



# steamsounds from the lineside 2010

1. January and February 2010 proved to be blank months as far as getting any steam on the main line was concerned. Oh, we tried; we went out for a couple of trains but got nothing for our efforts due to loco failure; it was the same loco on the same route each time too and they say lightning never strikes twice!

Our third opportunity came on Friday 19<sup>th</sup> March when the BR Standard Pacific 70013 *Oliver Cromwell* was booked to work a railtour from Crewe over Shap to Carlisle then return to Preston via the Settle - Carlisle line. This was something not to be missed.

After weeks of suitably calm weather this particular Friday didn't continue the trend providing us with a fairly strong wind but luckily the rain that had been forecast earlier in the week didn't materialise and we had some sun at times instead.

Arriving at our usual spot at Shap Wells in plenty of time we soon realised that the wind wasn't quite such a bad thing as we had thought it might be. For one thing, the trees at the other side of the line were providing sufficient shelter so that we didn't have to resort to hiding behind walls and, better yet, it was carrying the sound of the nearby M6 motorway away very nicely; for once, we could hardly hear the traffic which usually is such an annoyance here.

Not far from right time steam appeared down towards Greenholme and we started to hear the loco once the train was near Scout Green.

70013 had 12 coaches behind the tender and while I'm not sure what the unassisted load for a Brit on Shap was in steam days I'm fairly certain that most drivers would have been whistling up for a banker from Tebay with 12 on.

As 70013 got nearer we could hear that speed was falling but the loco was well in command of the situation and making a fine sound as it passed our spot. We later found out that there had been a 20 mph TSR in the Lune Gorge which meant that they hadn't been able to start the ascent of Shap at the usual speed so, under these circumstances this has to be an excellent performance.

Sound carried back very well and we could hear the loco all the way to the summit and as it began to accelerate on the following falling gradient. Of all the recordings that I've made on Shap over the years, this has to be one of the best!

2. After Shap we had lots of time to get over to the Settle - Carlisle line for our next recording and, after fish & chips in Penrith we set off to one of our favourite recording areas at Greengate Bridge near Wharton about a mile south of Kirkby Stephen station.

A handy dry stone wall at the top of the cutting to the north of the bridge provided the required shelter from the wind which we hoped would carry the sound back after the train had passed us. As you'll hear, we weren't disappointed.

Once again, at about the expected time, we heard a distant chime whistle as the loco approached Kirkby Stephen starting one of the longest recordings I've made at this spot - it was over 7 minutes before the sound of 70013 faded away.

As you can hear, the loco was going very well indeed as it passed us and, as we had hoped, sound carried back exceptionally well. Unusually for this location, after the train had passed through Birkett Tunnel about a mile away we could still hear 70013 continuing on the 1 in 100 gradient then accelerating as it gained the easier gradients at Mallerstang. In the past we have occasionally heard a little noise from the other side of the tunnel but never as well as this.

It had been a long wait for the first main line steam recordings for 2010 but these two were certainly worth waiting for!

3. We didn't have quite so long to wait for our next recordings of steam on the main line as we were able to get out to the lineside on 17<sup>th</sup> April 2010 for a tour from Stevenage which was steam hauled from Hellifield to Carlisle then across through Hexham to the outskirts of Newcastle followed by a run down the East Coast Main Line to York where the loco, the LMS Princess Royal Pacific 6201 *Princess Elizabeth* gave way to a diesel which worked the train back to its starting point.

After a visit to the tea room and a look at the loco at Hellifield, where most of the onlookers seemed more interested in the passage of a tour hauled by one of the new Class 70 diesels rather than Lizzie, we headed north. Rather than go to our usual recording spot at Selside we thought we would give Helwith Bridge a try for a change.

The big problem with recording at Helwith Bridge is Arcow Quarry; if work is going on there, recording isn't a possibility but all was quiet.

One big bonus with this recording spot is that it gives an excellent panoramic view of the railway; something that is quite rare at many recording spots that we use and of the three recordings that we got on that day, it was the only one that gave us any kind of view of the train.

