

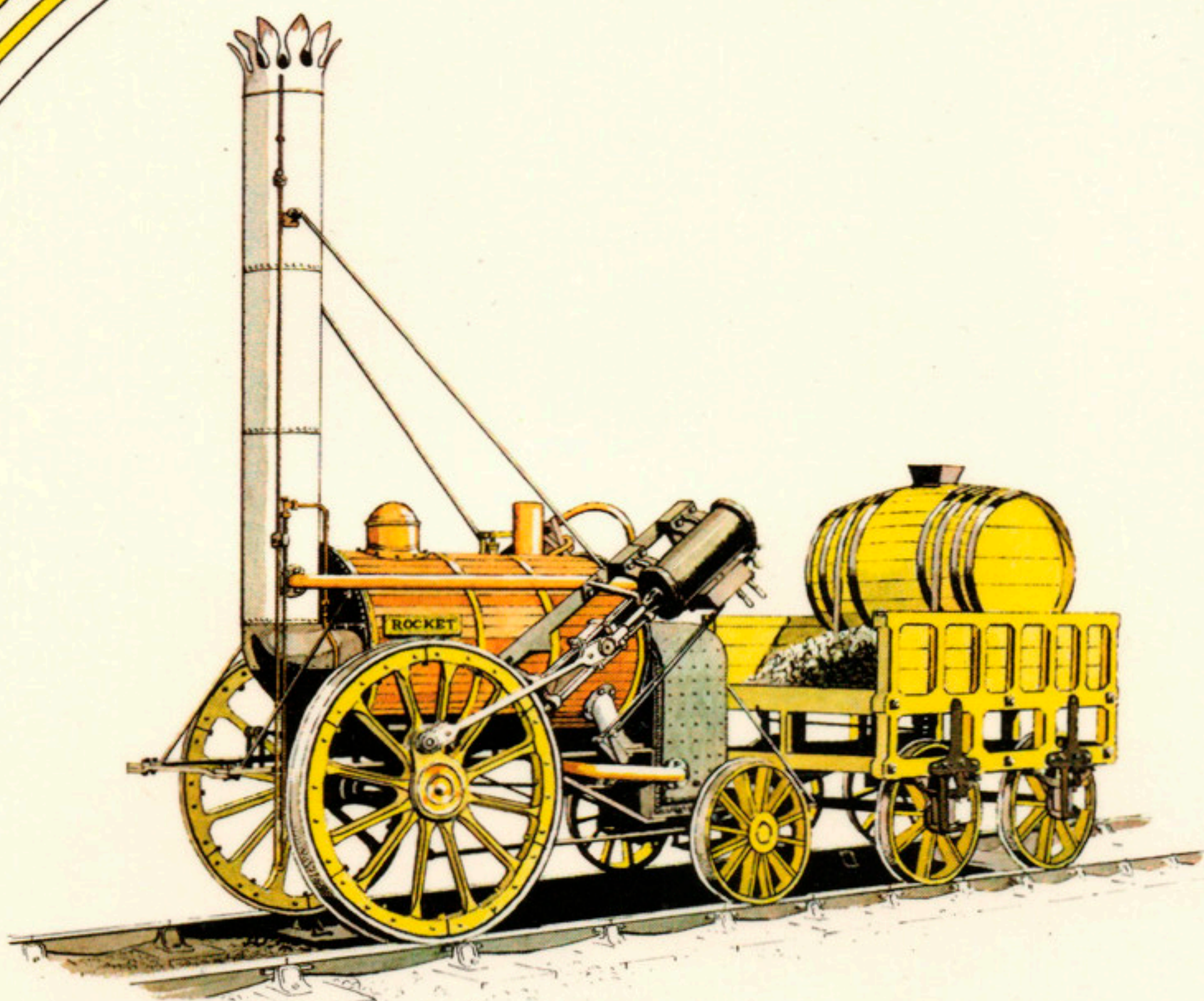


RAILWAY

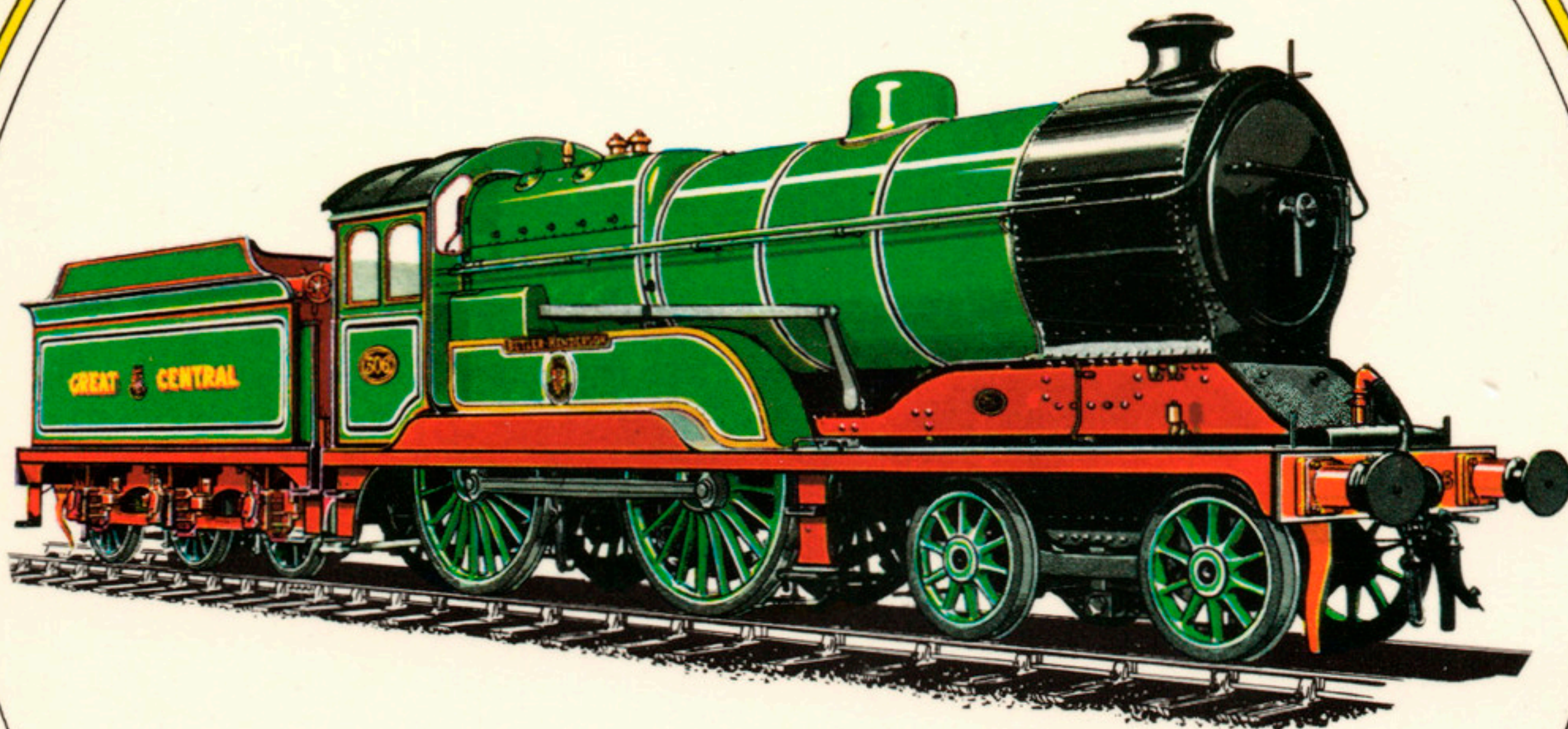


COLLECTORS

REPRODUCTIONS



LIVERPOOL & MANCHESTER RAILWAY
0-2-2 "ROCKET" BUILT 1829 BY ROBERT STEPHENSON & COMPANY.



GREAT CENTRAL RAILWAY
CLASS 11F No. 506 "BUTLER-HENDERSON". BUILT 1919. DESIGNED BY J. G. ROBINSON



LOCOMOTIVES

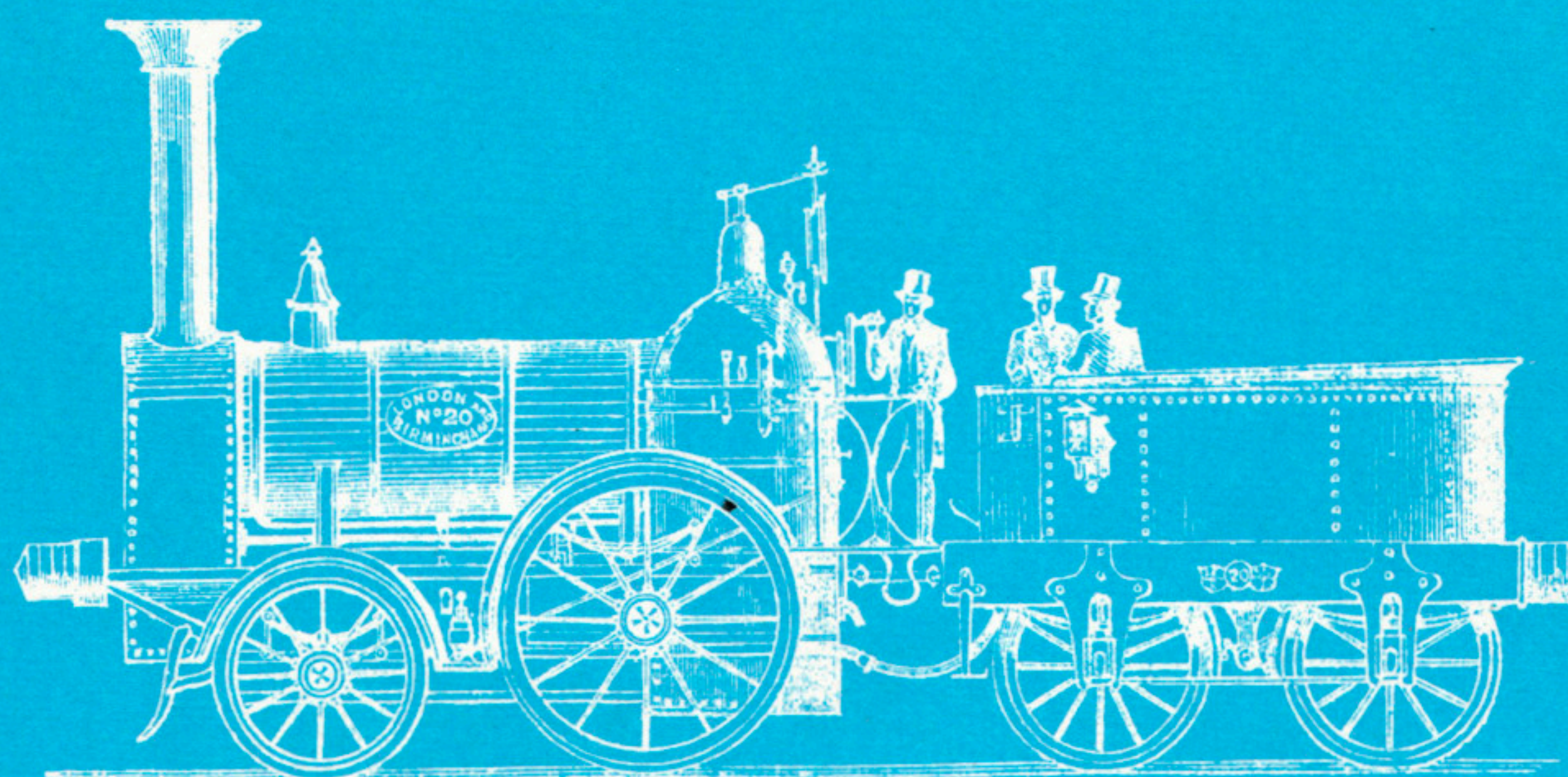




BORN JUNE 9, 1781

GEORGE STEPHENSON
AFTER THE PAINTING BY JOHN LUCAS

DIED AUGUST 12, 1848



Railed Transport No. 1

RAILWAY LOCOMOTIVES

British Steam Locomotives,
from *Locomotion* and *Rocket*
to *Evening Star*,
with a section on
foreign locomotives.

First Published 1976

Fourth (revised) edition December 1978



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in the Prescott-Pickup collection.*

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George Harrison Esq.*

*Design, layout and colour photographs
by the Author and Publisher*

Published by

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ADD COLOUR TO THIS BOOK

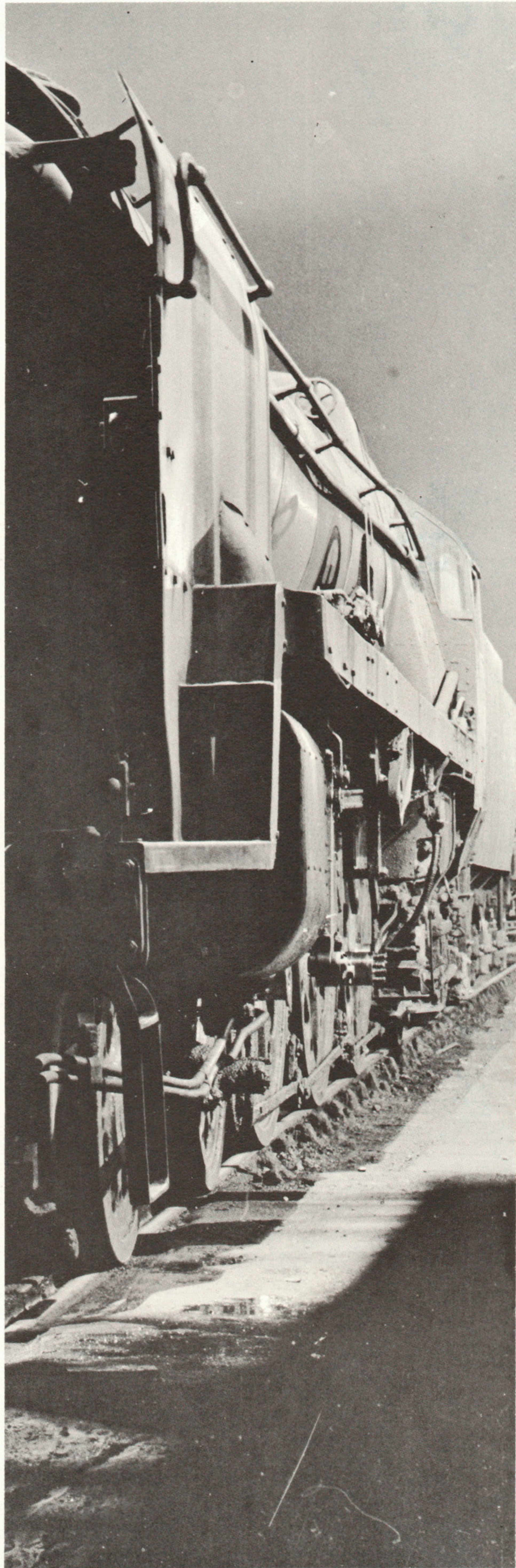
Sixty of the monochrome illustrations in this book are available in the form of collectors' data cards with the designs beautifully reproduced in full colour on the front and fully captioned to the reverse, all size 5½ in. × 3½ in. The face of each card is film laminated with a high gloss finish to add brilliance and richness to the colour illustrations.

