.

On the day, aside from a couple of showers, the forecast rain didn't really materialise but the strong wind did.

Arriving at Shap Wells in plenty of time for a recording of the ex LMS Royal Scot 4-6-0 46115 *Scots Guardsman* we hoped to find that the trees on the west side of the line would provide some shelter if we went to our usual spot on the other side of the line and, when we got there, for a while we did seem to be out of the wind. However, as time went on, the wind seemed to become gustier even blowing my friend's microphone over at one point so the dry stone wall to the south was required once more.

Although the wall provided some shelter from the wind, from there, there isn't much of a view and we knew we would get little advance warning of the train's approach however, a helpful lineside photographer with a much better view promised to give us a wave when steam appeared down towards Greenholme - problem solved apparently!

The train we were out to record was the 'Great Britain II' (the Railway Touring Company ran a similar tour last year) which had started in London some days before, reached Preston the previous day via Penzance and was now heading off to do Scotland before returning to London with all but the very final part steam hauled - not quite your normal main line steam tour and what a bargain at only £1745!

Before 46115 was due we also expected to be able to see the two light engines, Black 5s 45231 & 45407, which were heading off to Scotland to work further sections of the train in the next few days. This pair duly turned up somewhat later than anticipated making very little noise - well, all they had to haul were two support coaches but we recorded them anyway.

Once the two Black 5s had gone we settled down to wait for the main event keeping a sharp eye on our camera toting friend further up the line.

As I've mentioned before, it is usually my habit to start recording well before I expect the train to arrive to ensure that I don't miss anything but, on this occasion, there was no need. With the strength of the wind we knew we wouldn't hear much, probably until the train was up to Scout Green, long after we had had our warning wave - always providing he remembered...

I'll bet you are ahead of me aren't you?

The first we knew was the faint sound of a loco working hard which gave us just time to get switched on without missing too much.

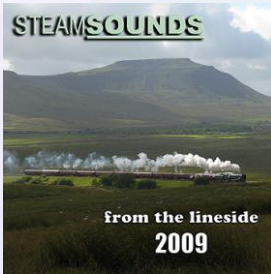
46115 had 11 coaches behind the tender and was going very well indeed with a load that, back in steam days, most drivers with a Class 7 engine would have wanted a banker from Tebay before tackling Shap. If you are in any doubt as to how hard the loco was being worked, we found ourselves being bombarded with cinders, not just small ashes, but quite sizeable lumps which had been ejected from the chimney and these were only landing as the fourth coach passed 100 yards or so from the line! It's interesting to note that the driver on the Scot was Gordon Hodgson, the same man who gave us such an excellent recording of the same engine southbound on the S&C earlier in the year.

With less wind and more warning we would probably have got a slightly longer recording so lets hope they let the Scot have many more goes up Shap but, one thing is for certain, the next time I won't be waiting for any waves, I'll be switched on in plenty of time!

5. From Shap we headed off to Beattock.

For sound recording, as I've mentioned before, Beattock is somewhat problematical, mainly due to the noise from the busy A74(M) which shares the valley so, as we had a little time in hand we decided to see if we could find somewhere better than the locations we had tried before.

On previous visits I'd spotted the road that climbs over the hills to the east towards Moffat and had wondered if there were any suitable locations up there. Our side trip proved worthwhile and we were able to find a spot on the hillside opposite Greskine, about 250 feet above the line which would be a little less than $\frac{1}{4}$ of a mile away. This spot, thanks to some fairly recent tree felling, also gave a reasonable view of Greskine and the line to the north as far as Harthope but we had no view top the south to give us warning of the train's approach.



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Anywhere on the climb to Beattock is bound to suffer from road noise as the A74(M) is never far away but the advantage with this spot was that the road, although immediately below us was hidden from view by the curve of the slope and the noise, while still audible, was far less than we would have got from the other side of the valley. Better still, we were well sheltered from the strong wind. So far so good.

We had our recorders set up a good hour before the Scot was due and expected to pass the time seeing nothing but the occasional Voyager or Pendolino pass below us so it came as a surprise when half an hour too early we thought we heard the faint sound of a steam loco approaching so it was recorders on and, what should appear but 45231 & 45407 with their support coaches; when we arrived, we had assumed that they were long gone!

You can be sure that, to be certain of not being caught unprepared again, I had my recorder on long before 46115 was due so, when it appeared a few minutes earlier than I expected I didn't miss anything this time.

