

ATR 7024 (SPA 530)

## A DOUBLE HEAD OF STEAM

Steam locomotives at work with passenger and goods trains, mostly double-headed, at various locations on British Railways, between 1956 and 1966 and on the KWVR in 1977.

### SIDE ONE

#### Band One

On the Somerset and Dorset line, at Evercreech Junction, in 1956.

The Manchester–Bournemouth 'Pines Express', double-headed by a '2P' class 4-4-0 and a 'Standard 5' 4-6-0, arrives from Bath, Green Park, on a July afternoon, then a '3F' class 0-6-0, No. 43201, moves away with the coaches of a Highbridge branch line train.

At a different location, to the north of Evercreech Junction Station, on an August afternoon.

'2P' 4-4-0 No. 40509 approaches from the station, running light, pauses while points are changed, then moves back to the station, where a Bournemouth–Sheffield express, headed by 'Standard 5' 4-6-0 No. 73049 is waiting at the platform.

No. 40509, which will be the pilot engine on the climb over Masbury Summit, to Bath, is coupled up ahead of No. 73049, then signals clear and No. 40509 whistles. There is no reply from No. 73049 because the whistle is giving trouble.

The two engines head the train out from the station and past, towards the North Signal Box. The chime whistle of No. 73049 is persuaded to work, though rather weakly, as the train climbs away, round a curve, on the 1 in 50 gradient towards Evercreech New and Shepton Mallet.

#### Band Two

On the Somerset and Dorset line between Chilcompton and Binegar, on a breezy afternoon in August 1956.

A '2P' class 4-4-0, No. 40634, pilots a 'West Country' class 'Pacific', No. 34040 *Crewkerne*, with the southbound 'Pines Express'. An aircraft drones overhead as the train climbs past and away, round a curve, on the 1 in 60 gradient towards Masbury Summit, 811ft above sea level.

On the Somerset and Dorset line between Shepton Mallet and Masbury Summit, at the entrance to Windsor Hill Tunnel where, on a July morning in 1956, a strong wind blows across the tracks as a Bournemouth–Nottingham–Cleethorpes express approaches on the 1 in 50 climb from Shepton Mallet.

The train is double-headed by '2P' class 4-4-0 No. 40563 piloting 'Standard 5' 4-6-0 No. 73049. The '2P' whistles at the approach to a deep rock-sided cutting, then whistles again as the two engines head the train into the single-line tunnel.

#### Band Three

On a December night in 1958 the Plymouth–Manchester through train, which includes sleeping cars, starts out from Newton Abbot Station, double-headed by a 'Grange' class 4-6-0, No. 6874 *Haughton Grange*, piloting a 'Castle' class 4-6-0, No. 5075 *Wellington*. In the background some other engines move away, towards the loco sheds.

A 'King' class 4-6-0, No. 6006 *King George I*, whistles down the gradient from Saunderton and away through Princes Risborough Station, with a Paddington–Wolverhampton express, on a September morning in 1958, then two 'Castle' class 4-6-0s, No. 5072 *Hurricane* piloting No. 5070 *Sir Daniel Gooch*, climb out from Princes Risborough with a Wolverhampton–Paddington express, which has called at the station. The two 'Castles' head the train past in a shallow cutting and climb vigorously away on a gradient of 1 in 167, under a bridge and into Saunderton Tunnel, in the distance.

#### Band Four

Rhymney Bridge Station, on the Abergavenny–Merthyr line, is crowded with spectators on a Sunday in January 1958, when a special 'last train', organised by the Stephenson Locomotive Society, is approaching the station from the Rhymney branch line.

Two ex-LNWR locomotives, Webb coal tank 0-6-2 No. 58926 and 0-8-0 No. 49121, propel the train slowly round a curve up the 1 in 35 gradient from Rhymney, whistle past the Rhymney Bridge Station and climb away, slowing to a stop in the distance.

In the evening of the same day No. 58926 pilots No. 49121 at the head of the SLS special train, on the return journey from Merthyr, between Rhymney Bridge and Brynmawr. In the now freezing darkness the two engines approach, with the wind, on a 1 in 35 rising gradient and climb past, taking the train over the summit and away, down the gradient towards Brynmawr and Abergavenny Junction.

#### Band Five

At Nottingham, Midland Station in March 1957.

An express leaves for London, St Pancras, headed by a '2P' class 4-4-0, No. 40585, piloting a Stanier 'Black Five' 4-6-0, No. 45056. Then a 'Class 4' 2-6-4 tank engine, No. 42333, starts out of the station in the opposite direction, with a local passenger train.

At Derby, Midland Station in May 1958.

The station announcer gives details of a train to Gloucester. Then two Stanier 'Black Five' 4-6-0s, No. 45285 and No. 45238, double-head a Manchester–London express out from the station and a 'Standard 5' 4-6-0 brings another passenger train into the station and stops, with a loud groan from the brakes.

#### Band Six

The Perth–Inverness mail train stands in Aviemore Station on a May morning in 1960, double-headed by two ex-Caledonian '3P' class 4-4-0s, No. 54485 and No. 54486.

The two engines whistle, start the train out from the station and in almost perfect step head it past. Signals and points change as the train goes away, on the 1 in 350 rising gradient. Then an ex-Caledonian '3F' class 0-6-0, No. 57597, which has been waiting nearby, moves off and away to the far end of the station.