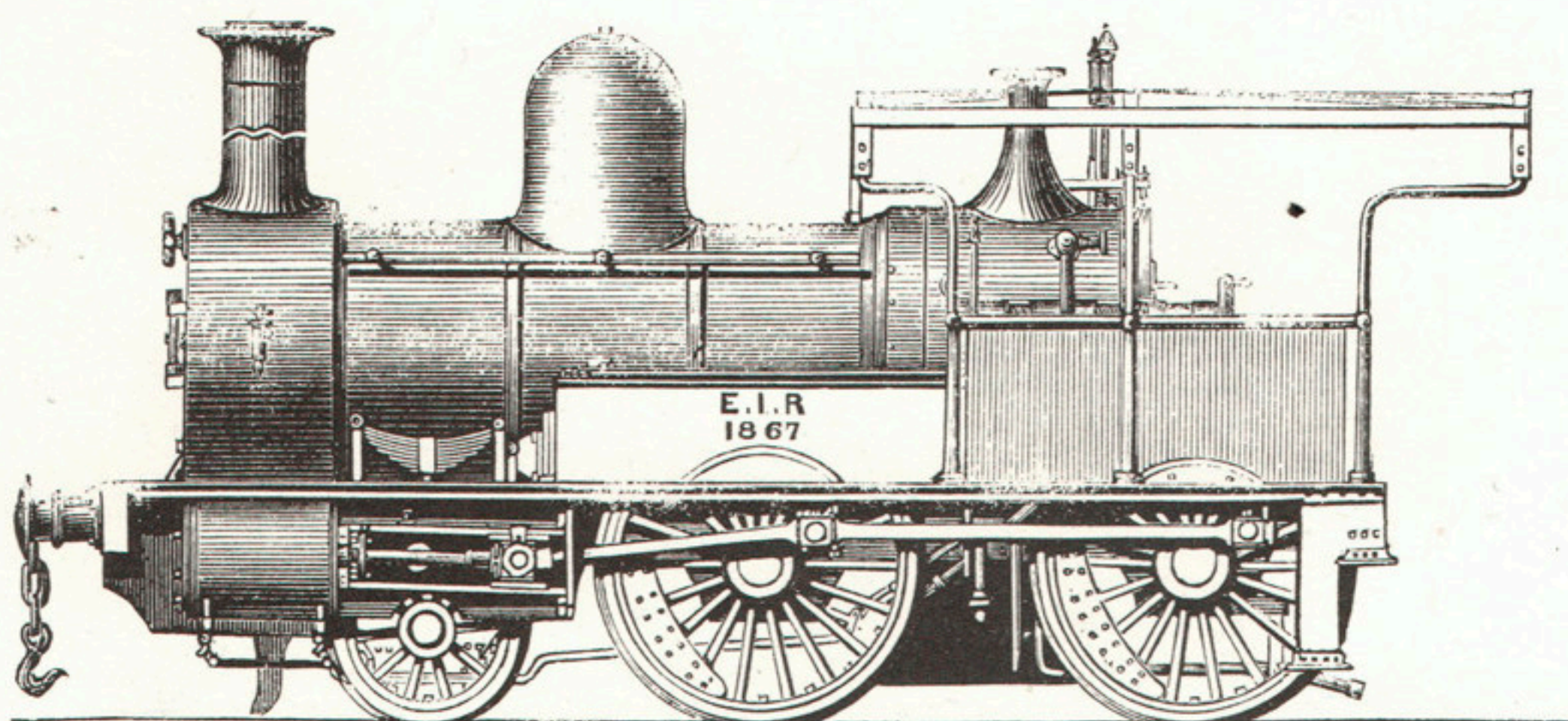
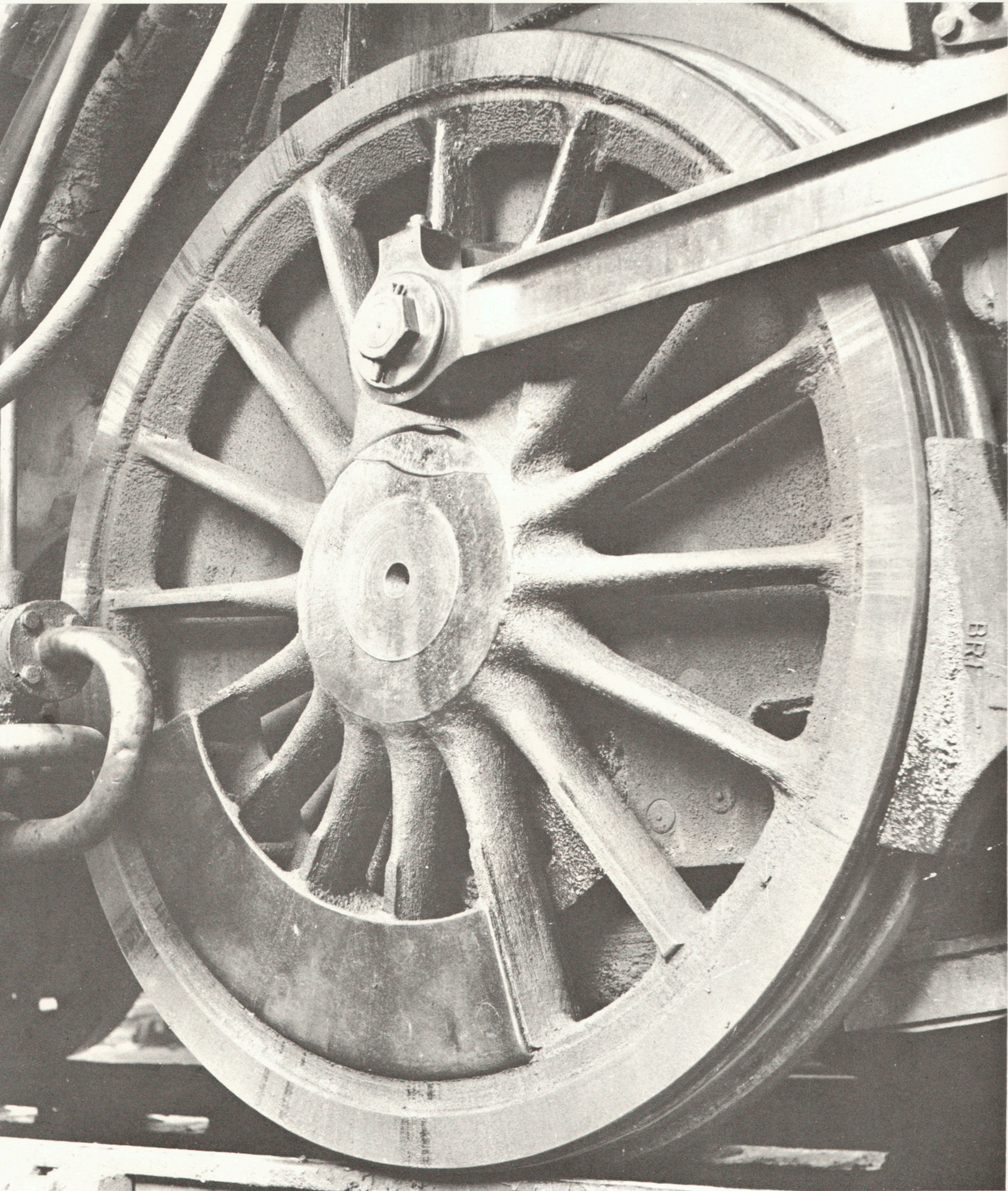
The cards may be inserted over the corresponding monochrome illustrations on the following pages using traditional glues, pastes or rubber based adhesives. Do not use petroleum based adhesives, or plastic glues and compounds, as these may damage the glossy finish of the cards. Spot-mounting or tip-mounting are recommended. Just apply one or two touches of adhesive to the corners and sides of the prints, avoiding the edges, and press down firmly. Wipe away any excess adhesive before closing the book.

By adding the data cards in this way, twenty of the following pages will be converted to glowing colour.

Uniform with this volume:

*Railway Locomotives
The Electric Car
Queen and People
Interregnum*





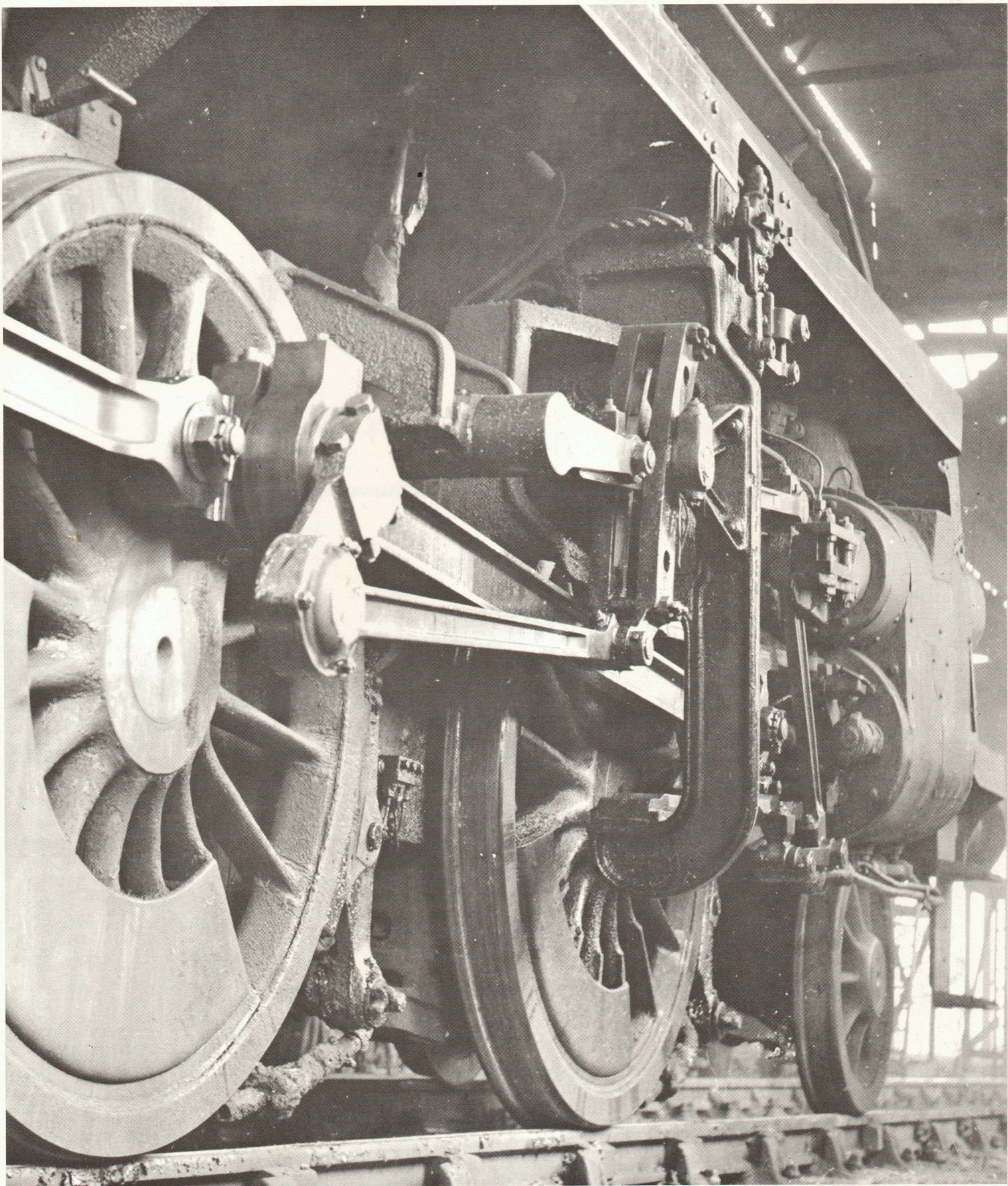
LOCOMOTIVE FOR EAST INDIAN RAILWAY CO., BY KEPLER, OF WURTEMBERG.

BRITISH RAILWAYS

CLASS "4"
MIXED TRAFFIC 2-6-0
No. 76007

Rear driver
Coupling rod assembly

Photograph courtesy George Harrison

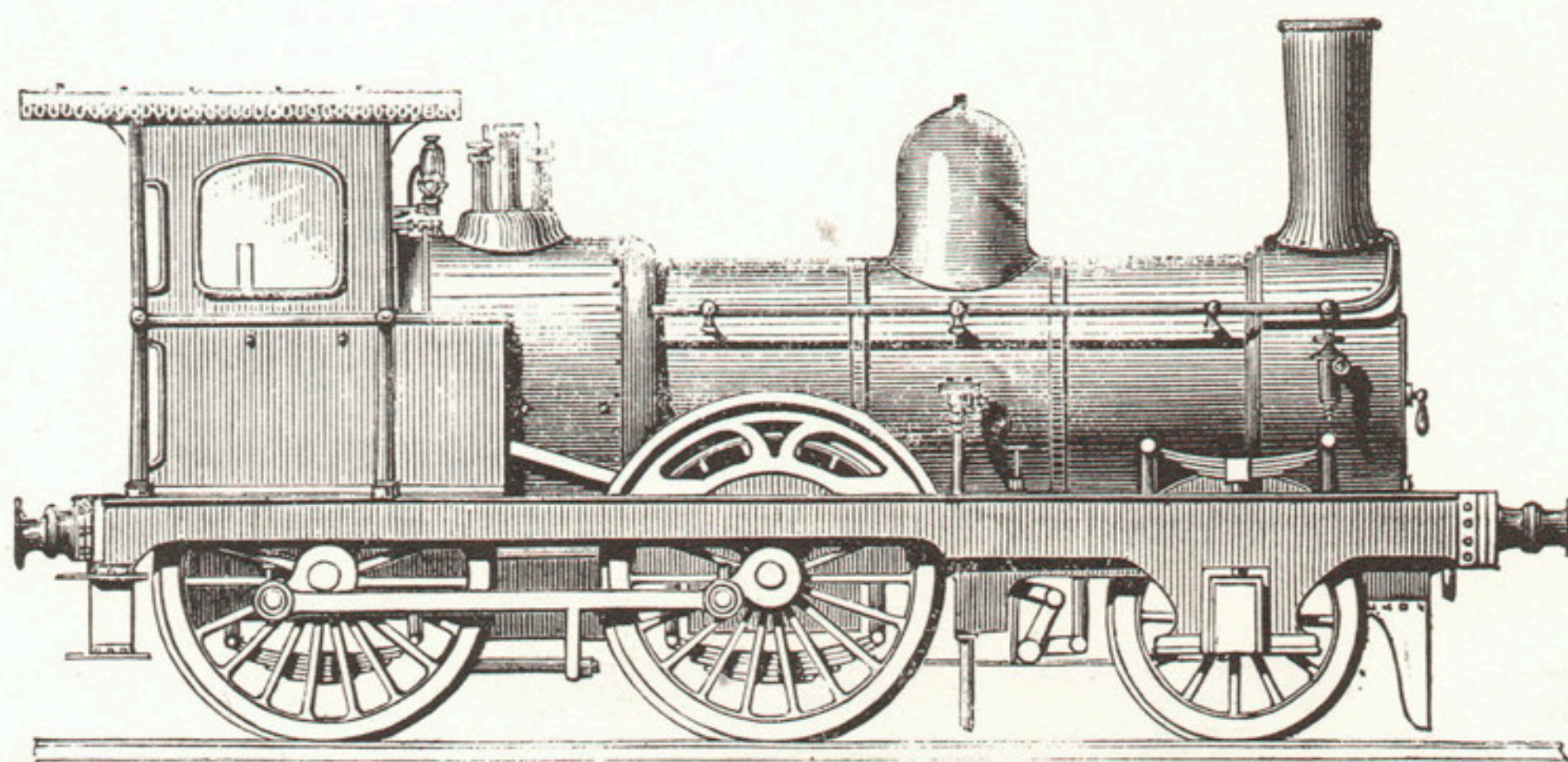


BRITISH RAILWAYS

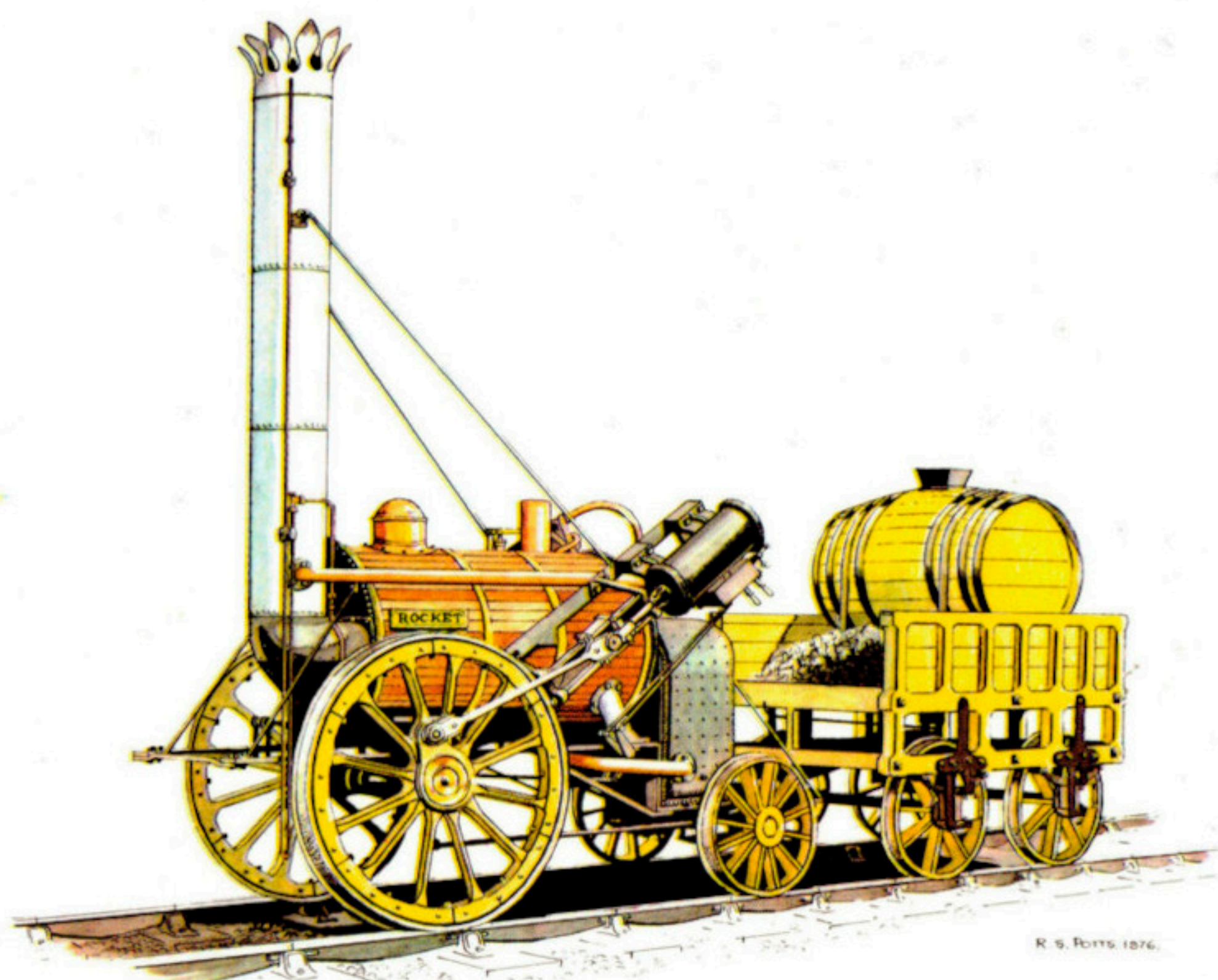
CLASS "4"
MIXED TRAFFIC 2-6-0
No. 76007

Walschaerts
Valve Motion

Photograph courtesy George Harrison



ENGINE BY MESSRS. KITSON.



LIVERPOOL & MANCHESTER RAILWAY

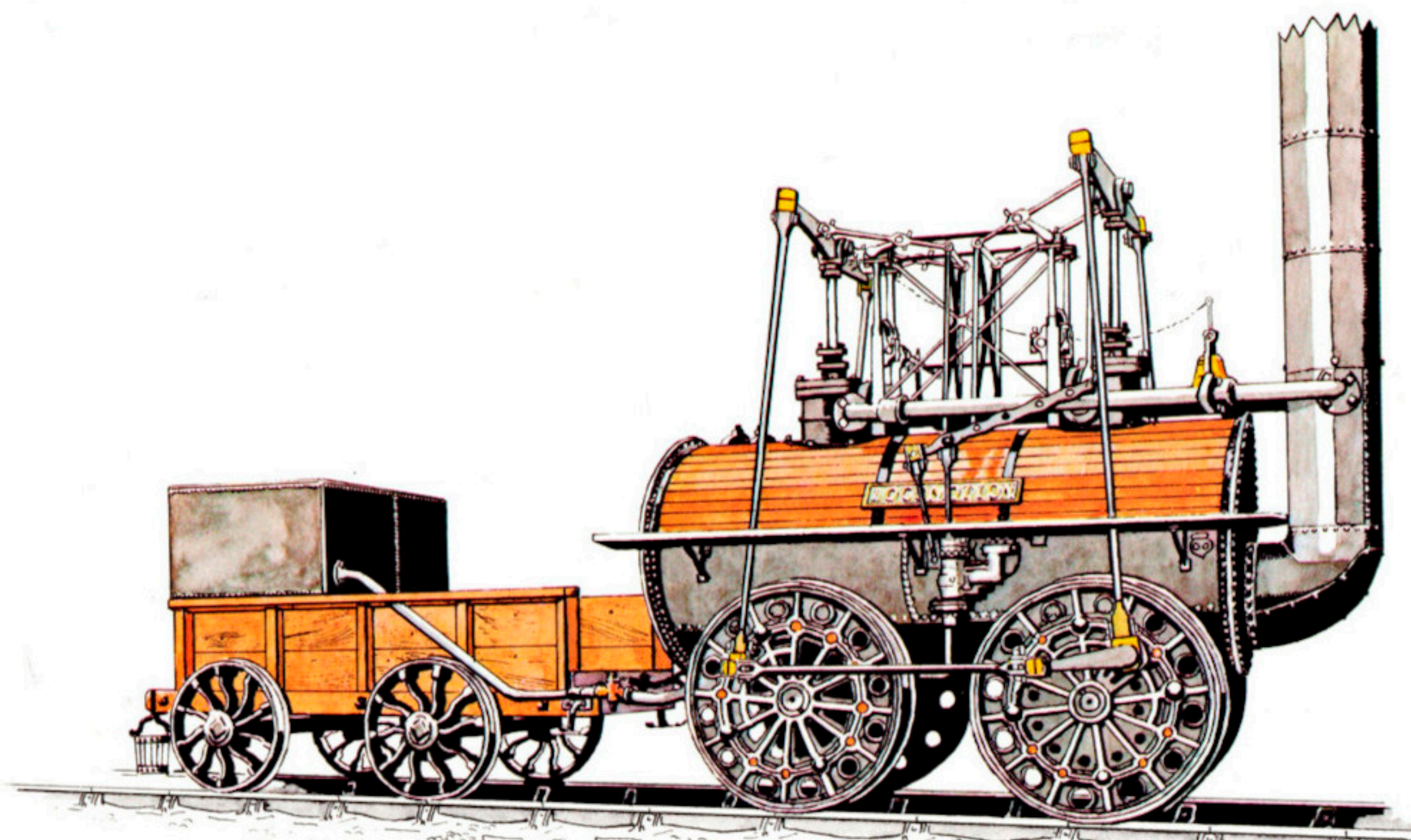
0-2-2 "ROCKET" BUILT 1829 BY ROBERT STEPHENSON & COMPANY.

