

GWR

Ex-GWR locomotives, of various classes, at work on British Railways between 1955 and 1963 at: Abergavenny, Dainton, Tigley, Ruabon, Saunderton, Crumlin, Aberystwyth, Talerddig, Princes Risborough and Hatton, and on a journey between Totnes and Plymouth.

SIDE ONE

Band One

No. 5090 *Neath Abbey* heads a Cardiff–Manchester passenger train up the 1 in 82 gradient from Abergavenny, on a September afternoon in 1958. The ‘Castle’ class 4-6-0, approaching under bridges, brings the train through Abergavenny Junction Station, climbs past and away towards Llanvihangel, needing very little assistance from No. 7251, the ‘7200’ class 2-8-2 Tank engine at the rear of the train.

No. 6024 *King Edward I*, a ‘King’ class 4-6-0, whistles past and away down the gradient with a Paddington–Birkenhead express at Princes Risborough in May 1957.

Signal arms change position and a ‘5400’ class 0-6-0 Tank engine, No. 5409, starts out from Princes Risborough Station on a September evening in 1956 heading for Banbury with the two-coach slip portion, which had been detached from a down express.

A ‘2251’ class 0-6-0, No. 2222, just arrived at Princes Risborough with a pick-up goods train from Banbury, shunts in the yard on a November morning in 1955.

A ‘7200’ class 2-8-2 Tank engine, No. 7247, heads a northbound goods train up the 1 in 82 gradient through Abergavenny Junction Station and, with banking assistance from a ‘4200’ class 2-8-0 Tank engine, No. 4230, climbs away towards Llanvihangel on a January night in 1958.

Band Two

An impression of a journey in South Devon on a train hauled by ‘Castle’ class 5069 *Isambard Kingdom Brunel*.

The Manchester–Plymouth through train arrives at Newton Abbot Station on a December night in 1958.

On board the Manchester–Plymouth train, now waiting to leave Totnes, there is some confusion on this wet, dark and windy night about the ‘right away’. When that is settled No. 5069 starts smartly and sure-footedly out of the station, powerfully attacking the 1 in 66, 1 in 71, 1 in 47 climb from Totnes and the continuing climb, on rather easier gradients, towards Rattery and Marley Tunnel.

An up train passes by, climbing out from Plymouth, as the Manchester–Plymouth train approaches North Road Station and slows to stop there at the end of its journey.

Band Three

A ‘2800’ class 2-8-0, No. 3856, climbs past in a cutting with a southbound goods train on the 1 in 167 gradient near Saunderton Tunnel early on a May morning in 1957.

No. 5973 *Rolleston Hall*, a ‘Hall’ class 4-6-0, heads out from Ruabon Station with the Birkenhead–Margate through train on a March morning in 1957.

At Llangollen Junction, later on the same morning, a '7400' class 0-6-0 Pannier Tank engine, No. 7440, approaches with a goods train from Ruabon and climbs past and away on the 1 in 75 gradient of the Llangollen line towards Acrefair.

Near the summit of the 1½ mile, 1 in 83 climb from the Dee Valley between Rhosymedre and Llangollen Junction in March 1957.

No. 1026, *County of Salop*, a 'County' class 4-6-0, climbs out from the Dee Valley and heads smartly past and away towards Ruabon with a passenger train for Chester.

A '1400' class 0-4-2 Tank engine, No. 1465, propelling the single coach of a push and pull train, chatters past down the gradient towards Rhosymedre Halt.

No. 3440 *City of Truro* heads a Festiniog Railway Society special train up the gradient from Rhosymedre as traffic drones along the nearby main road. The veteran 'City' class 4-4-0, which had recently been restored to service, takes the train past and away, whistling in the distance towards Ruabon.

SIDE TWO

Band One

At the entrance to Dainton Tunnel in July 1957.

No. 5011 *Tintagel Castle*, approaching on the 1 in 36, 1 in 49 climb from Stoneycombe, blasts through the short, sheer-sided rock cutting and into Dainton Tunnel with the down 'Cornishman' express.