The 10 mile climb from Beattock to the summit is quite a different prospect to Shap and perhaps there had been a change of driver at Carlisle so maybe the man on the regulator had decided, in view of the load, to play safe. Although well in command of the situation, 46115 doesn't sound to be being pressed to too great an effort as the train passes Greskine a little over half way to the summit.

6. The first weekend in August saw plenty of steam activity over the Settle to Carlisle line.

On Saturday 1st August 2009 the LMS Princess Royal Pacific 6201 *Princess Elizabeth* worked a train south which had reached Carlisle via Shap.

It's been a while since we last went to Ais Gill for a recording and it was nice to see the new Intermediate Block Signal in use. Less good to see was the disappearance of the wooden bridge, which I think is usually referred to as Hangman's Bridge for the obvious reason. All that remained being some new dry stone walls and a large pile of firewood. That bridge has been a prominent feature for years.

We were also not best pleased when, having arrived, found a suitable spot and got our equipment set up, that a farmer across the valley had chosen that particular time to come out and start cutting a field for silage!

Still despite the noisy tractor across valley 6201 sounds well in command of its 12 coach train as it comes up the 1 in 100 gradient towards the summit.

7. On the following day, Sunday 2nd August 2009, we had a train running both ways over the Settle to Carlisle line. This one had started from York and was hauled by the ex LMS Royal Scot 4-6-0 46115 Scots Guardsman.

For our recording of the northbound run we decided to have a change from our usual spot at Selside and give Helwith Bridge a try.

Helwith Bridge can be problematic as it is backed by a large and usually noisy quarry but, being Sunday, all was quiet and we found an eminently suitable spot high up on the hillside, sheltered from the wind with an excellent view.

46115 turned up running a little late but going very well as it reached the short section of level track and can be heard regaining a few miles an hour before the 1 in 100 gradient resumes.

I suspect that we will be trying this location again.

8. On 19th August 2009 I passed through Settle and just happened to time my arrival on the service train that precedes the weekly Fellsman running each Wednesday through the summer from Lancaster to Carlisle and back via Preston and Blackburn.

Earlier this year I had been pleased to see that the additional intermediate block signals on the line had been commissioned. Now, while it's nice to have the extra capacity on the line, these signals do have one less welcome side effect.

I had already seen the train I was there to record the service train having passed it at Hellifield and knew that it would be following, able to pass Settle Jc. as soon as the train I was leaving at Settle had passed the IBS at Horton-in-Ribblesdale.

Not wanting to record on the station I headed for a field on the west side of the line just to the south but I didn't realise how little time I would have and only just got set up in time to hear the LMS Jubilee 4-6-0 5690 *Leander* approaching the junction.

On 10 coaches, 5690 sounds to be going very well and had it not been for the noise from the nearby road and someone using an angle grinder, I would have got a much longer recording!

9. On 27th August 2009 I had the chance to go out with a friend to try for some lineside recordings of that day's SSE.

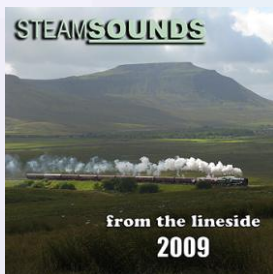
Very sensibly, in my opinion, we decided that the early start required for me to get to York to record during the morning circle was not a good idea so our first recording of 70013 that day was at Malton as the train headed for Scarborough. After which, as we now had some hours to kill before the SSE returned from Scarborough, we headed off to the NYMR for some more recordings, after Fish & Chips in Pickering, of course.

We left the NYMR with plenty of time to spare, fully expecting the roads to be very busy with day trippers returning from the coast and it was just as well that we did as, although the roads were reasonably quiet, when we reached the spot we usually use near Sherburn in Elmet we found that the wind had strengthened and could find little shelter so an alternative spot had to be found.

This proved to be behind a hedge further down Leeds Bank nearer to Church Fenton; not ideal but at least we had some shelter from the wind which we hoped would carry the sound back to us as the loco climbed towards Micklefield - always assuming that there was some sound to carry back.

As we expected, 70013 turned up earlier than the booked time, and passed going easily on the gradient with the driver seemingly not pressing the loco. Not bad but not quite the recording we'd been hoping for.

I expect that, after being checked on previous runs, the driver had decided that there was no point in rushing things as that would simply result in signal checks further on.



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10. After that we intended to try to get to Harrogate for a recording of the loco on the climb away from Crimple Jc. We knew it would be tight for time but should have been do-able providing the roads weren't too bad. Indeed, the road we headed north on was very quiet but that proved to be because it was closed further on due to a pop festival taking place at Bramham Park! By the time we had retraced our steps and were heading north again it was clear that Harrogate wasn't a possibility and we went straight to Hammerton where having time to spare proved useful in finding somewhere sheltered.