LIVERPOOL & MANCHESTER RAILWAY

0-2-2 "ROCKET"
BUILT 1829 BY ROBERT STEPHENSON & Co.

Weight 4.25 tons. Wheel base 4 ft. Cylinders (2) 8 in. x 16.5 in. Pressure 50 lb.

Winner of the Rainhill trials of 1829, the success of this engine is generally considered to have been the most important single event in railway history. The introduction of the multiple firetube boiler, with blast-pipe to accelerate fuel combustion, increased locomotive speeds — at a single stroke — from about the walking pace of a cart horse to as much as 30 m.p.h.



R. S. POTTS 1976.

STOCKTON & DARLINGTON RAILWAY

No. 1 "LOCOMOTION" BUILT 1825 BY ROBERT STEPHENSON & COMPANY.

STOCKTON & DARLINGTON RAILWAY

No. 1 "LOCOMOTION".
BUILT 1825 BY ROBERT STEPHENSON & Co.

Weight 7 tons. Wheel base 5 ft. 2 in. Cylinders (2) 10 in. x 24 in. Pressure 50 lb.

Developed from George Stephenson's 0-4-0 locomotives built for work on the Killingworth Colliery lines, "Locomotion" was the first steam locomotive to run on a public railway, being in service at the opening of the Stockton and Darlington on the 27th September, 1825. The engine is now preserved and may be seen at Darlington station.



LONDON AND NORTH WESTERN RAILWAY

NORTHERN DIVISION 2-2-2 No. 531 "LADY OF THE LAKE". BUILT 1859. DESIGNED BY JOHN RAMSBOTTOM.

LONDON & NORTH WESTERN RAILWAY

NORTHERN DIVISION.
2-2-2 No. 531 "LADY OF THE LAKE", 1859.

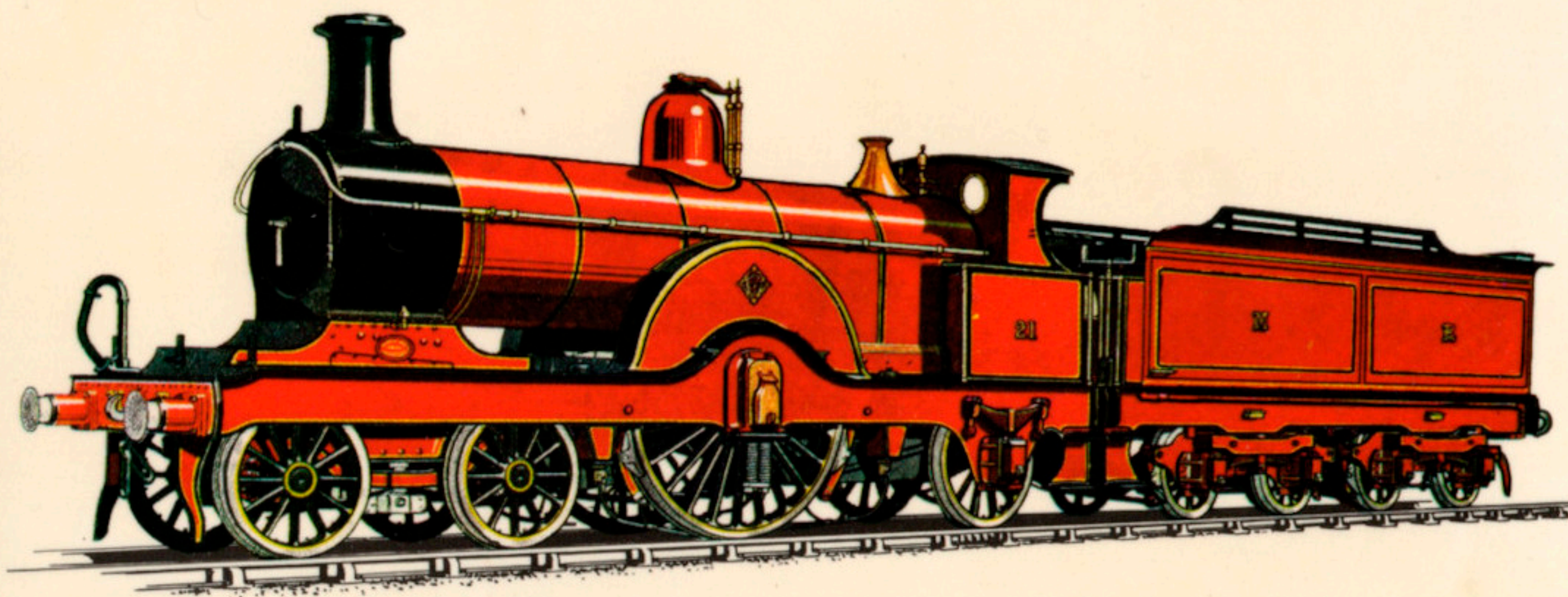
Sixty engines of this class were built at Crewe between 1859 and 1865. Designed by John Ramsbottom, they were the first locomotives in the world to be fitted with apparatus for picking up water at speed. They were intended for the Irish Mail traffic between London and Holyhead and in 1862 No. 229 "Watt" established a new record non-stop run of just under 104 miles from Holyhead to Crewe, with a special carrying despatches concerning the Trent dispute between Britain and the U.S.A.

MIDLAND RAILWAY

4-2-2 LOCOMOTIVE
No. 21 DESIGNED BY
S. W. JOHNSON, 1887.

Driving wheels 7 ft. 9½ in.
Cylinder 19½ in. × 26 in.
Pressure 180 lb. Tractive effort
14,803 lb.

The first single driving engines to be built by the M.R. for many years, the "single-wheeler" was given a new lease of life as a result of the invention of the steam sanding blast. Speeds of up to 90 m.p.h. were recorded by locomotives of this class, of which 95 were built between 1887 and 1900, in five variations, each larger than its predecessor.



MIDLAND RAILWAY

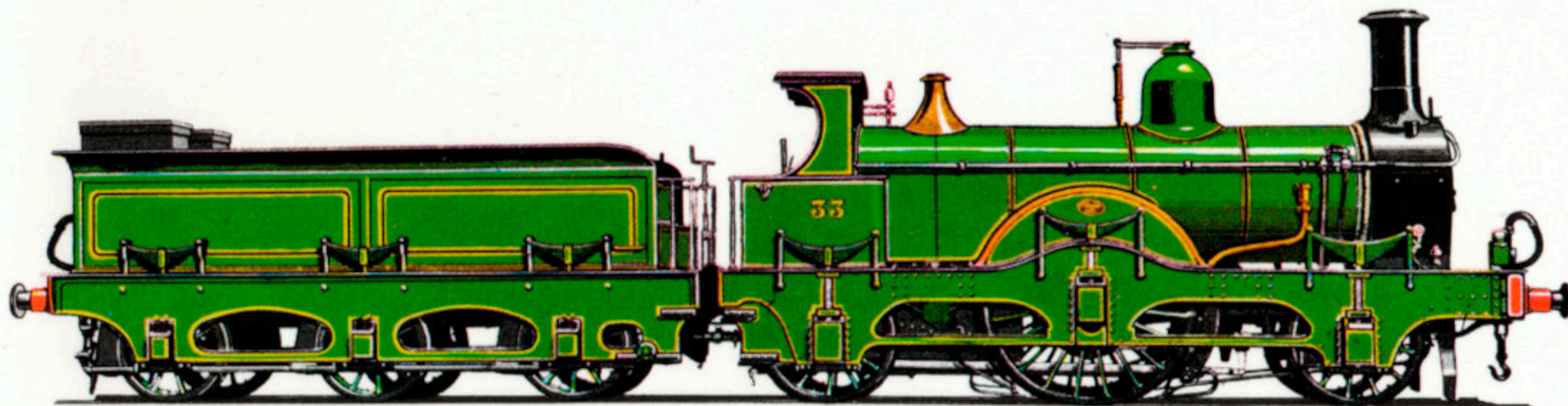
4-2-2 LOCOMOTIVE AND TENDER No. 21. DESIGNED BY S. W. JOHNSON

MIDLAND RAILWAY

2-2-2 EXPRESS
LOCOMOTIVE No. 33.
DESIGNED BY MATHEW
KIRTLEY, 1857.

Weight 28½ tons. Driving
wheels 6 ft. 8 in. Cylinder
16½ in. × 22 in. Pressure
140 lb.

Seventy-four engines of this general design were built. Nos. 130-5 were supplied by Robert Stephenson and Company in 1852; Nos. 120-9 by Sharp, Stewart and Company in 1853; subsequent batches were built at Derby. No. 33 was built at Derby as No. 141 in 1857. She was rebuilt by S. W. Johnson in 1880 with new, heavy plate frames and renumbered the following year, when she was put to working the Directors' saloon.



MIDLAND RAILWAY

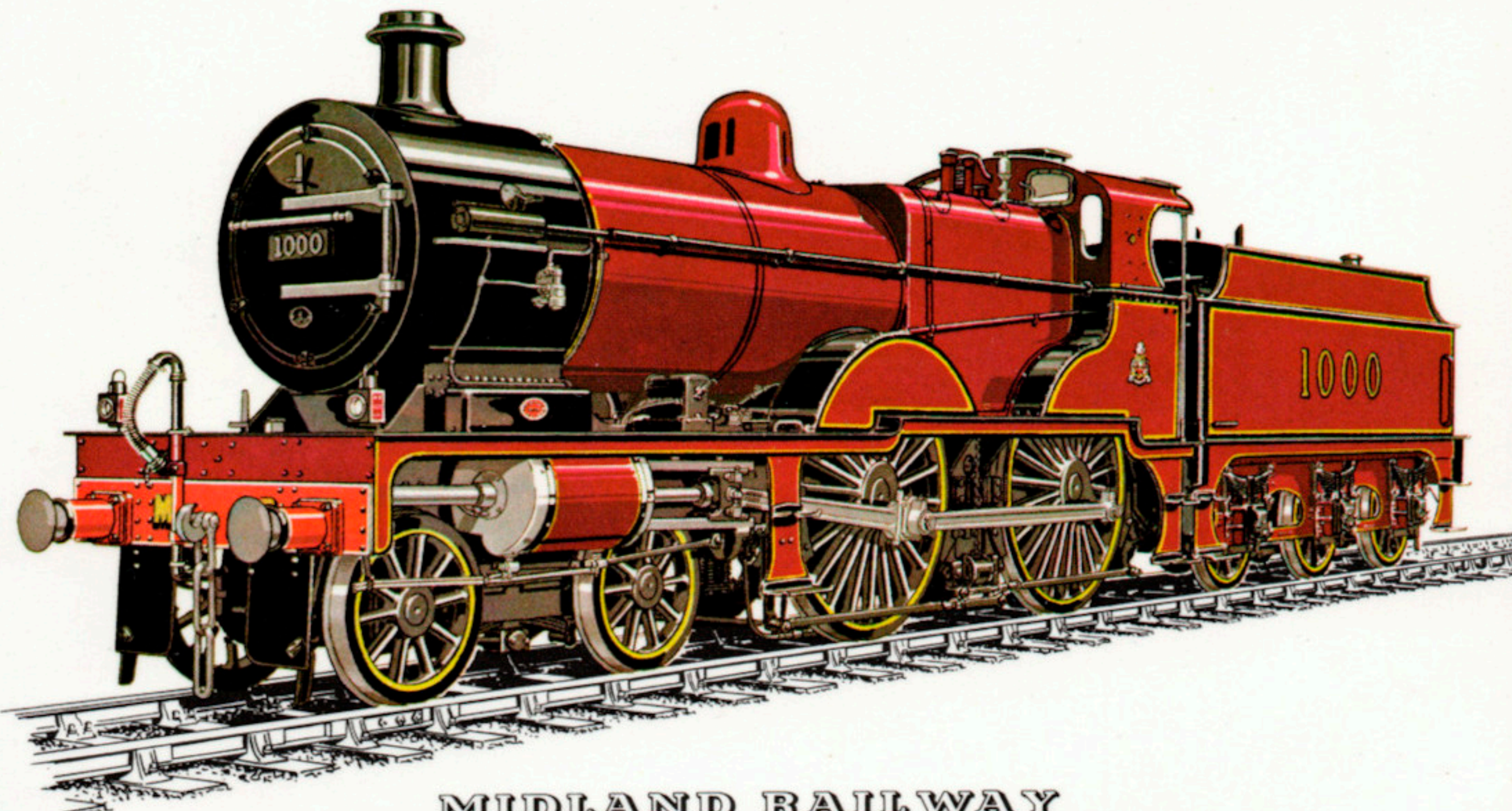
2-2-2 EXPRESS LOCOMOTIVE No. 33. DESIGNED BY MATHEW KIRTLEY. REBUILT 1880 BY S. W. JOHNSON

MIDLAND RAILWAY

No. 1000. DESIGNED BY
S. W. JOHNSON USING
WILLIAM SMITH'S
COMPOUNDING SYSTEM.

Weight 59½ tons. Driving
wheels 7 ft. Cylinders: 1 HP
19 in. × 26 in., 2 LP 21 in. ×
26 in. Pressure 200 lb. Tractive
effort 21,840 lb.

The first of the famous series of Midland Compounds, this engine entered service in 1902 as No. 2631. Renumbered in 1907 it was rebuilt in 1914 to R. M. Deeley's modified design, incorporating a patent regulator which automatically changed over from non-compound starting to full compound as it was advanced. Now preserved at the National Railway Museum at York.



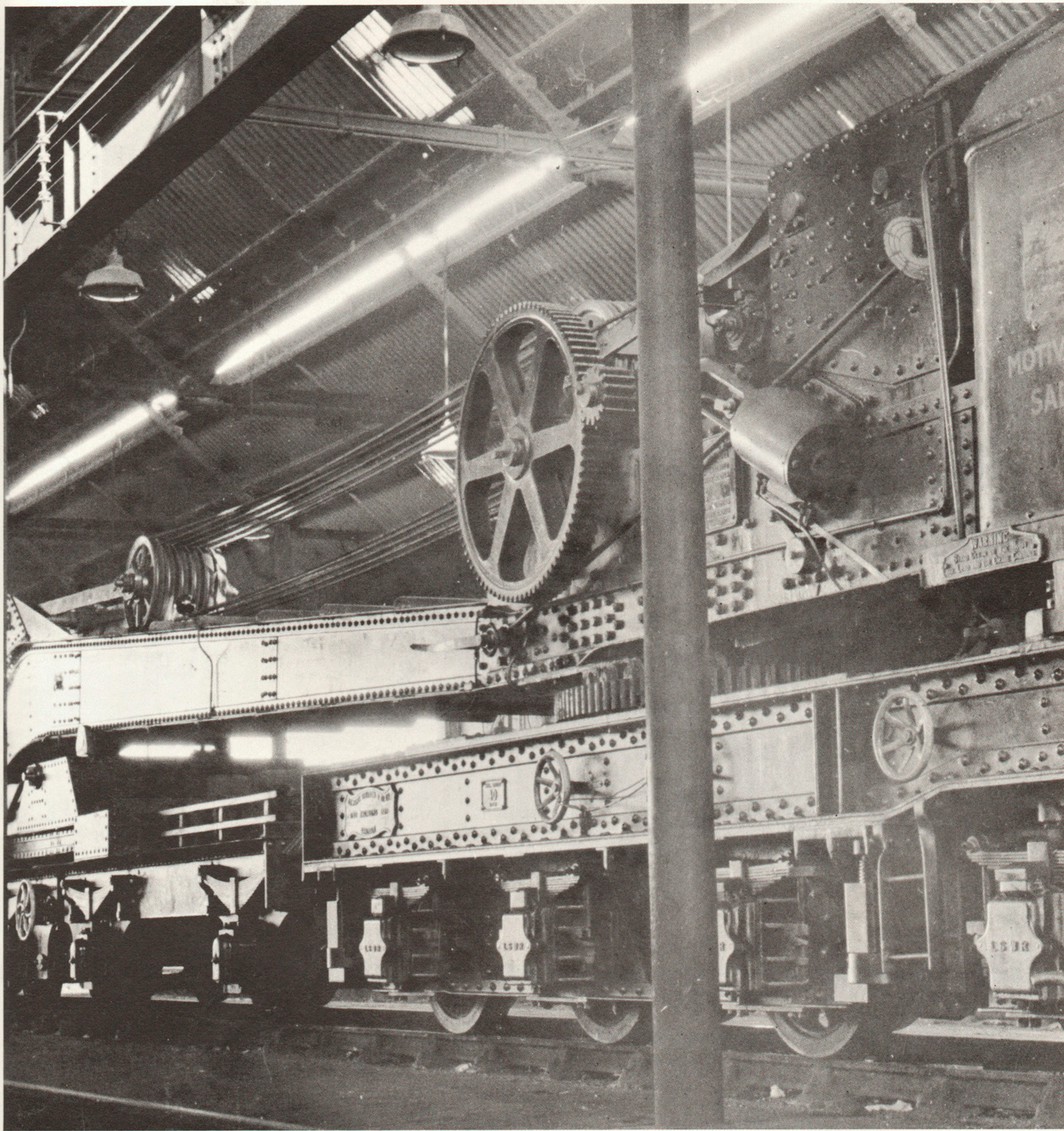
MIDLAND RAILWAY

No. 1000 DESIGNED BY S. W. JOHNSON USING WILLIAM SMITH'S PATENT COMPOUNDING SYSTEM.
REBUILT 1914 TO R. M. DEELEY'S MODIFIED DESIGN



Salisbury M.P.D. — August 1966.

