MALLARD.RAILWAYS.IM

The run of 3 July 1938

From a secret at Wood Green to a hot bearing at Peterborough.

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

Point	Official wording
The brief	Gresley authorised a bid "to try and beat the (then) British steam record of 114 mph held by the LMS." He chose driver Joe Duddington and fireman Thomas Bray. Most of the crew "were only told the true purpose of the run just before the train's northbound run from Wood Green, North London."
The start	"The attempt on the record started at Barkston near Grantham, which meant the locomotive would be descending Stoke Bank."
The bank	The dynamometer car "recorded 120 mph for five miles, which saw off the LMS's record," then a claimed peak of 125 mph before Essendine, with a later suggested 126.
The cost	Braking for Essendine "caused Mallard's big end bearing to run hot," and the locomotive was "removed from the train at Peterborough for repair." "The LNER were masters at press liaison and the speed record still got maximum publicity."

A short quiz

1. Where did the attempt start?
2. Who drove, and who fired?
3. Why was the locomotive taken off at Peterborough?

Answers. Barkston near Grantham. Joe Duddington and Thomas Bray. A hot big-end bearing after braking for Essendine.

Wording from the National Railway Museum's Mallard 75 page, re-opened 18 November 2026. mallard.railways.im is independent of the museum. Typographic sheet: no photographs inside.