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The A4 and Mallard

The 28th of 35, a corridor tender, and a name from Salisbury Hall.

Typographic only. No photographs inside. Official wording kept unblended.

Point	Official wording
Titles	Mallard 75: designed by Sir Nigel Gresley “when he was Chief Engineer at the LNER.” A caption on the same page: “Chief Mechanical Engineer of the London and North Eastern Railway.” Both titles are kept.
The class	A “streamlined wedge-shaped design” with “no resemblance to the preceeding A3 class (of which Flying Scotsman was an example).” The official spelling “preceeding” is left as written. “The 28th of the 35 A4 class.” Shape “honed in a wind tunnel.” Art deco styling; King’s Cross to Newcastle in four hours.
The tender	“An eight-wheeled corridor tender allowed the crew access to the train behind, so the team could work shifts without stopping the locomotive.”
The name and the build	An archived fact sheet: “Gresley thought of the name ‘Mallard’ when feeding ducks at Salisbury Hall.” Built 1938, Doncaster; cost £8,500; locomotive weight 102 ton 19 cwt.

A short quiz

1. Mallard was which of the 35 A4s?
2. What official titles does this sheet keep for Gresley?
3. What locomotive weight does the fact sheet give?

Answers. The 28th. Chief Engineer at the LNER, and Chief Mechanical Engineer, both official. 102 ton 19 cwt.

Wording from the National Railway Museum’s Mallard 75 and star-object pages, and from a fact sheet archived 17 May 2009, re-opened 18 November 2026. mallard.railways.im is independent of the museum. Typographic sheet: no photographs inside.