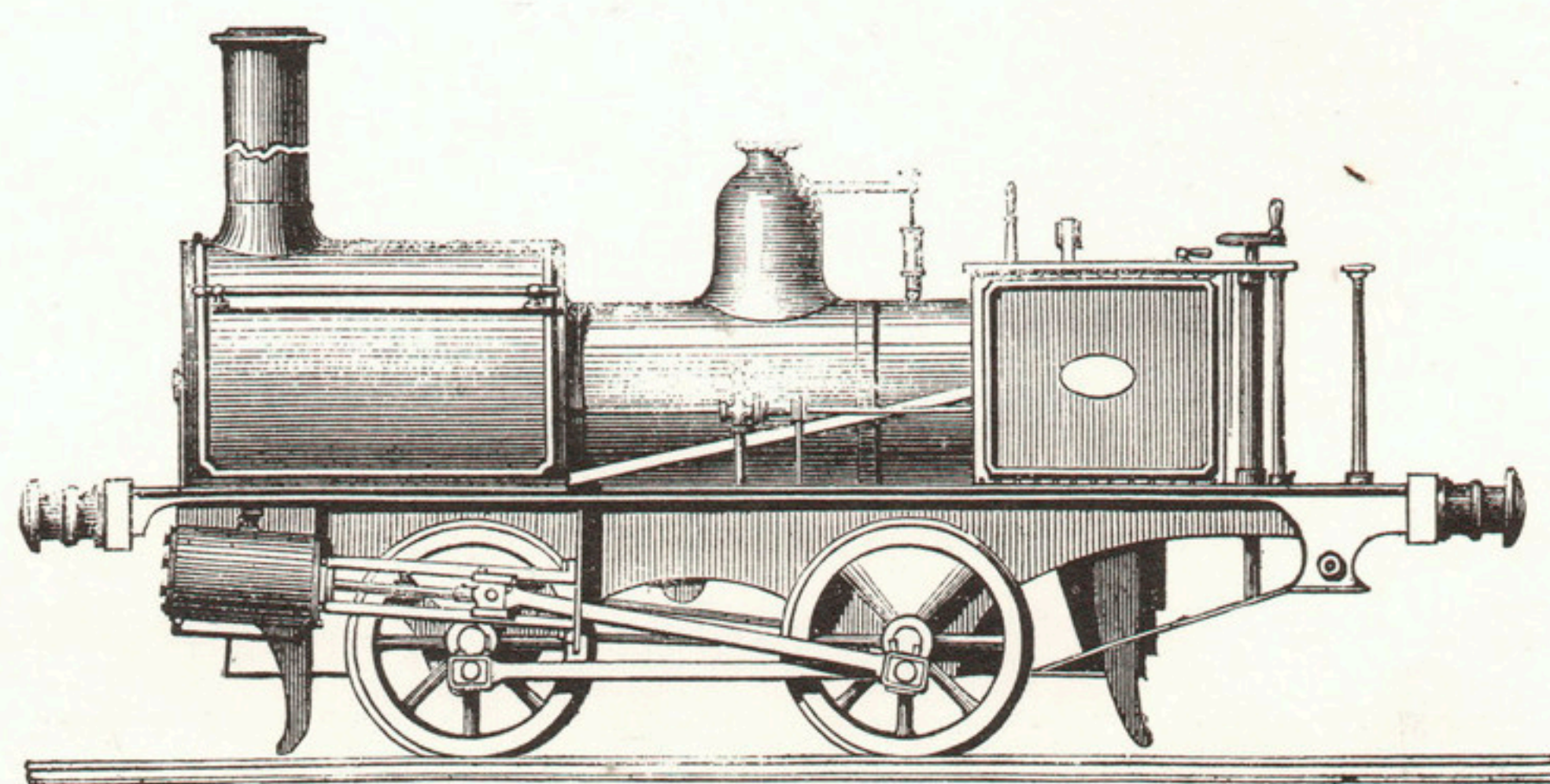
Smoke drifts from the chimney of Bulleid Pacific 34015 "Exmouth." Photographed by George Harrison using Microcord II twin lens reflex camera and Ilford FP3 film (exposure two minutes at f11.).



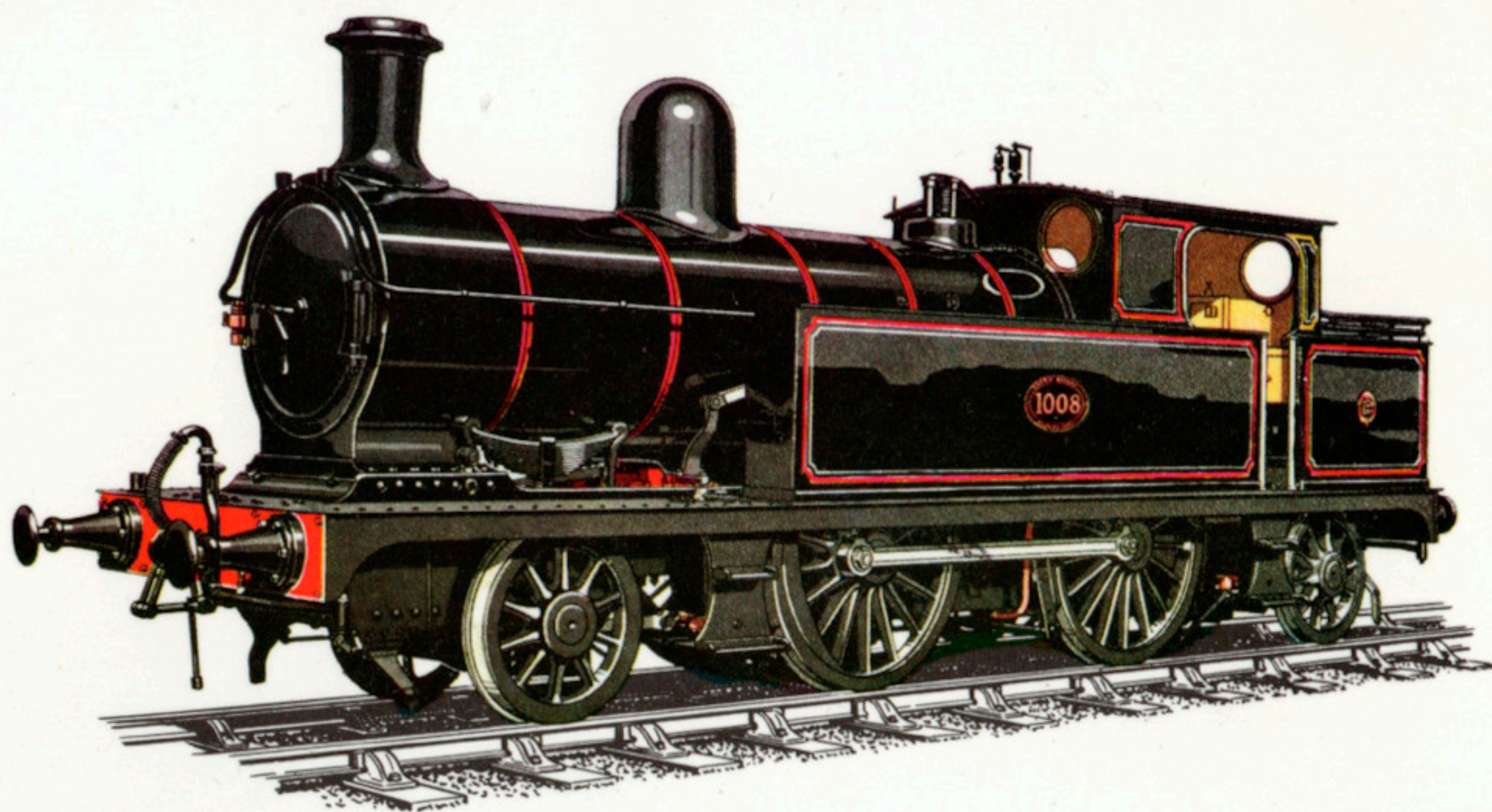
Photograph courtesy George Harrison

1967. Inside Salisbury M.P.D. a steam breakdown crane waits behind a Bulleid Pacific.

Nemesis



RUSTON AND PROCTOR'S CONTRACTOR'S TANK ENGINE.



LANCASHIRE AND YORKSHIRE RAILWAY

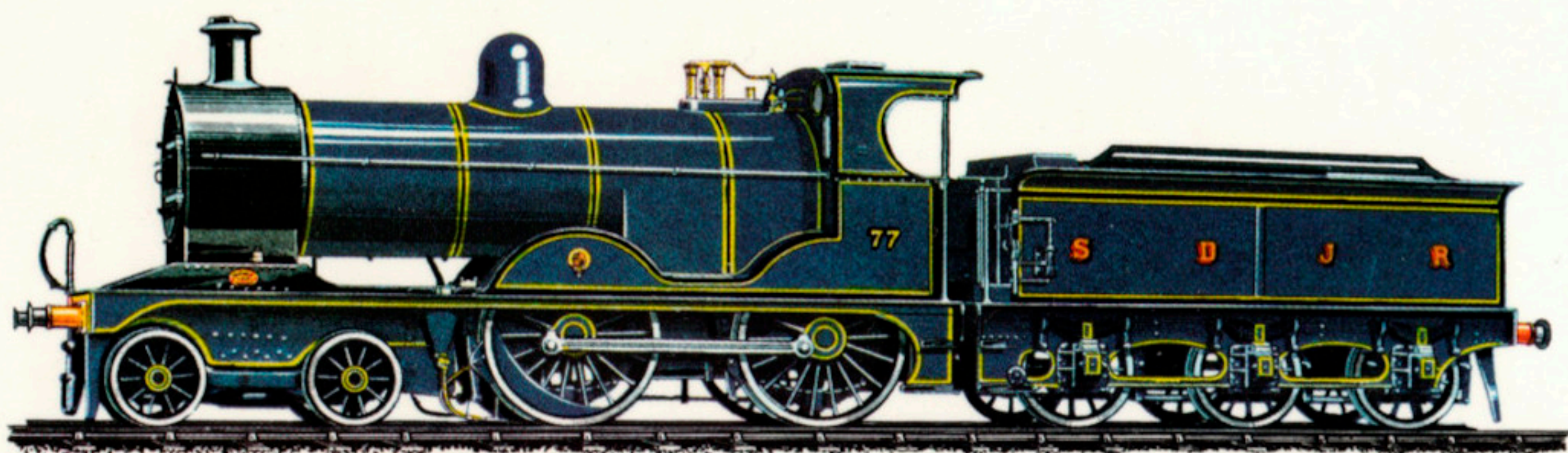
2-4-2 SIDE TANK ENGINE No. 1008. DESIGNED BY JOHN ASPINALL

LANCASHIRE & YORKSHIRE RAILWAY

2-4-2 SIDE TANK
ENGINE No. 1008.
DESIGNED BY JOHN
ASPINALL, 1889.

Weight 56 tons. Driving wheels
5 ft. 8 in. Cylinders 17½ in. ×
26 in. and 18 in. × 26 in.
Pressure 160 lb. Tractive effort
16,848–19,416 lb.

The first engine to be built
at Horwich Works and the
prototype of its class, of
which 330 were built
between 1889 and 1911.
Designed to haul heavy
passenger loads over the
steeply graded L & Y branch
lines in the Pennines, they
were also frequently used
as express engines on main
line services. Many served
for well over 50 years.



SOMERSET AND DORSET JOINT RAILWAY

4-4-0 LOCOMOTIVE AND TENDER No. 77. BUILT AT DERBY IN 1907

SOMERSET & DORSET
JOINT RAILWAY

4-4-0 LOCOMOTIVE
No. 77. BUILT AT
DERBY IN 1907.

Weight 47 tons 8 cwt. Driving
wheels 6 ft. 0 in. Cylinder
18 in. × 26 in. Pressure 175 lb.
Tractive effort 15,795 lb.

Jointly operated by the
Midland and by the London
and South Western Rail-
ways, the S. & D. J. R.
worked a main line between
Bournemouth and Bath.
Locomotives were provided
by the Midland and in view
of the exceptional gradients
over the Mendips the
Midland engines were fitted
with smaller driving wheels
than those provided for their
counterparts in M.R. service.



LONDON, MIDLAND AND SCOTTISH RLY

CLASS 2P 4-4-0 TENDER LOCOMOTIVE No. 320. EX SOMERSET AND DORSET JOINT No. 77.

LONDON, MIDLAND AND
SCOTTISH RAILWAY

CLASS 2P 4-4-0
TENDER LOCOMOTIVE
No. 320. (EX SOMERSET
& DORSET No. 77).

*See No. 8 (Ref. R14A) for
mechanical details, etc.*

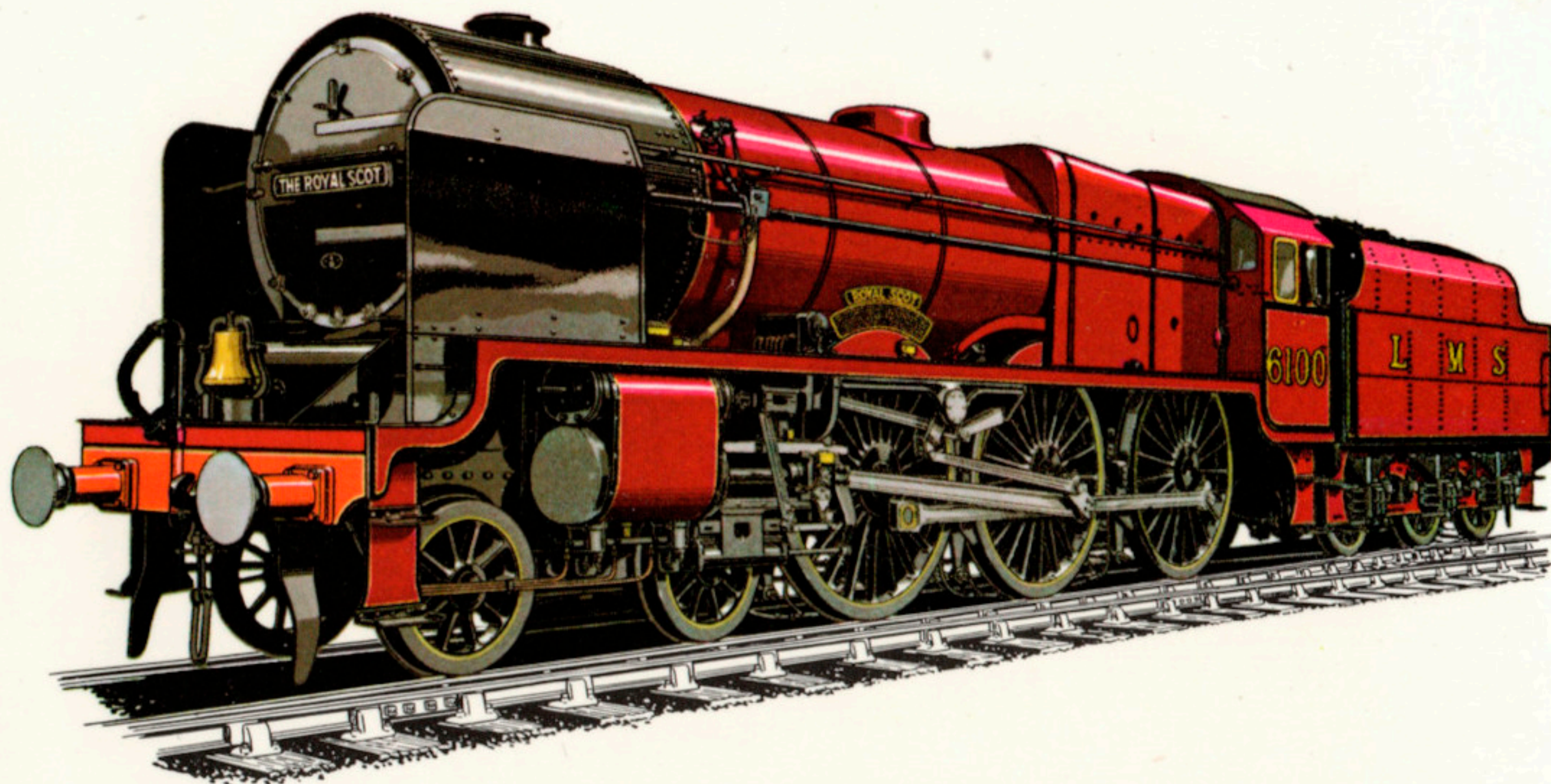
S. & D. J. R. Nos. 77 and 78
were rebuilt with Belpaire
fireboxes in 1921. Both
were transferred to L.M.S.
stock on 1st January 1930,
when they were renumbered
320 and 321. Withdrawn
from service in 1931. No.
320 ran for a time in S. & D.
blue livery but with L.M.S.
lettering and numbers.

LONDON, MIDLAND AND
SCOTTISH RAILWAY

CLASS 6P No. 6100
(formerly 6152) "ROYAL
SCOTT". BUILT 1930
AT DERBY.

Weight 84 tons 9 cwt. Driving
wheels 6 ft. 9 in. Cylinders (3)
18 in. x 26 in. Pressure 250 lb.
Tractive effort 33,150 lb.

The first 50 engines of this
class (Nos. 6100-49) were
built in 1927 by the North
British Locomotive Com-
pany, in Glasgow. A further
20 engines (Nos. 6150-69)
were built at Derby in 1930.
In 1933 No. 6152 was sent
to the Chicago World's
Fair, for which event it
exchanged number and
name with 6100 "Royal
Scot" and received a
Stanier-type tender. After-
wards, in the course of an
11,000-mile tour of North
America, it crossed the
Rocky Mountains un-
assisted with its train.