We ended up near the crossing at Wilstrop about $1\frac{1}{2}$ miles east of Hammerton.

As the recording begins 70013 can be heard whistling on the approach to Hammerton station before accelerating on the gently falling gradient down to the River Ouse not far away before passing and heading off on the single line towards York, whistling in the distance for further crossings at Marston Moor and Hessay.

Although Wilstrop is an accommodation crossing it is manned, actually I should say womanned to be accurate, and after 70013 has passed the crossing keeper has a car to deal with, first setting both signals to danger then opening the gates for the car before resetting her signals to clear having closed the gates once more while the sound of *Oliver Cromwell* fades away to the east.

11. On the preceding Wednesday before I made this recording I had been at Blea Moor for a recording of the regular summer mid-week Fellsman running to Carlisle (5690 again!); I'd been on my way back from a few days in Ingleton and, as the day was fine decided to give it a try. Now, Ingleton and Ribbleshead are only a little over 5 miles apart, 15 to 20 minutes with a clear road you would think but I took more than $1\frac{1}{2}$ hours travelling via Settle by bus and train; such is the price of not having a car!

Blea Moor proved to be a bright but breezy spot that day and on the hillside to the east of Blea Moor box I had to shelter my microphone behind a makeshift wind break but on Saturday 12th September 2009, while there was still a bit of breeze, conditions were much better so no makeshift windshields were required; better still, I got there in a friend's car; much easier!

The loco we were out to record was the BR Standard Britannia Pacific 70013 *Oliver Cromwell* hauling 'The Hadrian', steam hauled from Hellifield to Carlisle then via Hexham, Low Fell and the ECML back to York.

Just one year, one month and two days previously I had wanted a recording of this loco at this spot but the weather conditions made it impossible. That day over a year ago saw the re-run of the 15 Guinea Special which had marked the end of steam on BR 40 years previously which I saw passing Blea Moor behind the self same loco. I had no recorder in those days but it has long been an ambition of mine to get a recording of that loco here.

70013 with its 12 coach train turned up about 5 minutes early. After being eased approaching Ribbleshead Viaduct the Brit sounds fine passing and can be heard all the way to Blea Moor Tunnel.

Even if it was over a year late, it was really nice to finally get that recording of 70013 at Blea Moor!

12. As the train had a $2\frac{1}{2}$ hour break in Carlisle we had plenty of time to try to find a suitable recording spot to get 70013 on the climb up to Brampton and eventually ended up just to the east of How Mill level crossing about half way between Wetherall and Brampton.

Although I had never made lineside recordings on this route I had travelled over it on a number of occasions but had never had a run that could even be described as good. In view of this, our expectations of getting a good recording weren't high.

However, sooner than we expected, we heard 70013 on the climb, probably still somewhere near Wetherall, and an unexpectedly good recording seemed to be in the bag. I'll say no more; just listen to the recording.

Sometimes it's just not fair. Indeed, it's enough to make you weep!

13. Our final recording of 70013 that was to be at Durham, providing we could make it in time.

The problem was that, as the train had passed us at How Mill running about 10 minutes early and the timings across to Low Fell seemed generous to say the least, we knew that we could probably expect it to leave Low Fell early.

Well, in the event the roads were clear and we made it with about 20 minutes to spare.

70013 was running around half an hour early when it came through Durham station going very well on the climb to Relly Mill and passed our recording spot high up at the top of the cutting just south of Durham Viaduct.

A much shorter recording than the last one but at least, this time, there were no aerial disturbances!

14. Saturday 10th October 2009 saw the LMS Coronation Pacific 6233 *Duchess of Sutherland* making what might prove to be its last run over Shap before the loco comes out for overhaul.

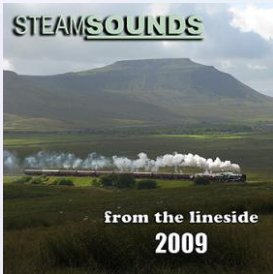
As I've seen in the past, Shap is a difficult place to make lineside recordings. The biggest problem is the proximity of the M6 motorway and, so far, we have only found one spot that is far enough away to make the road noise bearable. The other problem is weather but on this occasion we had excellent conditions with nothing more than a light breeze and no rain.

Calm conditions are normally good but at Shap there is one drawback. While a strong westerly will carry the sound of the road away, calm conditions make the motorway noise far worse and it did seem particularly bad on this day.