Despite quite a strong westerly wind sound was carrying and at about the right time we heard a distant whistle which, judging by the time it took for the train to reach us, must have been from somewhere not far above Settle!

Once the loco cleared Taitlands Tunnel at Stainforth the sound of 6201 became clearer and we heard the loco all the way past us, right up to Horton-in-Ribblesdale.

With 12 coaches plus a Class 47 diesel attached at the rear 6201 was working hard and although going well approaching Helwith



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Bridge, can be heard accelerating by a few MPH on the short level section. As you can hear, or not hear, the diesel on the back of the train was providing no assistance whatsoever. Just the way we like it!

Our later recordings at How Mill on the Carlisle to Newcastle line and on the climb through Durham proved less successful. At How Mill a very strong wind didn't help but it was diesel assistance that spoiled that one and at Durham, while Lizzie was going very well, sound didn't carry so our recording was very short.

4. If there was one train in the 2010 programme that I really, really wanted to get out for, it was the one run by Vintage Trains on 29<sup>th</sup> May as this would feature something that, ever since steam returned to the route, I had hoped would eventually happen. The train in question was running from Tyseley to Didcot via Stourbridge Jc, 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 had been hoping to get the chance 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! Hard to believe I know but one of the most 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 back home almost passing his house on the way so everybody say a big 'thank you' to Mike without whom I could not have made this recording.

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 problem with a cracked firebox and had to be withdrawn while this was rectified but Tyseley was able to provide an excellent substitute in the form of 6201 *Princess Elizabeth*, a loco that I had already made a memorable recording of on the 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 awaited events.

Perhaps 10 minutes later than booked we could just hear a Stanier hooter from the direction of Bromsgrove soon answered by a shriller whistle from 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. As 6201 came up the bank a descending DMU must have caused a slight panic among the photographic gallery down towards Pikes Pool Lane Bridge but that cleared before Lizzie appeared in their viewfinders.

Once 6201 has passed on this 9 coach train the sound of the banker becomes more clearly audible; 9600 was certainly giving a good healthy shove in the rear.

About 7 minutes after the start, the sound of the hard working Pannier Tank faded away towards Blackwell just in time for a descending diesel hauled freight train to pass.

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

5. I've already mentioned our unsuccessful recording outings in January and February which were to record the ex LMS Royal Scot 4-6-0 46115 *Scots Guardsman* on the Cotton Mill Express so we were pleased that the Railway Touring Company hadn't given up on the idea and had arranged a third attempt on 17<sup>th</sup> July. Would this be third time lucky? I hoped so especially as we had an Australian friend, who also makes sound recordings, with us. We get lots of chances to record on the main line but when you've travelled half way round the world, it would be nice to get a good one!

On the first occasion that this train should have run it reached no further than Preston, on the second it reached Manchester and thanks to modern technology we already knew that it had made it to Manchester without problems and, after a descending tram had passed heading for the city centre we heard a Stanier hooter sounding down at Victoria station soon followed by the Scot beginning the steep climb.

At times it sounds as though there are two trains, one either side of the microphone so strong are the echoes from the portal of Cheetham Hill tunnel not far away.

46115 had 10 coaches behind the tender and sounds to be going very well on the 1 in 59 gradient which steepens to 1 in 47 close to our recording spot but once under Rochdale Road the sound dies away quickly and the faint sound of the Scot is soon replaced by another tram descending towards the city and a DMU following the Scot.

So far, so good.



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For our next recording our good fortune didn't continue. Heard climbing to Copy Pit, 46115 had developed a very bad blow from the middle cylinder and this blow sounded even worse when we recorded it on the climb to Sough.

Our fourth recording should have been at Greenfield on the climb to Standedge but the Scot never appeared. On arrival back at Manchester the loco was inspected to see if the cause of the blow could be identified and the decision taken to fail the loco to have a chance to properly inspect it; perhaps a sensible decision rather than risk a failure on the main line. In the event, the problem proved relatively minor and the loco was able to return to Carnforth with the empty coaches later the same day.

It looks like it will have to be fourth time lucky to get a full trip on this itinerary!