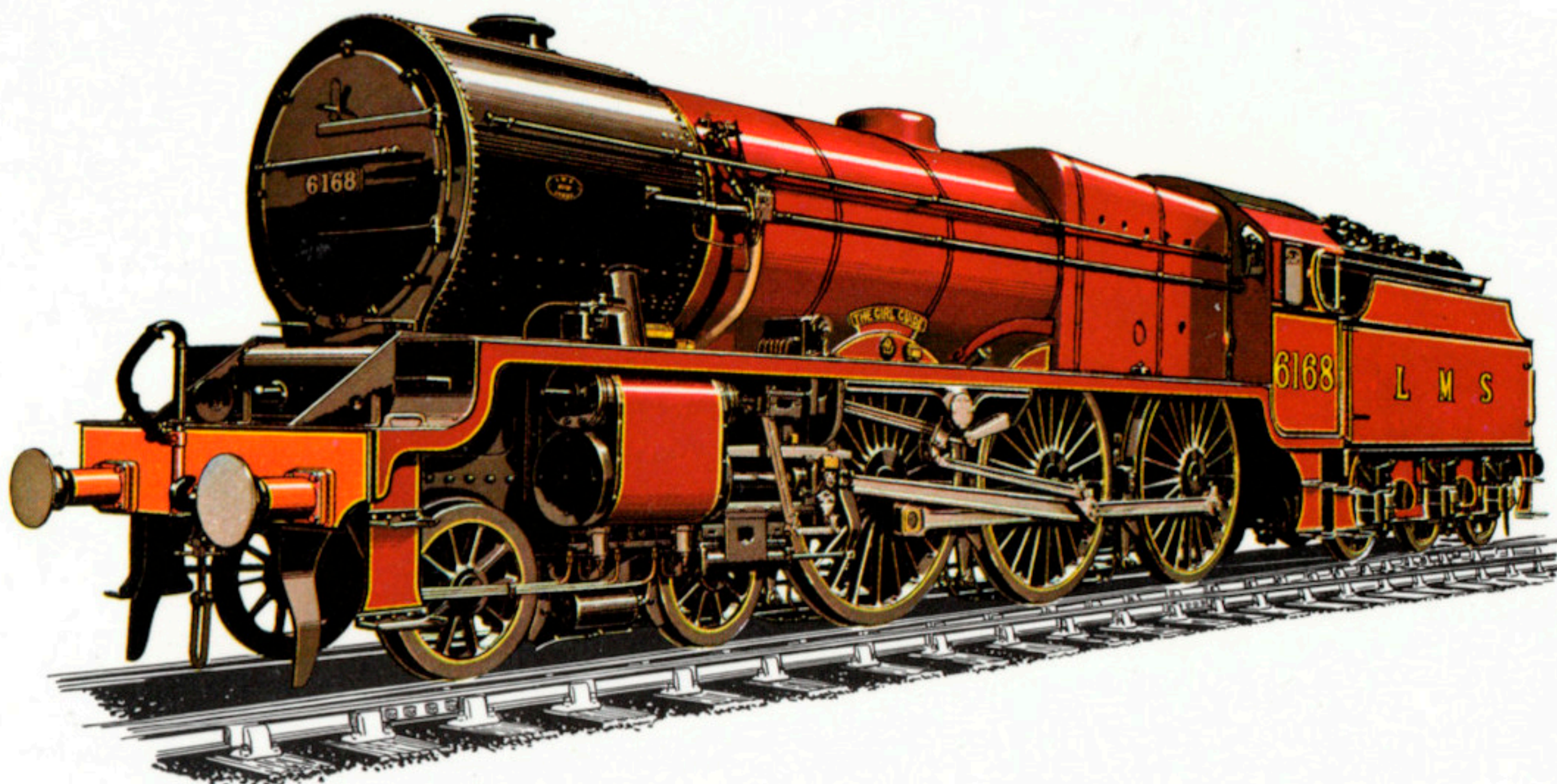
LONDON, MIDLAND AND SCOTTISH RLY

CLASS 6P No. 6100 (formerly 6152) "ROYAL SCOT". BUILT 1930 AT DERBY LOCOMOTIVE WORKS.

LONDON, MIDLAND AND
SCOTTISH RAILWAY

CLASS 6P No. 6168
"THE GIRL GUIDE".
BUILT 1930 AT DERBY.

One of the 20 engines of
the famous "Royal Scot"
class built at Derby. In April
1928 No. 6113 "Cameron-
ian" established a world
record non-stop run of
401½ miles between Euston
and Glasgow. After a disas-
trous derailment at Leighton
Buzzard in March 1931
(No. 6144), deflector plates
were fitted to these engines
(see card No. 10). The
"Scots" were much im-
proved by Sir William
Stanier and were renum-
bered 46100-46170 by
British Railways.



LONDON, MIDLAND AND SCOTTISH RLY

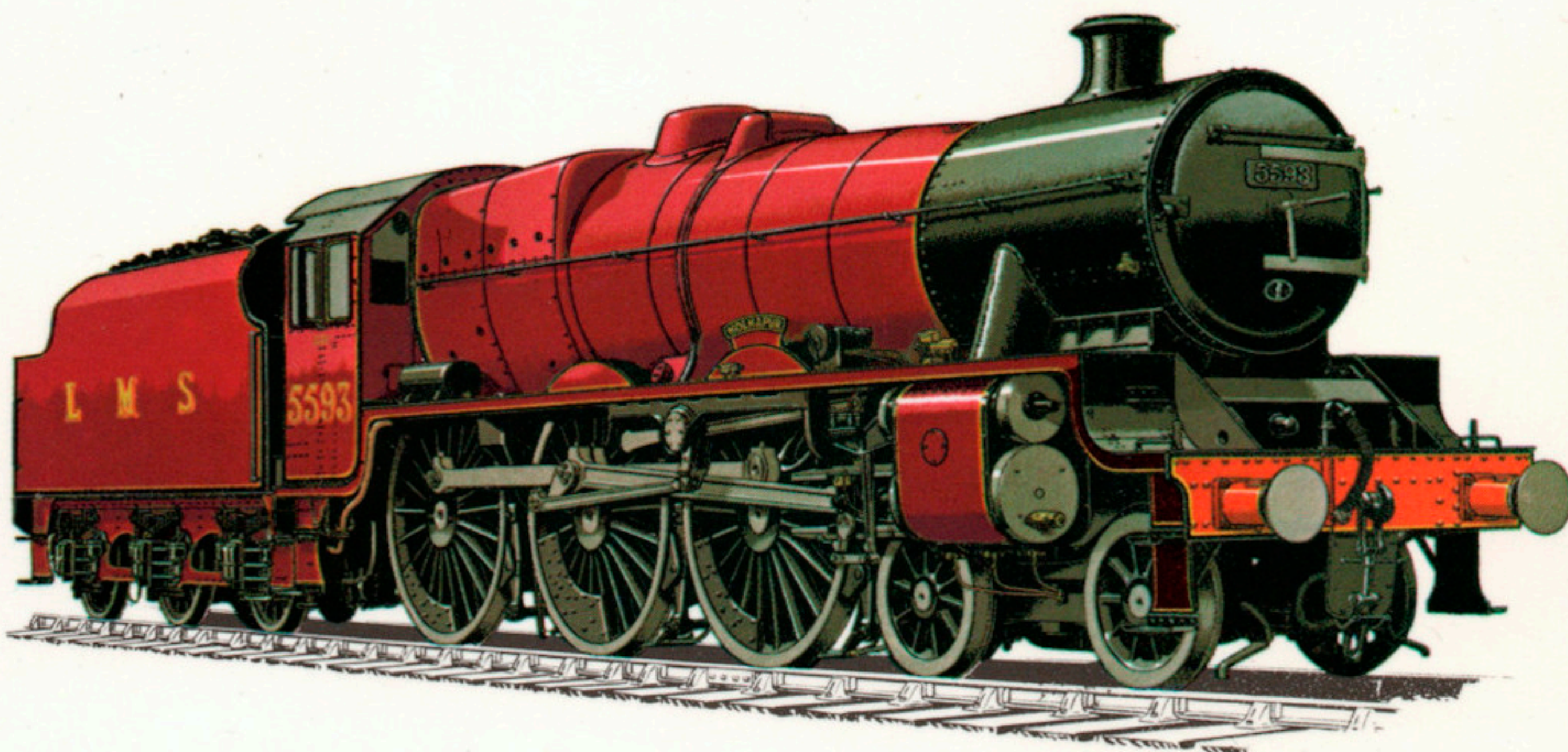
CLASS 6P (ROYAL SCOT) No. 6168 "THE GIRL GUIDE". BUILT 1930 BY NORTH BRITISH LOCOMOTIVE COMPANY

LONDON, MIDLAND AND
SCOTTISH RAILWAY

JUBILEE CLASS 5XP
No. 5593 "KOLHAPUR".

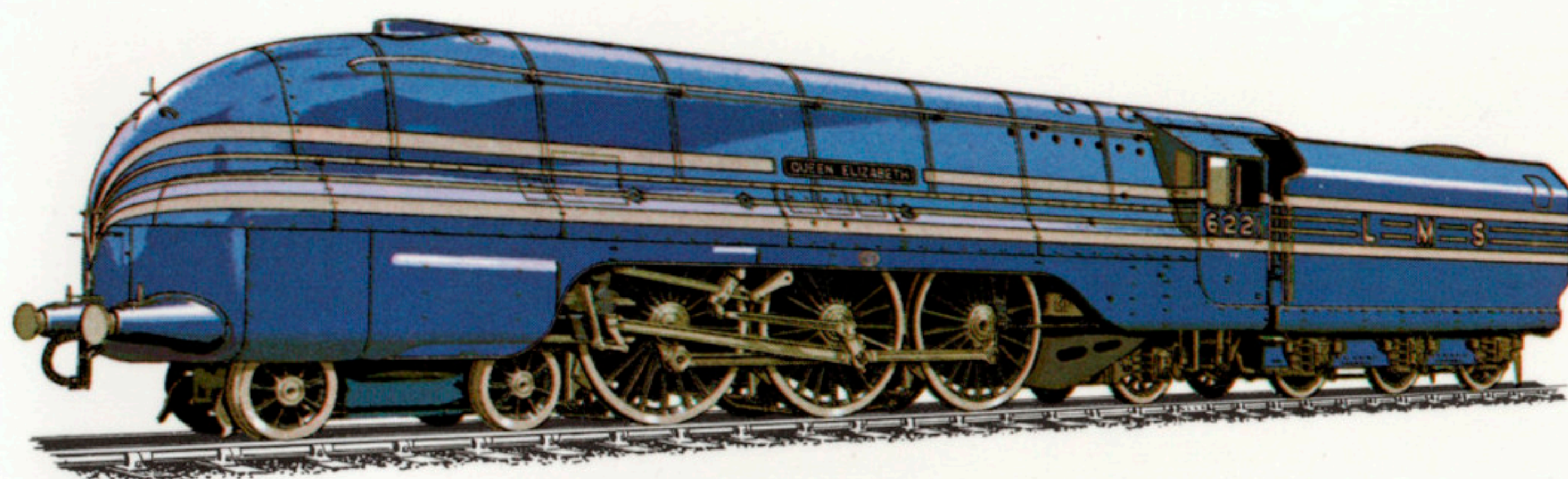
Weight 134½ tons. Driving
wheels 6 ft. 9 in. Cylinders (3)
17 in. x 26 in. Pressure 225 lb.
Tractive effort 26,610 lb.

Introduced by Sir William
Stanier in 1934, simul-
taneously with the cele-
brated mixed traffic "Black
Fives", these 4-6-0 express
passenger engines were
designed with capacity
roughly equal to that of the
"Baby Scots" but with
taper boilers. As one of the
last of the 191 members of
the class "Kolhapur"
achieved fame in 1967
while working from Leeds
over Ais Gill to Carlisle.
After withdrawal in 1967
she was purchased by 7029
Clun Castle Ltd.



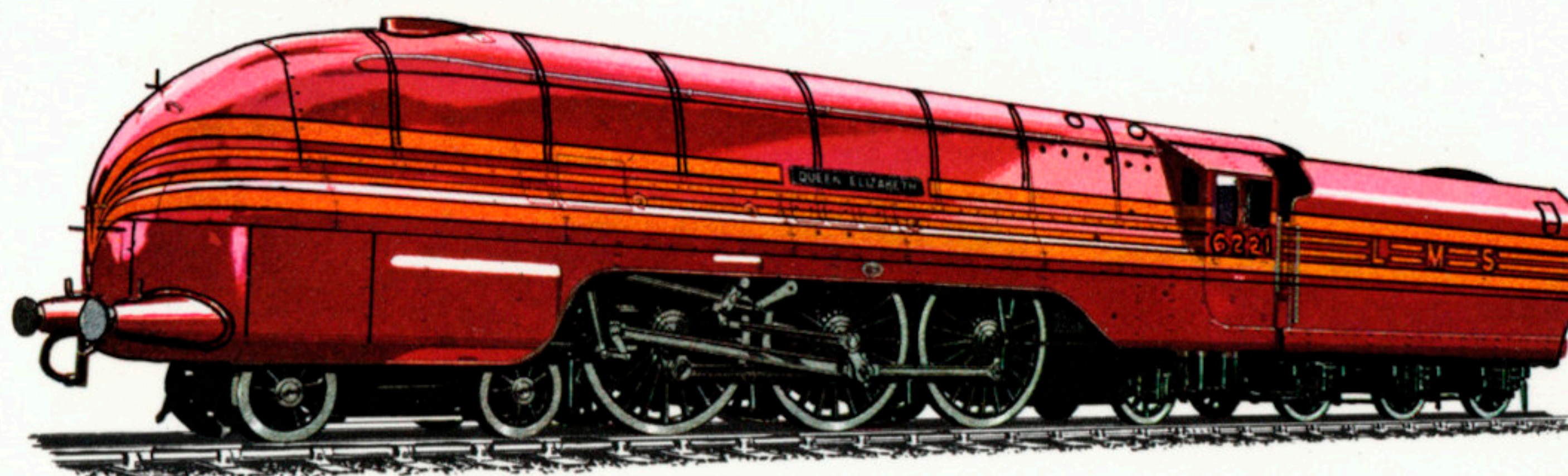
LONDON, MIDLAND AND SCOTTISH RLY

JUBILEE CLASS 5XP No. 5593 "KOLHAPUR"



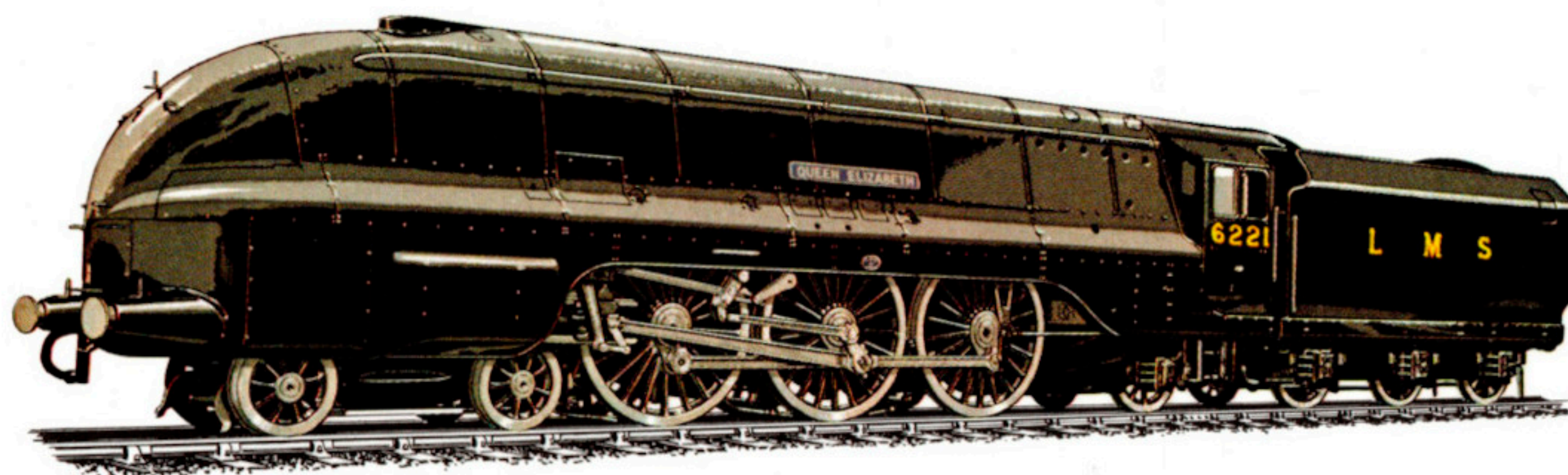
LONDON, MIDLAND AND SCOTTISH RLY

CLASS 7P (CORONATION) No. 6221 "QUEEN ELIZABETH". BUILT 1937. DESIGNED BY SIR WILLIAM A. STANIER, F.R.S.



LONDON, MIDLAND AND SCOTTISH RLY

CLASS 7P (CORONATION) No. 6221 "QUEEN ELIZABETH". BUILT 1937 BY SIR WILLIAM A. STANIER, F.R.S.



LONDON, MIDLAND AND SCOTTISH RLY

CLASS 7P (CORONATION) No. 6221 "QUEEN ELIZABETH". BUILT 1937. DESIGNED BY SIR WILLIAM A. STANIER, F.R.S.

LONDON, MIDLAND AND SCOTTISH RAILWAY

CLASS 7P
(CORONATION) No. 6221
"QUEEN ELIZABETH".
BUILT 1937.

Weight 105 tons 5 cwt. Driving wheels 6 ft. 9 in. Cylinders (4) 16½ in. × 28 in. Pressure 250 lb. Tractive effort 40,000 lb.

An improved design commissioned following upon the success of the "Princess" class Pacifics. The first five engines were given fully streamlined casings and a special blue livery for working the new "Coronation Scott" high speed service between London and Glasgow (named for the Coronation of His Majesty King George VI in 1937). In July of that year No. 6220, at trials, attained a record speed of 114 m.p.h. with train.

LONDON, MIDLAND AND SCOTTISH RAILWAY

CLASS 7P No. 6221
"QUEEN ELIZABETH"
IN RED LIVERY.

Designed by Sir William Stanier, F.R.S., these engines had larger cylinders than the "Princess" class from which they were developed. The driving wheel diameter was also increased by three inches (see card No. 13). In all 38 engines were built. In March 1941, "Queen Elizabeth" was repainted in red and gold livery (the only one of the original five engines ever to wear these colours, whilst all the other streamlined engines were given the red livery from the outset).

