



MR. PEPPERCORN'S A2 PACIFICS

ABOVE: The resulting Peppercorn A2 was a much neater design, more in the classic LNER tradition. The most significant improvement in appearance over the Thompson engines arose from a shorter wheelbase with the gap between bogie and driving wheels being eliminated and the cylinders moved forward, while a less bulky type of smoke deflectors was provided. No.60530 *Sayajirao* passes Hilton Junction, leaving Perth with a Dundee–Glasgow express.

BELOW: Nos.60528 *Tudor Minstrel* and 60530 *Sayajirao* at Dundee Tay Bridge shed. The Kylchap double blastpipe and chimney was abandoned on the A2s in favour of single chimneys, although the double chimney arrangement was fitted to the last of the class and later to five others.

In Vol.21 No.10 last October a colour feature looked at the early stages in the creation of the mixed traffic 4-6-2 on the London & North Eastern Railway under Edward Thompson, a process which, after a couple of designs of somewhat average performance, led to his successful A2/3 Class. That was intended as a new standard design but on Thompson's retirement his successor, Arthur Peppercorn, decided that the last fifteen locomotives on order would be built in 1947/8 to an improved design. The result was a new A2 Class, photographed here by DEREK PENNEY.





ABOVE: Although at first the A2s were placed on the Eastern and North Eastern Regions, it was not long before the Scottish Region acquired an allocation and the class began to establish a reputation on the difficult Edinburgh–Aberdeen route where their power was used to good effect on its gradients. No.60532 *Blue Peter* is heading the 13.30 Aberdeen to Glasgow Buchanan Steet at Bridge of Allan in July 1966.

BELOW: No.60528 *Tudor Minstrel* shakes the slumbering skeletons in the graveyard as it coasts down past the cliffs to Burntisland with the 12.10 Dundee–Edinburgh Millerhill express goods on 28th August 1965. With the spread of diesel traction in the early 1960s the A2s saw much of their envisaged work disappear and eight were withdrawn towards the end of 1962. The last A2s were employed in Scotland until 1966, the final survivor being No.60532 which was withdrawn at the close of the year and, of course, subsequently preserved.