6. A few days later my Australian friend and his family were still here and we went to visit York getting there just in time to see the first of this year's Scarborough Spa Expresses departing.

For this year's trains we had a change of route. No longer would the SSE go round the very popular Harrogate & Leeds circuit morning and evening but instead run via Wakefield Kirkgate and Westgate then miss Leeds returning to York via Woodlesford and Castleford, doing the same circuit in the evening.

When this change of route was first announced the reaction among the enthusiast fraternity was almost entirely negative and no-one could understand what the West Coast Railway Company were thinking of, changing such a successful package. Well, I ask you, was it likely that the populations of Wakefield & Castleford would support the train as well as those of Leeds, Harrogate and Knaresborough had in previous years?

Well, all those doubters, myself included, had to eat their words. The trains did exceptionally well filling much better than in previous years so perhaps WCRC do know what they are doing after all!

Advertised motive power for the SSE this year was 5972 *Olton Hall* which, thanks to its appearance in Harry Potter films carries the name Hogwarts Castle. I suppose marketing the train to Harry Potter fans during the school holidays can't be a bad move but it wouldn't have been the enthusiasts most popular choice of loco had it actually worked any of the trains. Gauging problems on part of the route prevented its use and motive power for the first week proved to be a big improvement on that advertised with 46115 *Scots Guardsman* doing the honours.

So, 20<sup>th</sup> July saw my Australian friend Tony and I waiting near the site of Chaloners Whin Jc. where, unfortunately, the road noise from the nearby A64 was as bad as I've heard it. Still, never mind, 46115 without the steam leak it had developed a few days before turned up bang on time going very well with its 12 coach load. Certainly a good start to the season.

7. After visiting the NRM for a couple of hours with Tony and his family I realised as we passed through the station on our way to have a walk round the city that we were just in time for the Scot's return from its morning circle; we had to explain to his wife that it wasn't planned, just a coincidence but I'm not sure we were believed!

*Scots Guardsman* was still running on time when it got back to York and sounds fine departing heading for Scarborough.

8. Regular steam operations over the Settle to Carlisle line in the summer seemed to be having mixed fortunes regarding patronage. The Sunday trains from York to Carlisle didn't appear to be doing well with the first quite lightly loaded and the second cancelled due to lack of bookings.

Bookings for the Sunday trains did pick up a little but, on the other hand, the Wednesday Fellsman trains proved almost too popular with most trains being fully booked well in advance. The first of these trains ran on 28<sup>th</sup> July and was hauled by the LMS Jubilee 4-6-0 5690 *Leander*, the loco that seemed to do almost all of these trains last year. As I was in the area I went to Settle for a recording.

The weather that day was not the best; there was quite a strong wind which was carrying showers so I didn't want to go too far and thought that the field on the west side of the line just south of the station would be my best bet. When I got there I found the field already occupied by cattle. Cows don't bother me but these were bullocks and quite frisky bullocks at that. (Pause for an old joke: "Have you seen those little cows in that field?". "Bullocks!". "No really, there are!".) Knowing what they would probably do when a steam loco went past I decided not to risk it!

That left two options. One was the station, but I didn't fancy that so it was off to the hillside north of the town on the east side of the line where I found there was plenty of wind but at least the rain seemed to have cleared away.

Typically 5690 and the next shower arrived at almost the same time but it wasn't too bad as the shower was only light and *Leander* seemed to be going well with 11 coaches plus a Class 47 diesel behind the tender. I was too far away from the train to be able to tell if the diesel was pushing but, if it was, it wasn't pushing hard.

It would have been better without the bullocks though!

9. Thanks to my good friend Mike, on 19<sup>th</sup> August I was very pleased to have the opportunity to get out for some lineside recordings of 46115 on the Scarborough Spa Express on its new route, a route which, in theory at least gives easier opportunities to get more than just a couple of recordings.

Our first port of call was, unsurprisingly, Wakefield in the hope of getting something good on the 1 in 100 climb and we headed for the park at Wrenthorpe about  $\frac{3}{4}$  mile away from Westgate station which proved ideal although the trees growing where the sidings here used to be blocked all but a limited view but that didn't bother us too much as sound was carrying very well and we



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could just hear the train completing the climb from Kirkgate and arriving at Westgate just about on time.