LONDON, MIDLAND AND SCOTTISH RAILWAY

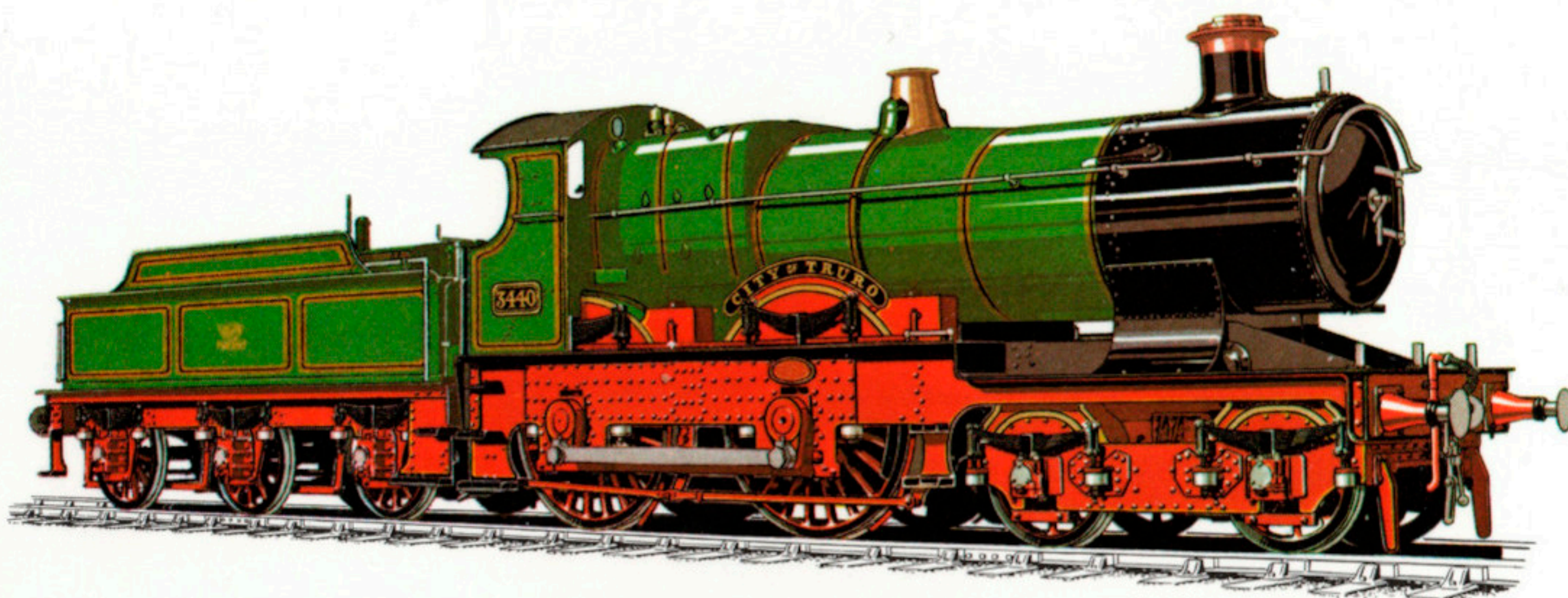
CLASS 7P No. 6221
"QUEEN ELIZABETH"
IN BLACK LIVERY.

"Coronation" class engines worked the very heavy expresses over the West Coast route. In 1939 No. 6234 handled a train of 20 coaches – 610 tons behind the tender – over the 102 miles between Crewe and Carlisle in 118 minutes. Also in 1939 No. 6229 was sent on exhibition to New York (see album centre pages). In August 1944 No. 6221 was again repainted in plain black without decoration of any kind, thus becoming the only engine of her class to wear all three liveries in blue, red and black.

GREAT WESTERN RAILWAY
CITY CLASS No. 3440
"CITY OF TRURO".
BUILT 1903.

Weight 55 tons 6 cwt. Driving wheels 6 ft. 8½ in. Cylinder 18 in. × 26 in. Pressure 200 lb. Tractive effort 17,790 lb.

Designed by G. J. Churchward these engines originated with the "Badminton" class of 1897, followed by the "Atbara" class in 1900. "City of Truro" achieved fame by attaining a speed of 100 m.p.h. in May, 1904, hauling an Ocean Mail special. In regular service the class was used to haul the Cornish Riviera Express non-stop in each direction between Paddington and Plymouth, a distance of 246 miles, scheduled timing 267 minutes.



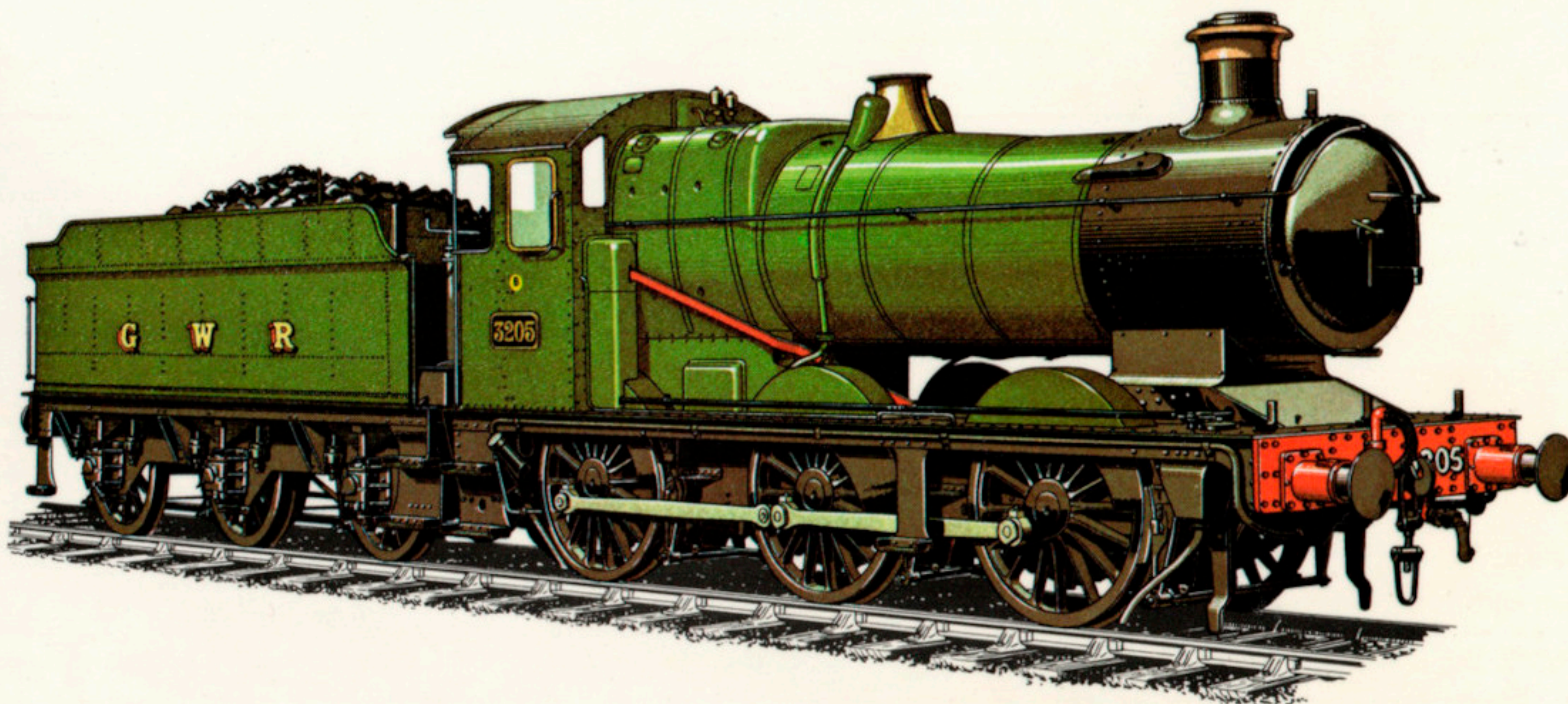
GREAT WESTERN RAILWAY

CITY CLASS No. 3440 'CITY OF TRURO'. DESIGNED BY G.J. CHURCHWARD.

GREAT WESTERN RAILWAY
"2251" CLASS 0-6-0
MIXED TRAFFIC No. 3205.
BUILT 1946, SWINDON.

Weight 43 tons 8 cwt. Driving wheels 5 ft. 2 in. Cylinders (2) 17½ in. × 24 in. Pressure 200 lb. Tractive effort 20,115 lb.

The class was introduced in 1930 for medium freight and passenger operation, the wheel arrangement being unusual for the G.W.R. Some of these engines were used by B.R. for passenger duties on the former Somerset & Dorset line between Templecombe and Highbridge. 3205 was withdrawn from Templecombe in May 1965 and is now again in service on the Severn Valley Railway, at Bridgnorth in Salop.



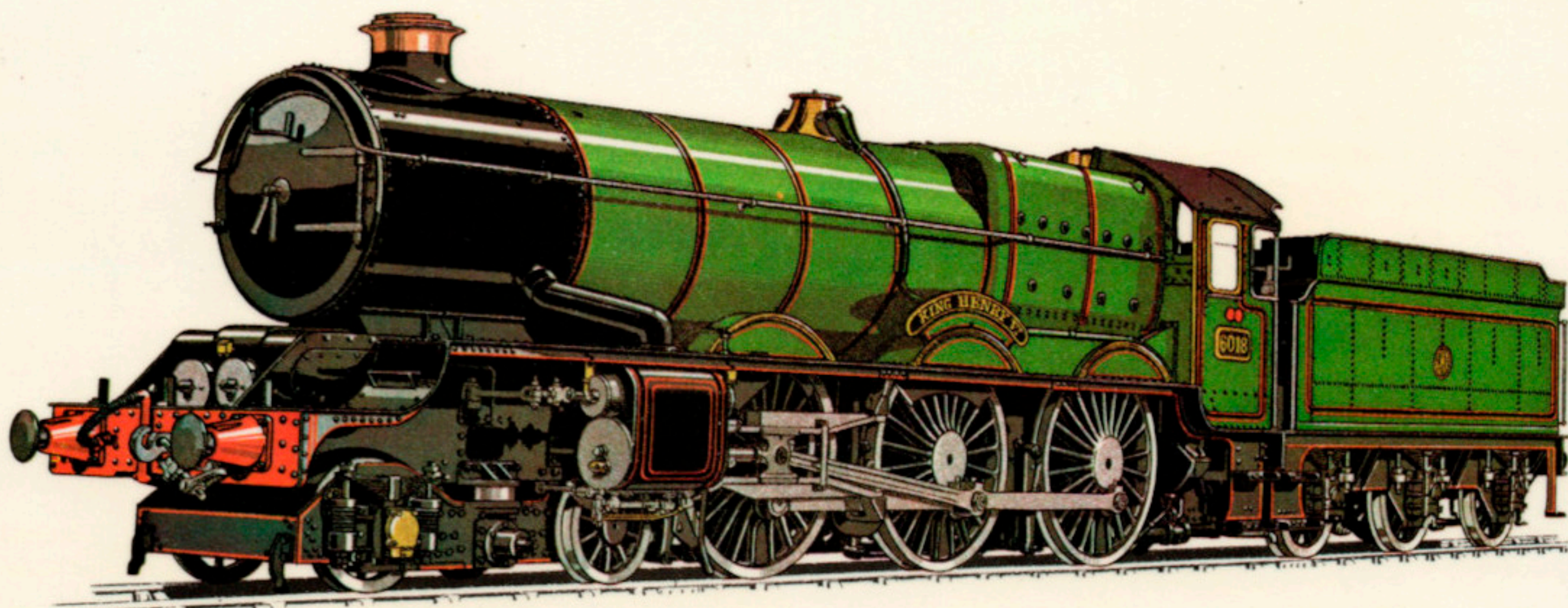
GREAT WESTERN RAILWAY

"2251" CLASS 0-6-0 MIXED TRAFFIC LOCOMOTIVE No. 3205 DESIGNED BY C. B. COLLET. BUILT 1946 AT SWINDON

GREAT WESTERN RAILWAY
KING CLASS No. 6018
"KING HENRY VI".
BUILT 1928.

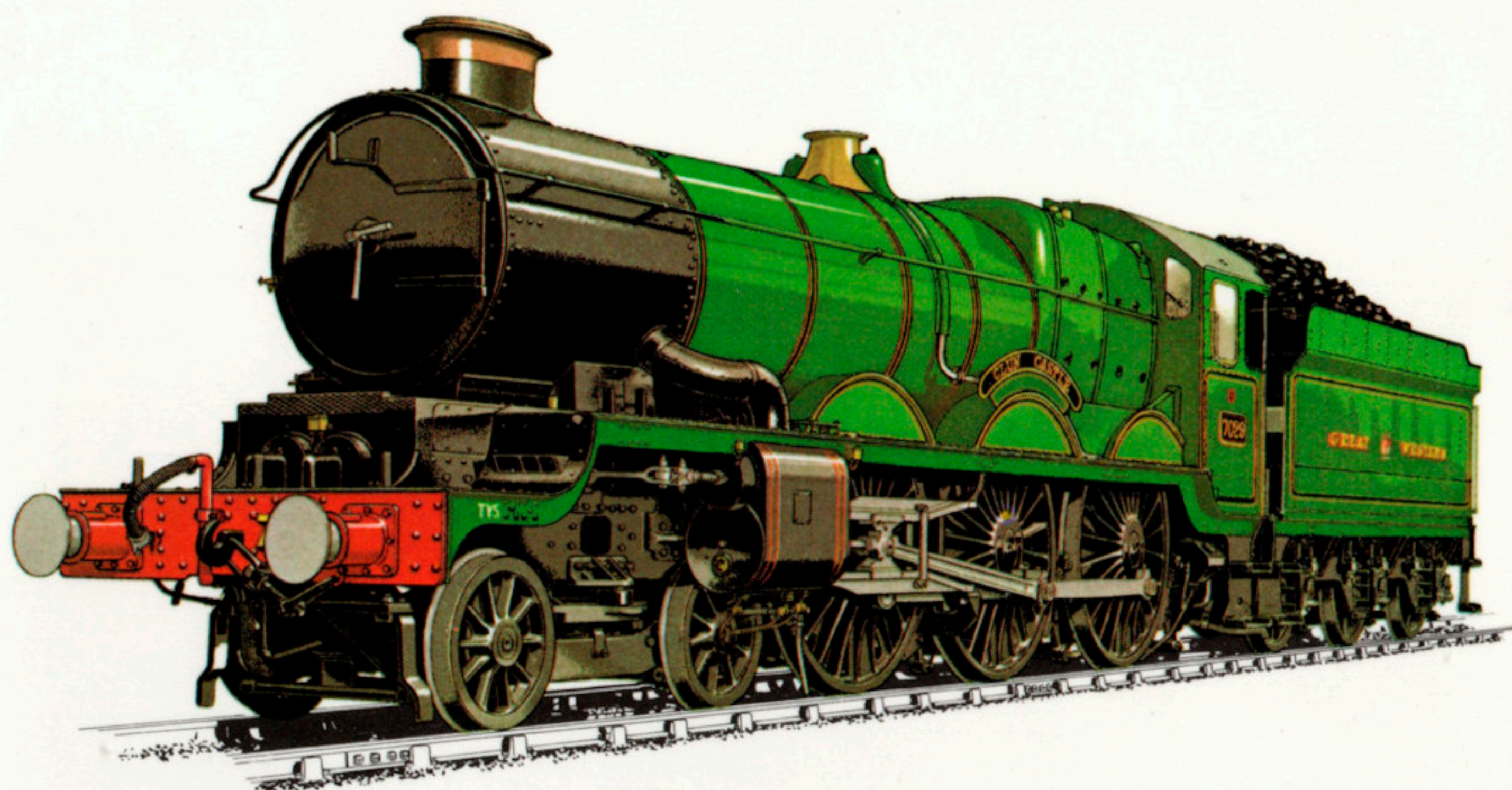
Weight 89 tons. Driving wheels 6 ft. 6 in. Cylinders (4) 16½ in. × 28 in. Pressure 250 lb. Tractive effort 40,300 lb.

Thirty of these engines were built by C. B. Collett between 1927 and 1930, and for 35 years they worked the heaviest express passenger traffic on the West of England main line between Paddington and Birmingham. In 1948 No. 6018 was used in the Locomotive Exchanges and ran express trains from Kings Cross to Leeds. She was the last of this great class to remain in service, being finally withdrawn on April 28th, 1963.



GREAT WESTERN RAILWAY

KING CLASS No. 6018 "KING HENRY VI"



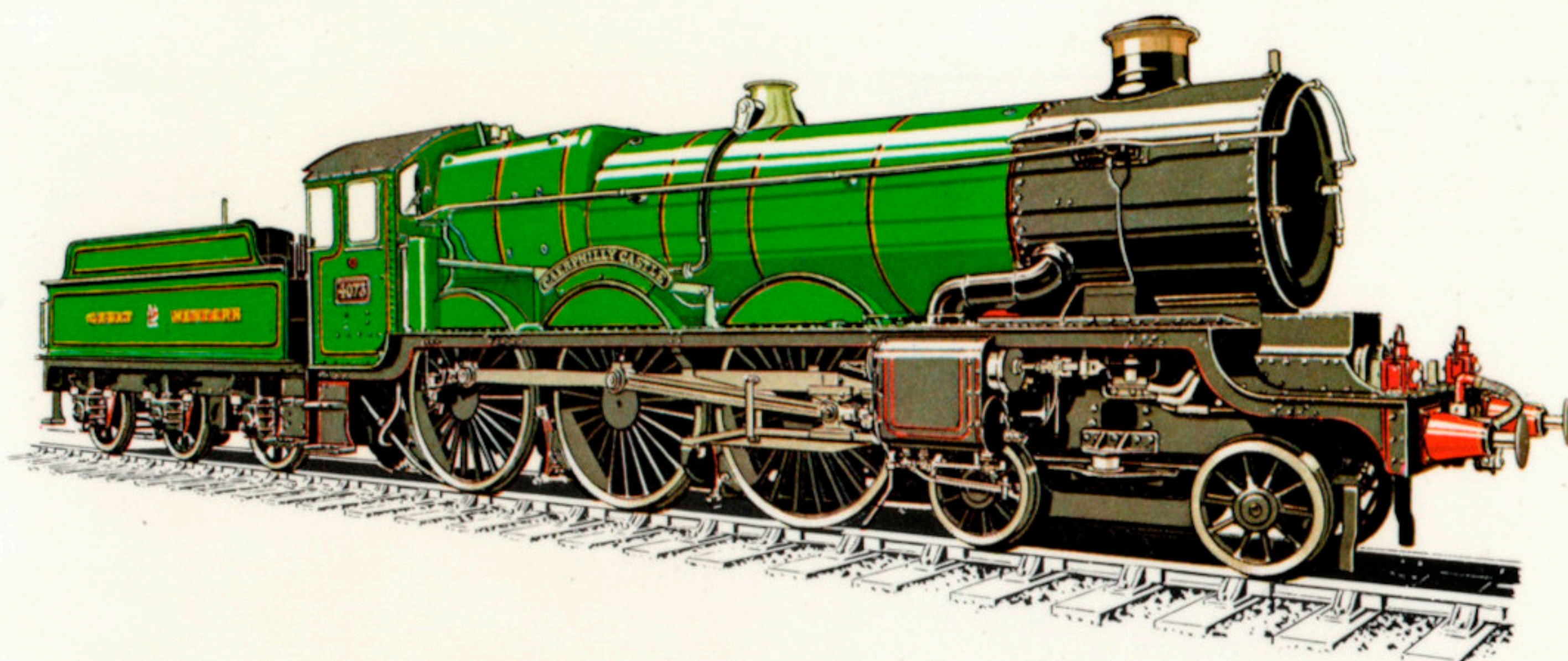
GREAT WESTERN RAILWAY

CASTLE CLASS No. 7029 "CLUN CASTLE".