No. 4077 *Chepstow Castle*, now over the summit on the climb from Totnes with a train from Plymouth, approaches through the tunnel, bursts out from the tunnel mouth and heads away down the gradient towards Stoneycombe and Newton Abbot.

No. 6017 *King Edward IV* approaches on the climb from Stoneycombe and whistles into Dainton Tunnel with the down 'Cornish Riviera' express.

Between Tigley Signal Box and Rattery on a windy July day in 1957.

No. 4920 *Dumbleton Hall* rushes past and away down the gradient towards Tigley and Totnes with an up passenger train.

In the distance a down goods train, headed by No. 5916 *Trinity Hall*, on the 1 in 52, 1 in 74 climb from Totnes, approaches Tigley Signal Box. Meanwhile, No. 6951 *Impney Hall*, approaching from the opposite direction under a road bridge, coasts past with an up goods train, which slows to a stop at Tigley Signal Box. *Trinity Hall* heads past and away under the road bridge with the down goods train, at the rear of which a '5100' class 2-6-2 Tank engine, No. 5154, is giving banking assistance on the 1 in 90 climb towards Rattery. In the distance *Impney Hall* whistles and moves away down the gradient from Tigley Signal Box.

Band Two

At Crumlin in May 1957.

No. 3440 *City of Truro*, having because of weight restrictions run light across Crumlin Viaduct, now moves back, still running light, towards Crumlin HL Station to resume pilot duty at the head of the 'Daffodil Express', an Ian Allan special train.

Away down in the valley a train on the low-level line passes under the viaduct, while *City of Truro*, watched by an admiring crowd, is coupled up to No. 4358, the '4300' class 2-6-0 at the head of the special train. The two engines whistle and start out from the station heading the 'Daffodil Express', at the rear of which is a Pullman observation car, past and away, round a curve, down the gradient towards Aberdare.

No. 9005, a 'Dukedog' '9000' class 4-4-0, heading a passenger train out from Aberystwyth, tackles the 1 in 75 climb at Llanbadarn, on a rainy August morning in 1956.

Band Three

At Talerddig, on a June morning in 1963, chickens and a turkey scratch around in a farmyard near the line as the 'Cambrian Coast Express' approaches round a curve on the 1 in 56 climb from Machynlleth. No. 7819 *Hinton Manor*, a 'Manor' class 4-6-0, approaching through a wooded valley, heads under the farm road bridge, passes by in a deep rock cutting and takes the train away over the summit. In the distance the engine, now nearing Talerddig Station, whistles a warning for the signalman.

Band Four

At Hatton Station in April 1962.

No. 6020 *King Henry IV* approaches on the 1 in 110 climb from Warwick and blasts past and away through Hatton Station with a Paddington–Birkenhead express. A lower-quadrant signal arm changes position as the train goes away towards Birmingham.

No. 4172, a '5100' class 2-6-2 Tank engine, approaches through Hatton Station, running light, and whistles away down the gradient.

No. 6016 *King Edward V*, making light work of the climb from Warwick, with a Paddington–Wolverhampton express, heads past and away through Hatton Station, while some noisy activity goes on in the nearby yard.

No. 6015 *King Richard III* whistles towards the station and heads past and away, down the gradient, with the 'Inter City' Wolverhampton–Paddington express.

No. 6982 *Melmerby Hall*, approaching from Warwick against adverse signals, whistles in the distance. The signals clear, the engine whistles again and brings the train on, up the gradient, heading it past to a stop in the yard.

No. 7817 *Garsington Manor* starts out from Hatton Station with a local passenger train and, apparently in a great hurry, accelerates away down the gradient towards Warwick.

Later the same evening *Garsington Manor*, still in a hurry, now running light, whistles up the gradient from Warwick and dashes away through Hatton Station towards Birmingham.

Note: the following locomotives were fitted with a double chimney when these recordings were made: No. 5069, No. 6017, No. 6020, No. 6016 and No. 6015.