Still, there was nothing to be done about that so we set up our microphones at on the east side of the line at Shap Wells and hoped for the best.

At about the right time, steam appeared down towards Tebay but due to the light breeze being from the north west we didn't really hear 6233 until it was up near Scout Green but once the loco did come within earshot we were more than happy with the noise. 6233 had 13 coaches behind the tender with the additional weight of a diesel attached at the rear, there to provide electric heating; this massive train must have been well over 600 tons.

Once it had passed we heard the loco pass the summit and sound carried back very well so that we could still hear the sound as it accelerated on the falling gradients beyond. Certainly my best recording so far of this loco on Shap!



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This run saw Frank Santrian having what will almost certainly be his final firing turn on 6233 over Shap. Frank's name has appeared in these notes more than once and one of the most memorable runs with him as driver was in 1995 when he was still at Crewe and had 46229 over the same route. The noise on that run was nothing short of magnificent! Frank has been working for WCRC for some years now but no longer as driver due to minor eyesight problems but still fires regularly. Perhaps I should just add that he is in his 70s! Frank's driver on this occasion was Bill Andrew, also of a similar age who is also close to retirement so he may well not get the chance again with 6233.

15. For our recording of 6233 returning south from Carlisle we went to a spot not far south of that city at Harraby about 2 miles from the station and not far from Upperby where steam locos visiting Carlisle are serviced.

There was a bit more breeze here which can be heard in the nearby trees as 6233 can just be heard on the initial steep climb out of the station and as 6233 passes Upperby depot 60163, which had worked north over the S&C and was being serviced before taking its train south, can be heard whistling.

Bill Andrew is nothing if not a good engineman and, as you can hear, isn't pressing 6233 hard on the rising gradient. After all, there's nothing worse than starting with a cold engine and thrashing it - that sort of thing isn't good for the engine and certainly won't make you popular with your fireman!

Even so, 6233 sounds fine as it passes and to our surprise, in spite of the breeze not being favourable, sound carried back for a long time, much longer than we expected as 6233 slowly accelerates its heavy train on the rising gradient.

16. Conditions on Saturday 24th October 2009 were the exact opposite of excellent for sound recording when we went out to record a train hauled by the ex LMS Royal Scot 4-6-0 46115 *Scots Guardsman*, running from Hellifield to York via Carlisle and the outskirts of Newcastle. Rather than the fine, calm weather we had strong winds and, at times, heavy rain to contend with!

For our first recording, the dry stone walls at Selside provided some much needed shelter from the wind but in these conditions this was not a day for heroics and when the Scot passed us, while it was well in command of the its 12 coach train, we have had far better recordings.

After our previous experience trying for a recording on the climb out of Carlisle on the Newcastle line, in one way, we were quite pleased that the weather wasn't too good since that meant that there would be less chance of any aerial interruptions so we went to the same location near How Mill that we had tried with *Oliver Cromwell* some weeks previously.

Here we found a few problems. First was the wind which had shifted and seemed stronger than it had but we managed to find a reasonably sheltered spot which had the disadvantage of being surrounded by trees. Now while the trees provided some shelter from the wind, especially at this time of year when the leaves are dry, in the wind, trees can be very noisy. Still, there was nothing we could do about that.

As this recording begins a distant whistle from 46115 can just be heard before a diverted East Coast Main Line HST passes heading down the gradient towards Carlisle and, as the sound of the HST fades away, the Scot can be heard approaching.

Trees weren't just causing us problems as rail conditions here were not good and 46115 can be heard slipping. More slips follow and by the time the train passes it is almost down to walking pace on the 1 in 107 gradient.

Once again, thanks to the strength of the wind, nothing can be heard once the train has passed but less than a mile further on in the deep Cowran Cutting the Scot slipped to a stand requiring hand sanding to continue.

17. During a visit to friends in the Birmingham area Vintage Trains were kind enough to run a steam hauled railtour for me to record. This was on the 14th November 2009 and used two of Tyseley's GWR 0-6-0 Pannier tanks 9600 & 9466. The train visited Ironbridge and Kidderminster among other places.

As seems often to be the case when there is a lineside recording to be had, the weather was not good with very strong winds and some heavy showers from time to time. Fortunately, later in the day the rain stopped and the wind eased a little so I was able to go to Old Hill for a recording of the pair climbing the 1 in 52 gradient on their way back from Kidderminster.