GREAT WESTERN RAILWAY
CASTLE CLASS No. 7029
"CLUN CASTLE".

Weight 79 tons 17 cwt. Driving wheels 6 ft. 8½ in. Cylinders (4) 16 in. × 26 in. Pressure 225 lb. Tractive effort 31,625 lb.

An outstandingly successful design first introduced in 1923. Between then and 1950, 171 engines were constructed. "Clun Castle" achieved distinction with the high speed special of 1964, working between Exeter and Bristol. After withdrawal in 1966 she was purchased by 7029 Clun Castle Ltd. and restored at the Company's Tyseley depot to the condition shown here.

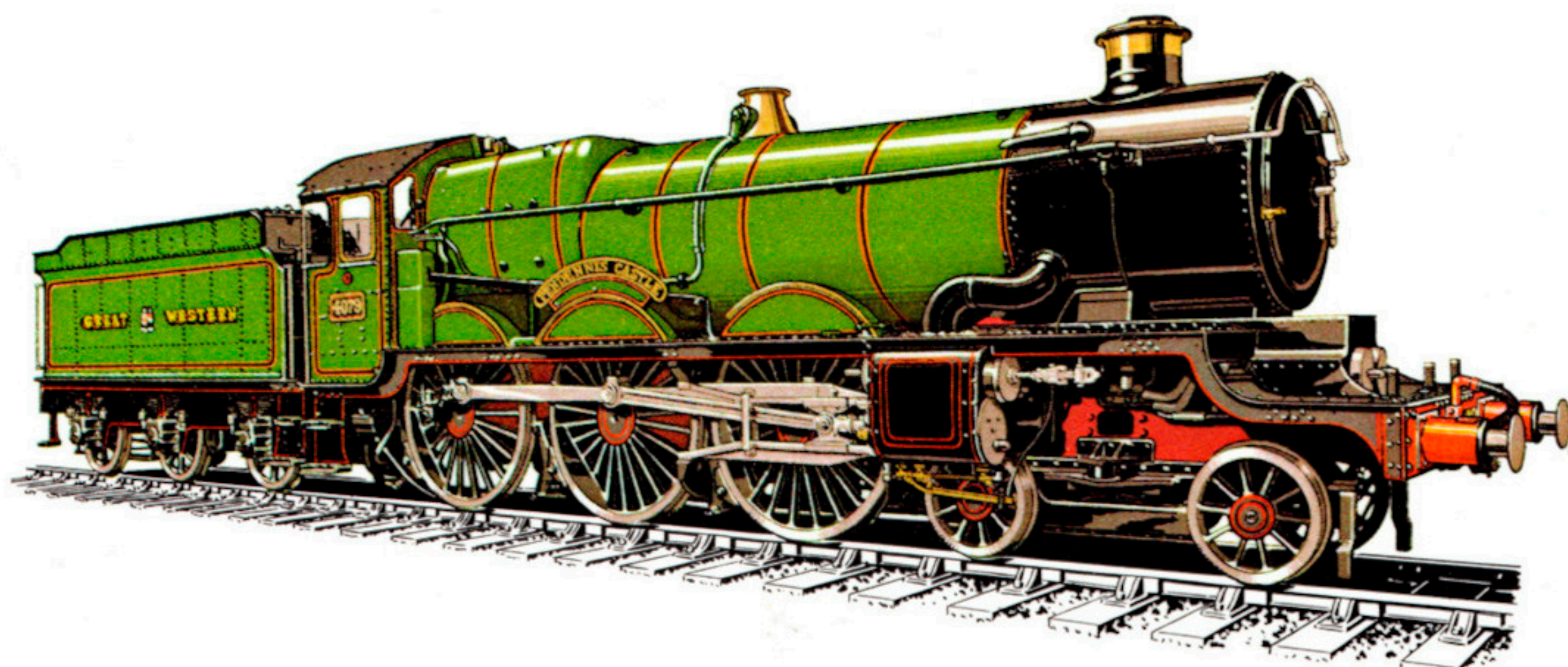


GREAT WESTERN RAILWAY

CASTLE CLASS No. 4073 "CAERPHILLY CASTLE"

GREAT WESTERN RAILWAY
CASTLE CLASS No. 4073
"CAERPHILLY CASTLE".

Developed by C. B. Collett from Churchward's famous "Star" class, the "Castles" established themselves as one of the most famous and successful locomotive designs produced anywhere in the world. "Caerphilly Castle" was the pioneer engine of its class, built at Swindon works and introduced into service in August 1924. It was withdrawn in 1960 and is now preserved at the Science Museum, London.

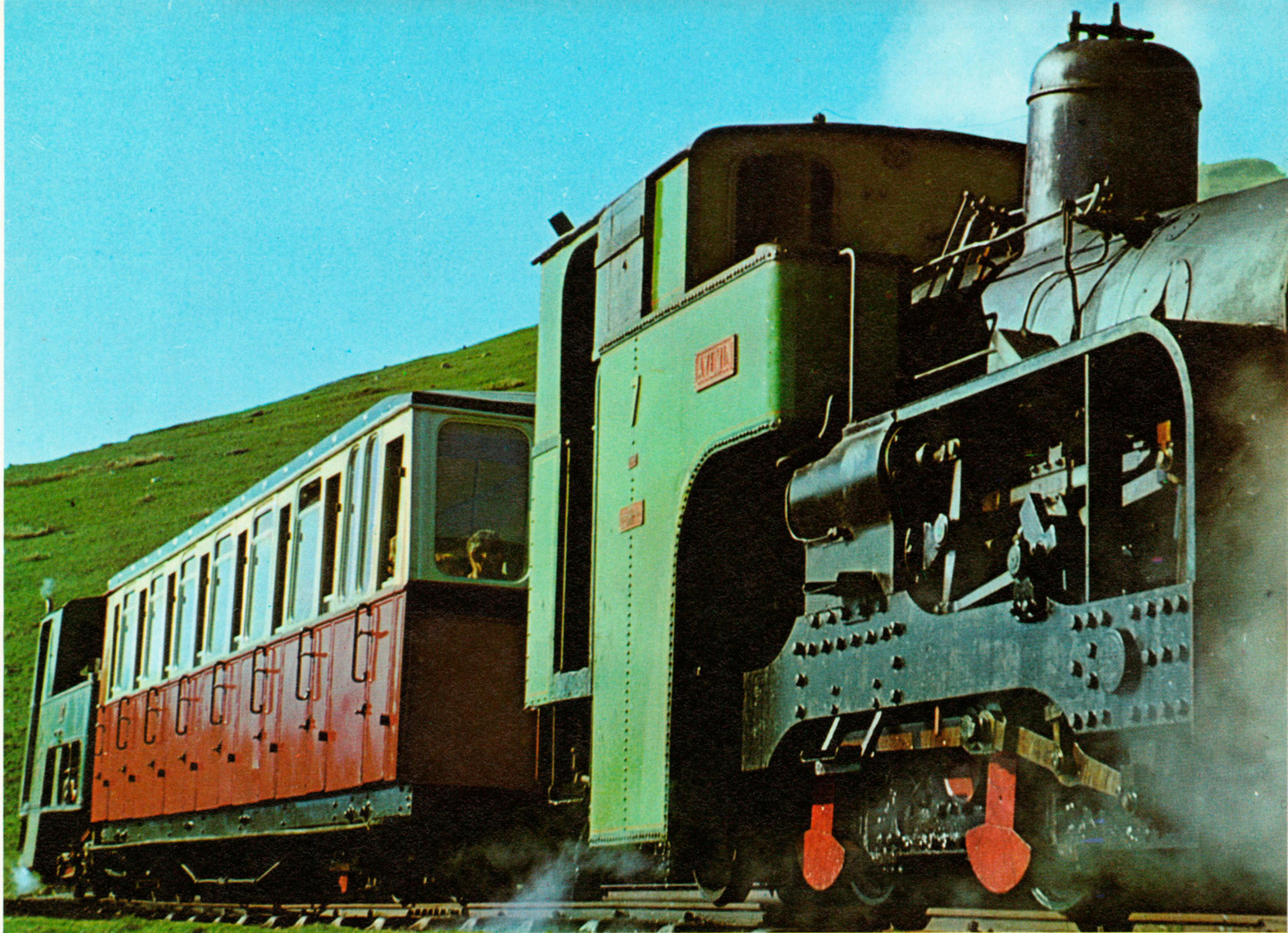


GREAT WESTERN RAILWAY

CASTLE CLASS No. 4079 "PENDENNIS CASTLE".

GREAT WESTERN RAILWAY
CASTLE CLASS No. 4079
"PENDENNIS CASTLE".

Another surviving engine of this great class. During the exchange trials of 1924 and 1925, between the G.W.R., L.N.E.R. and L.M.S.R. companies – which significantly influenced later locomotive design on the two last named lines – "Pendennis Castle" distinguished herself working over the L.N.E.R. route from Kings Cross to Leeds. After withdrawal in 1964 she was purchased privately and restored.

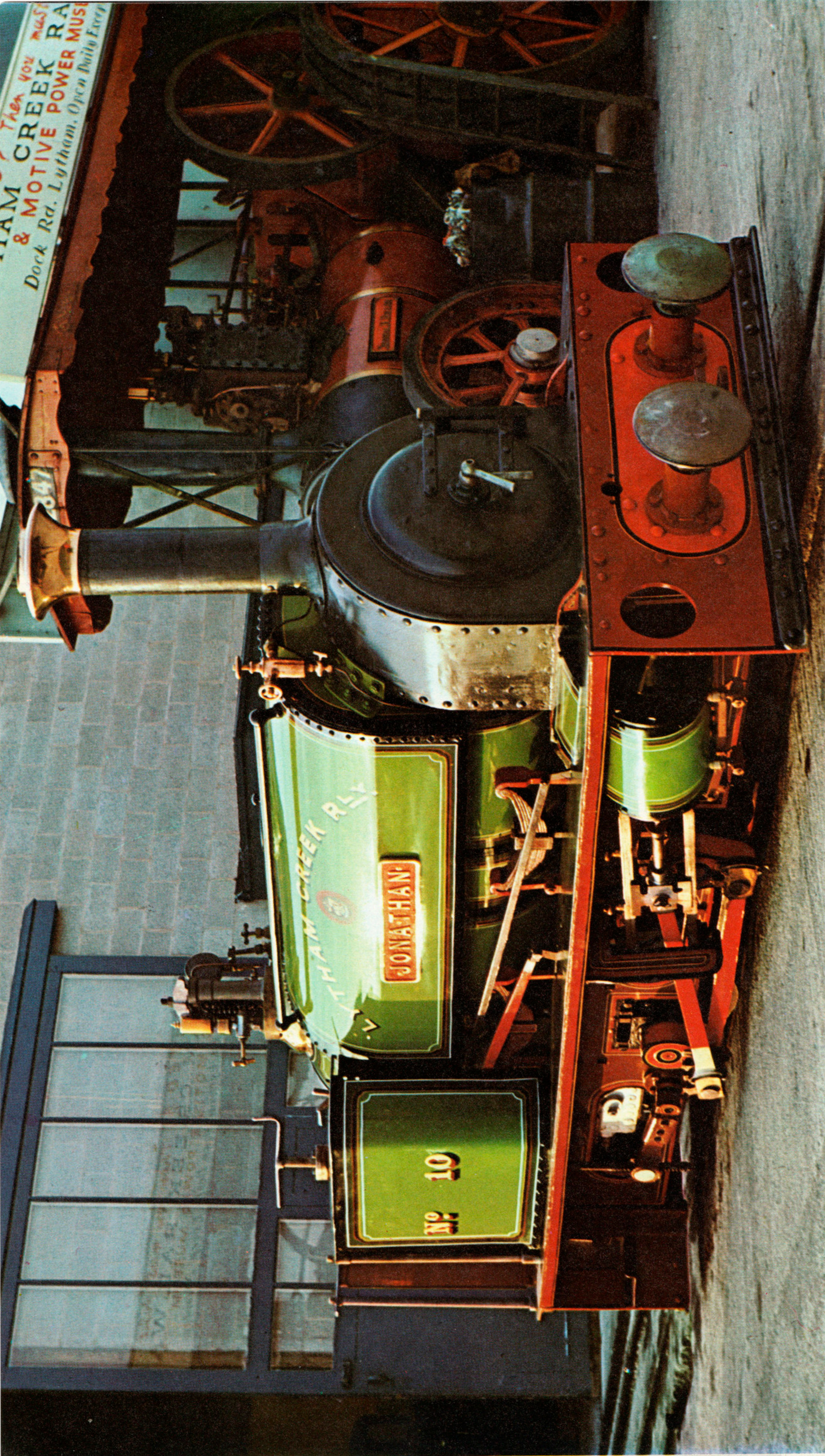


NARROW GAUGE IN WALES

SNOWDON MOUNTAIN RAILWAY (Above) No.7 'Aylwin' with No.3 'Wyddfa' near Halfway

(Below) Snowdon Summit Station with No.4 'Snowdon'





LYTHAM CREEK RAILWAY

0-4-0ST No. 10 'JONATHAN' BUILT 1898 BY HUNSLET

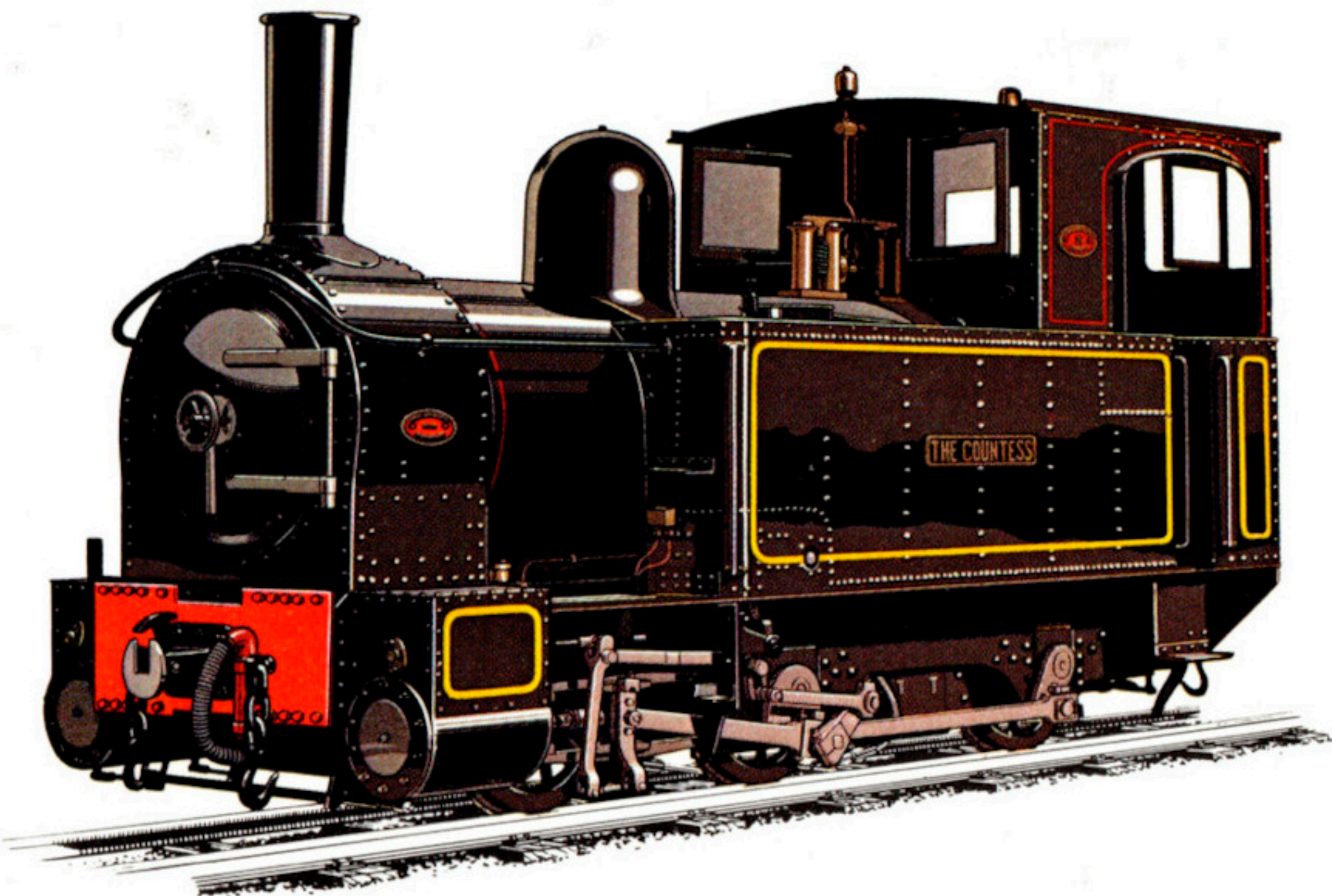
One of the original Dinorwic Slate Quarries locomotives (1 ft. 10½ in. gauge) 'Jonathan' has been superbly restored, painted and lined out for the Lytham Motive Power Museum, situated at Dock Road, Lytham-St.-Annes, Lancashire. When built these locomotives were hauled up in sections to the various working levels of the Quarry, there to be re-assembled, spending their working lives at great heights as the mountain face was progressively quarried away. Today 'Jonathan' is one of an interesting stud of industrial tank locomotives at the Lytham Museum, open most days to the public.