Departure was also on time and we were able to hear 46115 right from the start. Of course we could also hear the seemingly compulsory aircraft passing overhead as well as a surveyor in the field behind us shouting instructions to his mate as to where to put his pole!

Fortunately none of these extraneous noises interfered too much with this excellent recording of the Scot getting away on the 1 in 100 gradient while an EMU passes down the gradient towards Westgate.

Sound also carried back quite well and the loco must have been not far from Outwood before the sound faded away.

Not a bad start to the day's linesiding!

10. We managed two more recordings in the morning, one at Castleford and another at Bootham near York but neither were a patch on the first one and, for the evening run we had been thinking that we might be able to get three more recordings of 46115 but, as we expected the roads to be busy not only with normal commuter and tourist traffic but also with homeward bound racegoers leaving York after the third day of the Ebor Meeting, we decided to play it safe and headed straight for Outwood, further up the climb from Wakefield than our recording spot earlier in the day. As things turned out, we would probably have done it without too much difficulty had we recorded the train leaving York but it wasn't worth the risk.

Reaching Outwood we weren't best pleased to find that the forecast fine weather we had experienced so far had changed to rain which hadn't been forecast but at least it wasn't too heavy and did ease off at the appropriate time!

For our recording we walked a little way north of Outwood station to the site of Lofthouse Colliery and were pleased to find that, although there are two motorways not far away, road noise wasn't a problem though we could have done without the hum from the nearby electricity sub-station.

Outwood is about  $2\frac{1}{2}$  miles from Wakefield Westgate and, to be honest, I didn't expect that we would be able to hear 46115 until it was well into the climb but we could faintly hear the Scot as it departed.

The train was running about 20 minutes behind time when it passed us but from the sound of things the driver is doing his best to get some back. What a fine sound!

11. Nothing ventured, nothing gained as they say so off we went to try for yet another recording between Bolton Percy and Colton Jc.

We just made it in time but when 46115 appeared in the gloom it seemed that we weren't going to get much of a recording as it was obvious that the signals were not in the Scot's favour.

Luckily, as 46115 approached, the signals cleared. Perhaps the train was routed over the crossovers to the Leeds lines at Colton West Jc. and needed the westbound DMU, which you can hear pass, out of the way to clear the route so we did get our recording after all!

12. On Sunday 5<sup>th</sup> September I had the chance to go out for a couple of recordings of 44871 working the Waverley over the Settle to Carlisle line and though dry, this particular day was very windy!

For the northbound working the drystone walls at Selside proved essential to keep our microphones out of the wind but it did at least carry the sound of the Black 5 with its 12 coach load to us and we could just hear it before it came into sight just north of Horton-in-Ribblesdale.

Twelve coaches is a heavy load for a Black 5 and I thought 44871 was doing pretty well when it passed us. Not a record breaking run, certainly but competent none the less.

13. As usual, as part of the North Yorkshire Moors Railway Autumn Steam Gala, as well as plenty of activity between Grosmont and Pickering, there were also trains on the Esk Valley Line on Sunday 3<sup>rd</sup> October.

One of the locos working the two trains running to Battersby was the ex LMS Black 5 4-6-0 45428, only recently returned to service on the railway and a loco that I have very fond memories of as it was a regular on trains in the West Riding in the 1960s. It is also the only loco that I have a footplate ride on, on the main line; that was in 1967 but only from Bradford to Low Moor shed!

The NYMR hadn't managed to arrange for fine weather for this event and this particular day proved extremely wet. In the rain our enthusiasm for chasing about trying to get as many recordings as possible had dissolved so we decided to concentrate on what we felt could be worthwhile and of course, we felt 45428 was well worth recording!

Unfortunately the Black 5 had quite a bad blow from its left hand cylinder but still doesn't sound too bad passing under the bridge at Lease Rigg as it takes its 7 coach train away from Grosmont on the 1 in 101 gradient.