Although I had never been there before, from looking at the map, I thought I'd spotted a suitable recording spot between the station and the tunnel but when I got there I found the map had been misleading. An alternative proved difficult of access in the dark so I headed back to the station and set up on the platform hoping for the best.

A little earlier than I expected I heard a distant whistle but was less pleased to hear a DMU heading for Kidderminster squealing to a stop in the station; talk about bad timing.

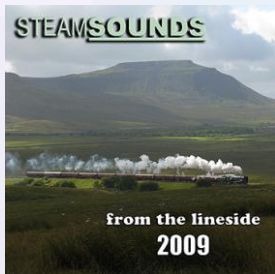
The two Pannier Tanks were clearly audible by the time the DMU departed but it got away quickly and, at least, didn't completely ruin the recording of the pair passing at the head of a ten coach train.

This was another of those 'could have been really good but' recordings and I'd like another chance to record here, preferably in daylight!

18. For the last weekend in November I had a visit from a fellow sound recordist who had travelled all the way from Australia, not just to see me, I hasten to add! The end of November might not have been the ideal time for a visit but at least there was some steam on the main line for us to go out and record.

His arrival on the Friday coincided with a visit to York by 60163 which he was very pleased to see and get a recording of as it left heading south for Kings Cross but on Saturday 28th November 2009 we had two trains to go out for.

The first of these saw another LNER Pacific visiting York. This time it was the ex LNER A4 Pacific 60007 *Sir Nigel Gresley* which, now



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that the NYMR season is over, can escape for a few trips on the main line. The train that day was running from Newcastle to Kings Cross before returning north diesel hauled.

Having seen the A4 arrive at York station for a water stop we went off to a spot near the site of Chaloners Whin Jc. to get a recording of 60007 heading south.

Like other locations to the south of York, there being 4 tracks, this one suffers from the risk of a recording being spoiled by other trains passing. We were lucky this time as only one, fairly quiet DMU passed while we could hear the A4 and the road noise from the nearby A64 wasn't too bad either.

With 13 coaches behind the tender the A4 was accelerating very well when it passed and the driver even gave us an acknowledging whistle!

I'm told that the run down to Kings Cross was excellent. The diesel hauled return, however, wasn't as the diesel suffered brake problems shortly after leaving London resulting in the train reaching Peterborough very late. Worse still, there were engineering possession further north which meant

That the train couldn't proceed and passengers had to wait for road coaches to get them home, most not reaching their beds until the early hours of the following morning. Not good...

19. The other steam hauled charter running in the North of England on 28th November 2009 was also heading for York, this time from Carnforth, was hauled by the LMS Jubilee 4-6-0 5690 *Leander* so, after recording the A4, we headed off in the hope of reaching Hellifield before the Jubilee but we didn't make it and only managed to see the train as it passed through Cononley making virtually no noise. The return in the evening was somewhat better!

Our first recording was made on the climb through Gargrave at a spot I've used before about a mile west of the station where the railway crosses the River Aire and the Leeds & Liverpool Canal.

In the dark, the field near the river that I had used in the past wasn't really a possibility especially as, following lots of rain in the preceding week, it may well have been under water! Instead we settled for a recording from the canal bank.

5690 had originally been booked to haul 10 coaches but so popular was this train that two more had been added to cope with demand. To that 12 coach load you can add the weight of a Class 47 diesel attached at the rear, there mainly to provide train heating but we did get the impression that it might have been helping a little.

Our recording of the Jubilee coming up through Gargrave was Ok but I must admit that, based on previous recordings of the loco here, I had been hoping for better.

A water stop at Hellifield gave us plenty of time to get in front of the train for a recording on Giggleswick Bank.

Giggleswick Bank used to be very popular with sound recordists but that changed with the arrival of the Settle Bypass which meant that the best spots were all blighted by road noise and there is now only one place almost at the summit that is useable as at that point the road is about a $\frac{1}{4}$ of a mile away.

Conditions on this particular evening were excellent with almost no wind and, aside from a little distant road noise, all we had was silence until the faint sound of the Jubilee's whistle as it passed Settle Jc. about 3 miles away (which you can just hear as the recording begins) alerted us.

To do it justice, this recording really needs to be heard through headphones, but we were able to record 5690's climb all the way from Settle Jc. until it passed the top of the bank just beyond our recording spot and accelerated away on the falling gradients beyond the summit.

As the rear of the train passes, it sounds as though the Class 47 had been providing some assistance on the climb but that in no way spoils this recording.

As the sound of the train fades away on the falling gradient towards Eldroth a skein of geese are also heading north; an excellent way to end an excellent recording!