## SIDE TWO

#### Band One

Out on the moors, above the single track of the Ayr–Stranraer line, near Barrhill, shortly after sunrise on a perfect morning in June 1966.

The overnight London–Stranraer boat express is approaching in the distance on the 1 in 78, 1 in 80, 1 in 69 climb from Pinwherry, double-headed by a Stanier ‘Black Five’ 4-6-0, No. 45463, piloting a ‘Britannia’ class ‘Pacific’, No. 70009 *Alfred the Great*; the ‘Britannia’ whistles past the isolated little station at Barrhill; then the two engines swing round a curve into view, climb past and take the train away across the moors, into the distance on the two-and-a-half mile, 1 in 67 climb towards Glenwhilly.

#### Band Two

On the Ayr–Stranraer line a few days later, the weather conditions are very different. A westerly gale drives sheets of soaking drizzle in from the sea and across the line at Girvan, where two ‘Crab’ 2-6-0s, No. 42863 piloting No. 42803, both with a good head of steam, are waiting in the station with a heavily loaded ballast train.

The two engines start the train out from the station on a 1 in 54 rising gradient and head it past on an embankment. The sounds of the engines taking the train away on the three-and-a-half mile, 1 in 54, 1 in 56 climb to Pinmore Tunnel are soon lost in the roaring gale, which has driven small birds to shelter in nearby bushes.

#### Band Three

On the Kettering–Melton Mowbray line, at Saxby Station, in March 1957.

‘4F’ class 0-6-0 No. 44278 approaches under a road bridge and stops in the station with a Peterborough–Leicester train; then a Leicester–Peterborough train arrives, headed by a ‘4P Compound’ 4-4-0, No. 40935, which stops just beyond the bridge. The 0-6-0 starts out of the station and heads away down the gradient, towards Melton Mowbray, with the Leicester train. Meanwhile the Peterborough train leaves in the opposite direction.

A heavy train of coal wagons, approaching from a distance on the 1 in 296, 1 in 260 climb from Melton Mowbray, is headed by an unusual pair of engines, a ‘4F’ 0-6-0, No. 44252 piloting a ‘J39’ class 0-6-0, No. 64719. The two engines take the long train of loose-coupled wagons past, through Saxby Station and away under the bridge.

#### Band Four

On the 1 in 37¼ Lickey Incline, near the summit at Blackwell, on a January afternoon in 1957.

The Paignton–Bradford ‘Devonian’ express approaches in the distance on the two mile climb from Bromsgrove. The train is double-headed by ‘Standard 5’ 4-6-0 No. 73068 piloting ‘Black Five’ 4-6-0 No. 44966 and these two engines head the ‘Devonian’ past, into the cutting that leads up to Blackwell Station. At the rear of the train, giving banking assistance, there are two ‘3F’ class 0-6-0 tank engines, No. 47276 and No. 47565, which shut off steam when the train reaches the summit at Blackwell Station.

#### Band Five

At Dainton, on a windy evening in July 1957, an up parcels train is approaching, beyond a bridge in the distance, on the 1 in 38, 1 in 43, 1 in 37 climb from Totnes. Two engines, a ‘5100’ class 2-6-2 tank engine, No. 4109, piloting a ‘4300’ class 2-6-0, No. 6303, head the train under the bridge, climb past Dainton Sidings Signal Box, near which a banking engine stands waiting and then disappear into Dainton Tunnel.

On the Brecon and Merthyr line, some 1,400ft above sea level, high above the entrance to Torpantau Tunnel, in the fading light of a murky afternoon in November 1960.

Two '5700' class 0-6-0 Pannier tank engines swing round a sharp curve and head a tank wagon train slowly through Torpantau Station, where the signalman exchanges the single line tokens. Then the two engines take the train on into Torpantau Tunnel, beyond which the line falls 925ft in seven miles, down the valley to Pentir Rhiw and Talybont on Usk.

#### Band Six

On the Keighley and Worth Valley Railway, on a very windy afternoon in September 1977.

The 0-6-0 Saddle tank engine No. 118 *Brussels* and the Great Northern 'Atlantic' No. 990 *Henry Oakley* move out from Keighley Station, stop and whistle, when clear of the crossover points, then move back towards the station, where the coaches of the 15:02 train for Oxenhope are waiting. Meanwhile, drums and bugles are heard in the background from a parade in the town.

The double-headed train starts out, against the roaring wind, on the difficult curving, 1 in 66 climb from the platform end. The slow, deep exhaust beat of the pilot engine, *Henry Oakley*, contrasts with the faster, lighter beat of small-wheeled *Brussels* as the engines approach, head the train past and climb away, into the wind, on the 1 in 58 gradient towards Ingrow.

Later the same day *Henry Oakley* and *Brussels* double-head another Keighley–Oxenhope train on the 1 in 68 climb up the valley from Haworth. In the woods below Oxenhope the pilot engine, *Henry Oakley*, whistles a warning for the footpath crossing. *Brussels* shuts off steam and the train comes past, then slows at the approach to Oxenhope Station, where permanent way work is in progress. *Brussels* opens up again for the last part of the climb into Oxenhope Station. Then, in the distance, both engines whistle in the station, where they will run round the train before making a return journey, down the valley to Keighley.