Not far away is a bridge over the River Esk which has a speed restriction on it and after slowing, 45428 can be heard accelerating on the continuing gradient towards Egton Bridge.

14. Locomotives of the Great Western Railway and our hills in the North of England in the past haven't mixed all that well and, generally speaking, have been a great disappointment to their supporters, even the fanatical ones!

Now, it's a well known fact that I don't have the highest regard for the products of Swindon and my opinion remains that, while the GWR did have some of the best locomotive designs in the world in the 1920s and 30s, that development didn't continue. It



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was almost as though they were saying, 'Now we have the best, we don't have to improve anymore.' Fortunately, other railways didn't take the same attitude and I have always been very glad that William Stanier managed to escape in time...

Back in 1985 during GW 150, amongst all the disasters, there was one loco that did well on the trains that it worked and that was *Clun Castle* which proved far more capable than other locos of the same class thanks to improvements made by BR on the basic 1920s design. Although *Clun* is not currently a runner, the appearance of another 'improved' *Castle*, 5043 *Earl of Mount Edgumbe*, on the main line gave hope for some better performances than others of the same class had produced in the north.

On 16<sup>th</sup> October 5043 was to work a train over the Settle to Carlisle line, the route that certain other Swindon locos had come to grief on though I felt that the title of the train, *The Pride of Swindon*, was asking for trouble; well, we all know what pride comes before...

In this instance, pride did not precede a fall and the loco performed very well indeed with its train of 10 coaches with the addition of a Class 47 diesel attached at the rear no doubt added for insurance, just in case, and of course to fuel speculation about did it or didn't it push. Reliable, as well as unreliable, sources suggest that it did push a little northbound but not southbound.

Having had a look at the loco at Hellifield we went to Helwith Bridge for our first recording and, when we got there with plenty of time to spare, conditions seemed excellent with only a light breeze from the north east. Of course, by the time we set up our equipment on the hillside which backs on to the quarry the breeze had strengthened somewhat; isn't it always the way?

The *Castle* was due off Hellifield at 10:45, following behind the 09:47 service train from Leeds so we knew that a DMU would pass first but we never saw it and, while we were still expecting the service train, to our surprise, steam appeared down towards Stainforth.

From our spot it was impossible to tell if the diesel was providing any assistance but 5043 seemed to be doing very well coming up the 1 in 100 gradient and accelerated nicely on the short level section below our microphones. Having passed, the wind carried sound back well and we must have still been hearing the *Castle* well above Horton-in-Ribblesdale until a service train appeared on the scene heading downhill towards Settle.

Not a bad recording, 5043 was just as noisy as expected. So far, so good.

14. For the southbound run over Ais Gill, as the wind didn't seem too strong we decided to try a recording not far from the summit, a spot that we hadn't recorded at for some time.

Once again the wind was in the right direction to carry the sound to us and this time we were able to hear 5043 for some time before it appeared round the curve from Mallerstang.

As with the northbound run, the *Castle*, although needing to be worked very hard, seemed to be doing well on the climb.

Despite the wind being from the wrong direction we could hear 5043 for some time after it had passed the summit as yet another service train appeared, this time heading north.

So, at last, after numerous attempts over the years a GW designed loco has finally managed a successful run over the Settle to Carlisle line. Spurred on by this success, I wonder if they'd like to try it with an original, unimproved loco again?

15. In early November my Australian friend Tony was back in the UK and on the 7<sup>th</sup>, we had some steam on the main line to go out for. I had carefully planned an itinerary for us which should have allowed us to have a chance of getting four recordings, three of them on some of the steepest gradients around and without needing a desperately early start.

The train we were out to record was the interestingly named *Tin Bath Extra* hauled by both of Ian Riley's Black 5s, 45407 & 44871. This was to run from Preston to Manchester then through the Hope Valley to Sheffield. From Sheffield it was routed up the steep line to Penistone and Huddersfield then via the Calder Valley to Copy Pit returning to Manchester via Blackburn and Sough; an excellent itinerary for some good lineside sound recordings.

Robert Burns wrote that the best laid schemes of mice and men gang aft a-gley and, shortly before we set off for the Hope Valley news reached us that the line was blocked by a derailment! Rumour had it that the train was going to run but be re-routed between Manchester and Sheffield via the WCML and Derby which, if true, was going to mean some very late running.

Despite the uncertainty we set off in the general direction of Sheffield and, while on the way, had confirmation from someone at WCRC of the altered route to Sheffield but doubted his expectation that the train would be not far off regaining its booked path at Sheffield. My guess was that it would be at least an hour late, probably more.

My original plan of going to Hathersage had to change and instead we headed to the south of Sheffield to try to get a recording on the climb through Dronfield to Bradway Tunnel.

I had identified a possible spot on the map at Unstone not far south of Dronfield so we headed there and the spot proved to be Ok, a little too close to a road but as there didn't seem to be anywhere better we settled down to wait for some more information about the train.

Eventually news reached us that the train had left Derby but it was around 3 o'clock before it passed our spot going very well on the 1 in 100 gradient but over an hour after it should have left Sheffield!

17. When we set off for our next location we still weren't sure if the train would now go via its booked route through Barnsley and



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Penistone to Huddersfield as pathing an out of course train on this mainly single track route could be difficult and the people at Network Rail could easily have sent it via a less difficult route. However, while on our way we got the information that the train would be leaving Sheffield at 15:50 and would go via Penistone so we continued to our planned location at Summer Lane on the steep climb from Barnsley.

This area is heavily built up and there are plenty of busy roads around so, while conditions were good; it was dry and there was almost no wind, traffic noise was a bit of a problem.

A little later than expected we heard the two Black 5s coming up the 1 in 50 gradient from Barnsley and, after a slip near the site of Summer Lane station, recovering some speed as the line becomes straighter and the gradient eases slightly to 1 in 57.

It's not unusual for double headed trains involving two locos of the same class not to sound like a double header as the two loco's exhaust beats often synchronise but in this case, perhaps partly due to the difference in thickness of the two loco's tyres (45407's tyres were near to scrapping thickness apparently), we could hear both locos clearly as they passed going very well with this 11 coach train.

After this, though we already knew that the run over Copy Pit and Sough had been abandoned with the train returning direct to Manchester via the Calder Valley there was still a booked water stop at Brighouse so we headed there in the hope of getting a recording of the pair departing.

The train did stop at Brighouse but it was only brief and no water was taken so we missed the chance of a recording. Still, even if we didn't get the four recordings we expected, we managed to get something and at least the train did run!

18. York was a busy place on Saturday 18<sup>th</sup> December.

Of course the railway at York always is a busy place but, in the run up to Christmas each year, York sees more than its fair share of charter trains and on this particular Saturday there were two steam hauled trains which were booked to depart within half an hour of each other.

The first of these was a charter from London to Newcastle which had been hauled north by 60007 before returning diesel hauled to York where another A4, *Bittern*, was to take over for the run back to London but it was the second train that we were particularly interested to record as this was to be hauled by 5043 *Earl of Mount Edgcumbe*.

For our recordings we went to Dringhouses, about a mile from the station. On this very cold but very still evening sound was carrying very well and we managed to get quite a good recording of *Bittern* departing heading for Kings Cross.

This recording turned into a fine sequence, too long to go on this CD, as the *Castle* was waiting with its train in Holgate sidings so we also recorded 5043 drawing its train out onto the main line before propelling the 10 coaches back into the station right after the A4 had left.

Once back in the station it wasn't long before the *Castle* departed for the return journey to Tyseley.

Having been at this spot a few times in the past we had never had conditions as good as this and 5043 could be clearly heard starting its train. The A4's train had a diesel on the rear and we thought that it provided some assistance on departure but, in the case of the *Castle*, if the acceleration sounds rapid, it's all steam powered as there's no diesel on the back of this train.

Approaching, the *Castle* slips violently but this is soon controlled and the driver soon has the regulator wide open again.

What a fine sound and the volcanic eruption from the chimney was pretty spectacular too!

5043 soon passes under the first of bridges to the south and the sound quickly fades away.

What a fine recording to end the year with!