CAMBRIAN RAILWAYS
BEYER PEACOCK TANK
ENGINE No. 2 "THE
COUNTESS". BUILT 1902.
Gauge 2 ft. 6 in. Weight
20 tons. Driving wheels 2 ft.
9 in. Cylinder 11½ in. × 16 in.
Pressure 150 lb. Tractive effort
8,175 lb.

As early as 1818 a horse-
worked tramway was con-
structed from the quarry in
Brook Street to the New-
town Branch of the Shrop-
shire Union Canal. The line
was closed in 1854. In 1899
the Welshpool and Llanfair
Railway Company was in-
corporated and an agree-
ment was entered into with
the Cambrian Railways Co.
which undertook to main-
tain and renew the rolling
stock. The line was opened
in 1903, running from the
standard gauge station at
Welshpool to Llanfair
Caereinion (nine miles).

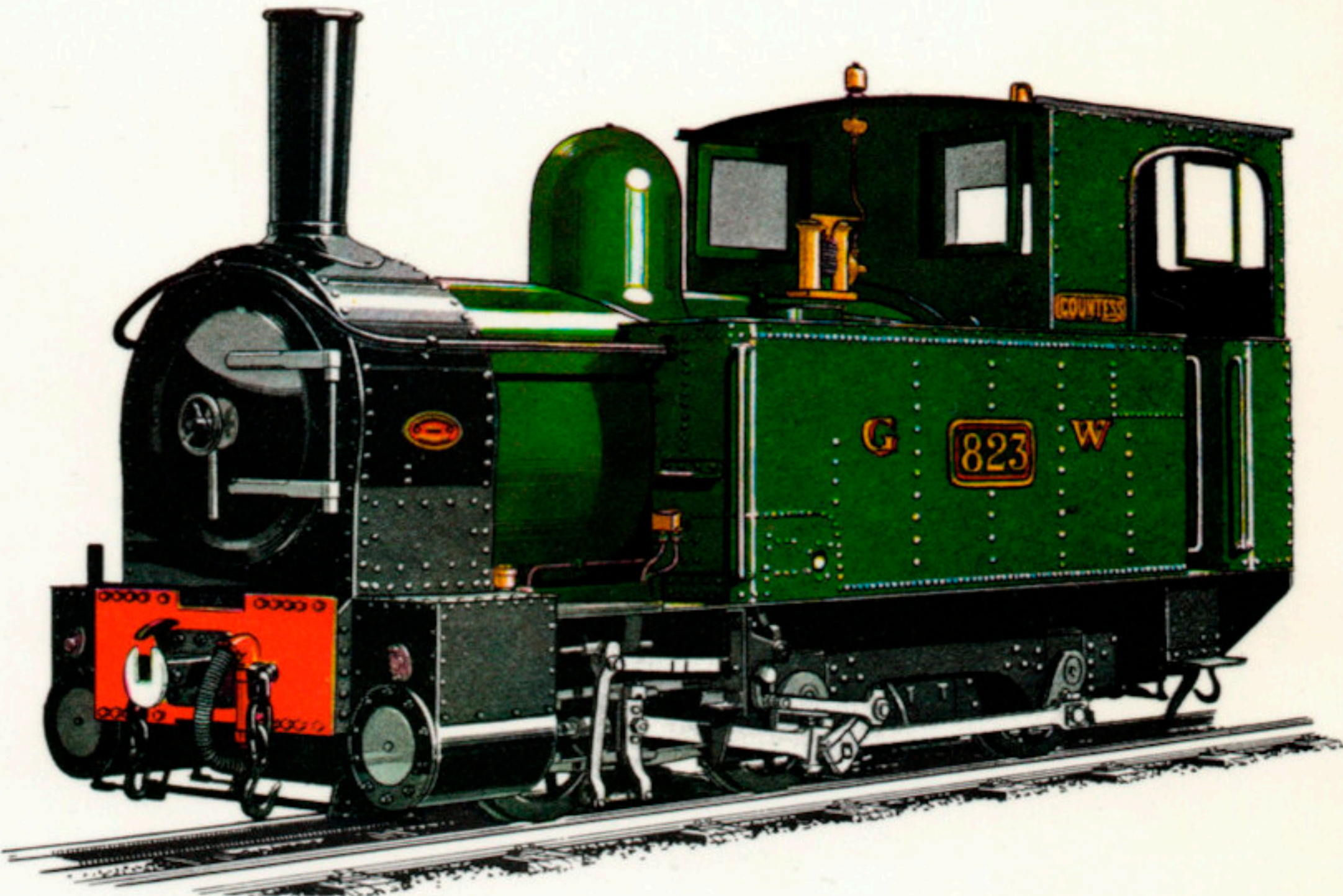
GREAT WESTERN RAILWAY
BEYER PEACOCK TANK
ENGINE No. 823
"COUNTESS" (1920-30).
"The Earl" and "The
Countess" (Nos. 1 and 2 of
the former Welshpool and
Llanfair Railway Company)
were built in 1902 and
painted in Cambrian Rail-
ways livery (see card No.
22). At the grouping they
became G.W.R. Nos. 822
and 823. Both were rebuilt
at Swindon in 1929 and
1930, with new smokebox
and boiler fittings. Regular
passenger traffic ceased in
1931 and in 1956 the line
was closed altogether by
British Railways.

WELSHPOOL & LLANFAIR
RAILWAY
BEYER PEACOCK TANK
ENGINE No. 2 "THE
COUNTESS".
Within three weeks of the
closure of the line (see card
No. 23) the W. & L.L.R.
Preservation Society had
been formed, later (4th
January, 1960) to become
the W. & L.L.R. Preservation
Company. The new Com-
pany resumed public pass-
enger services on 6th April,
1963, with the Line's
original engines fully re-
stored to their (later)
Cambrian Railways livery.
Note modified smokebox
and boiler fittings in this
illustration, provided by the
G.W.R. when the engine
was rebuilt at Swindon in
1939.



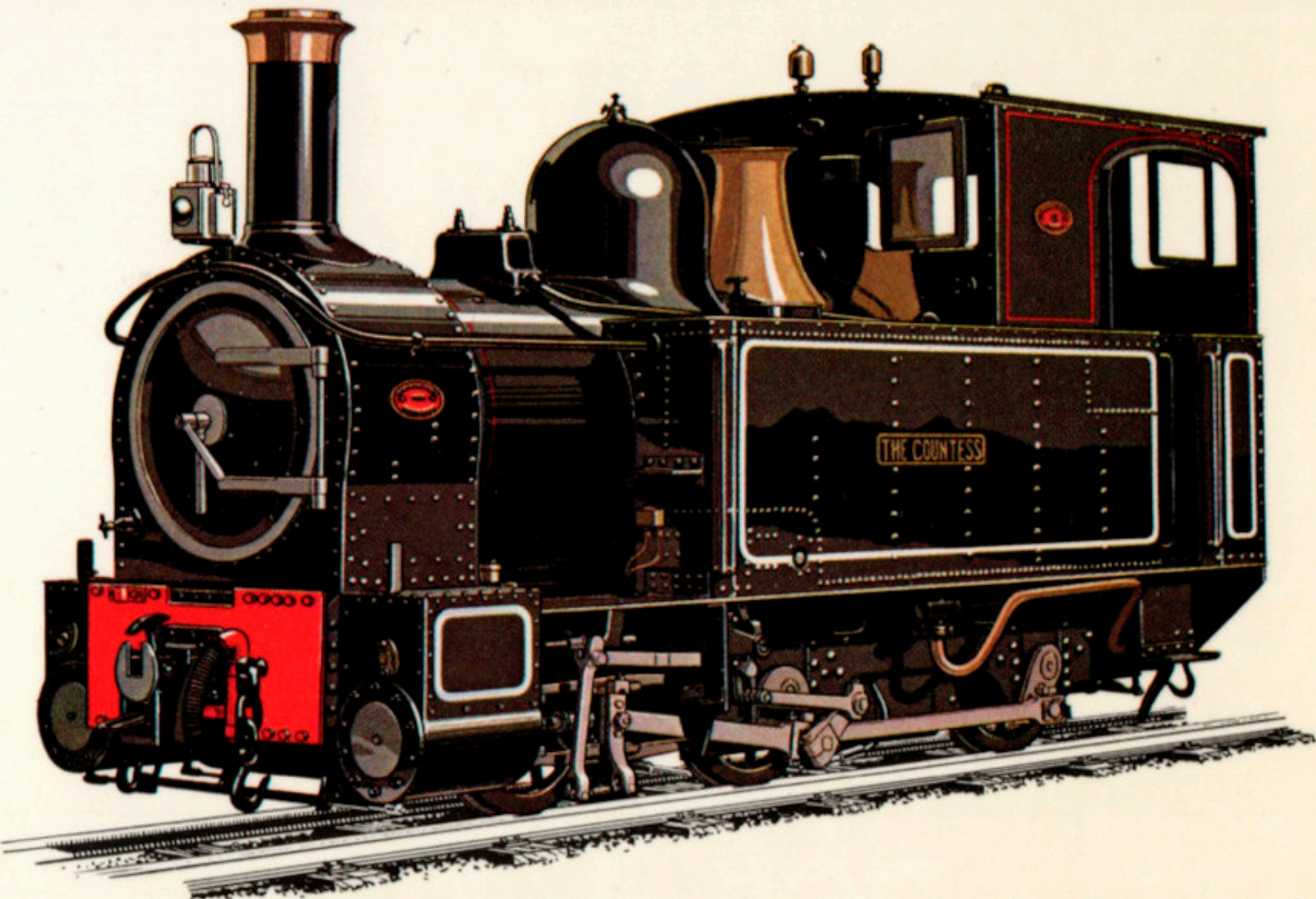
CAMBRIAN RAILWAYS

BEYER PEACOCK TANK ENGINE No. 2 "THE COUNTESS" AS OPERATED BY THE CAMBRIAN RAILWAYS COMPANY 1903-1923



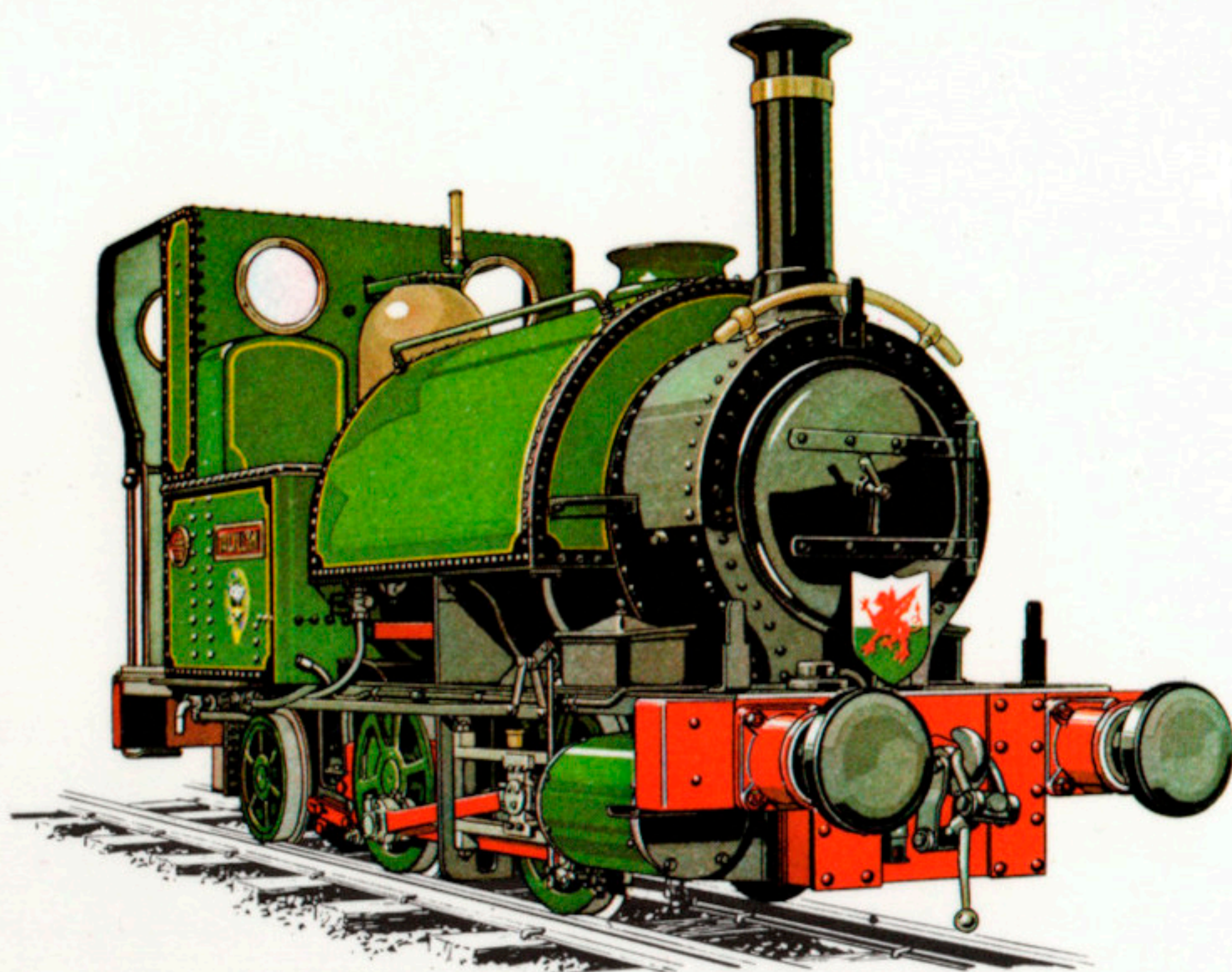
GREAT WESTERN RAILWAY

2 ft. 6 in. GAUGE BEYER PEACOCK No. 823 'COUNTESS' (WELSHPOOL-LLANFAIR).



WELSHPOOL AND LLANFAIR RAILWAY

BEYER PEACOCK TANK ENGINE No. 2. "THE COUNTESS"
AS OPERATED BY THE WELSHPOOL AND LLANFAIR LIGHT RAILWAY PRESERVATION COMPANY

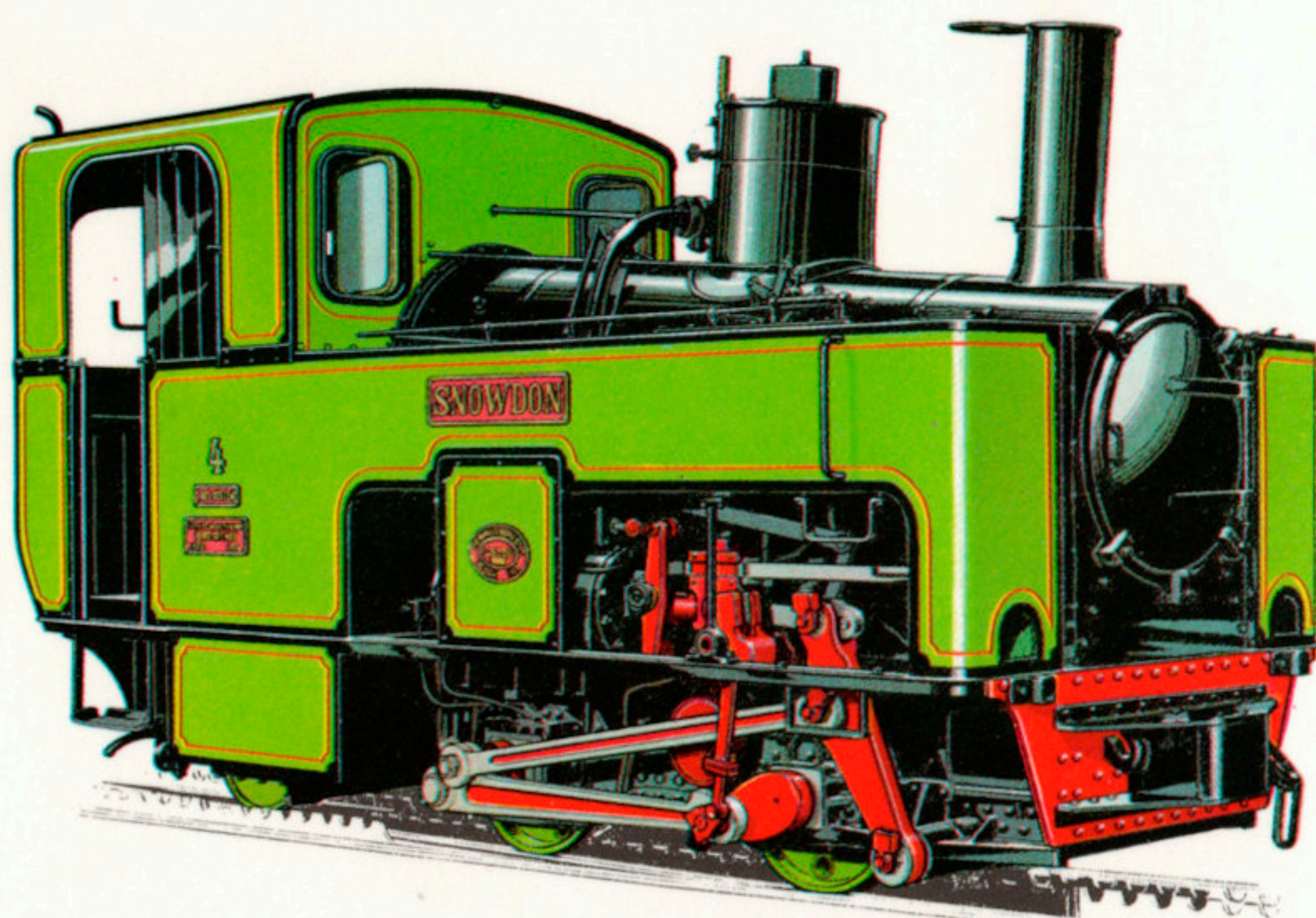


TALYLLYN RAILWAY

SADDLE TANK ENGINE No. 1. "TALYLLYN".

TALYLLYN RAILWAY
SADDLE TANK ENGINE
No. 1 "TALYLLYN".
BUILT 1865.

Weighing less than 10 tons "Tallylyn" was one of two locomotives ordered from Fletcher, Jennings & Co. of the Lowca Engine Works, Whitehaven, for the opening of the line. With her sister engine "Dolgoch" she handled all traffic on this 2 ft. 3 in. gauge railway, running for $6\frac{1}{2}$ miles from Towyn Wharf to Abergynolwyn, for 86 years thereafter. The railway was saved from extinction by the formation of the Tallylyn Railway Preservation Society in 1950. "Tallylyn" was rebuilt in 1957/8 by Gibbons Bros. Ltd. at Brierley Hill, Staffs.



SNOWDON MOUNTAIN RAILWAY

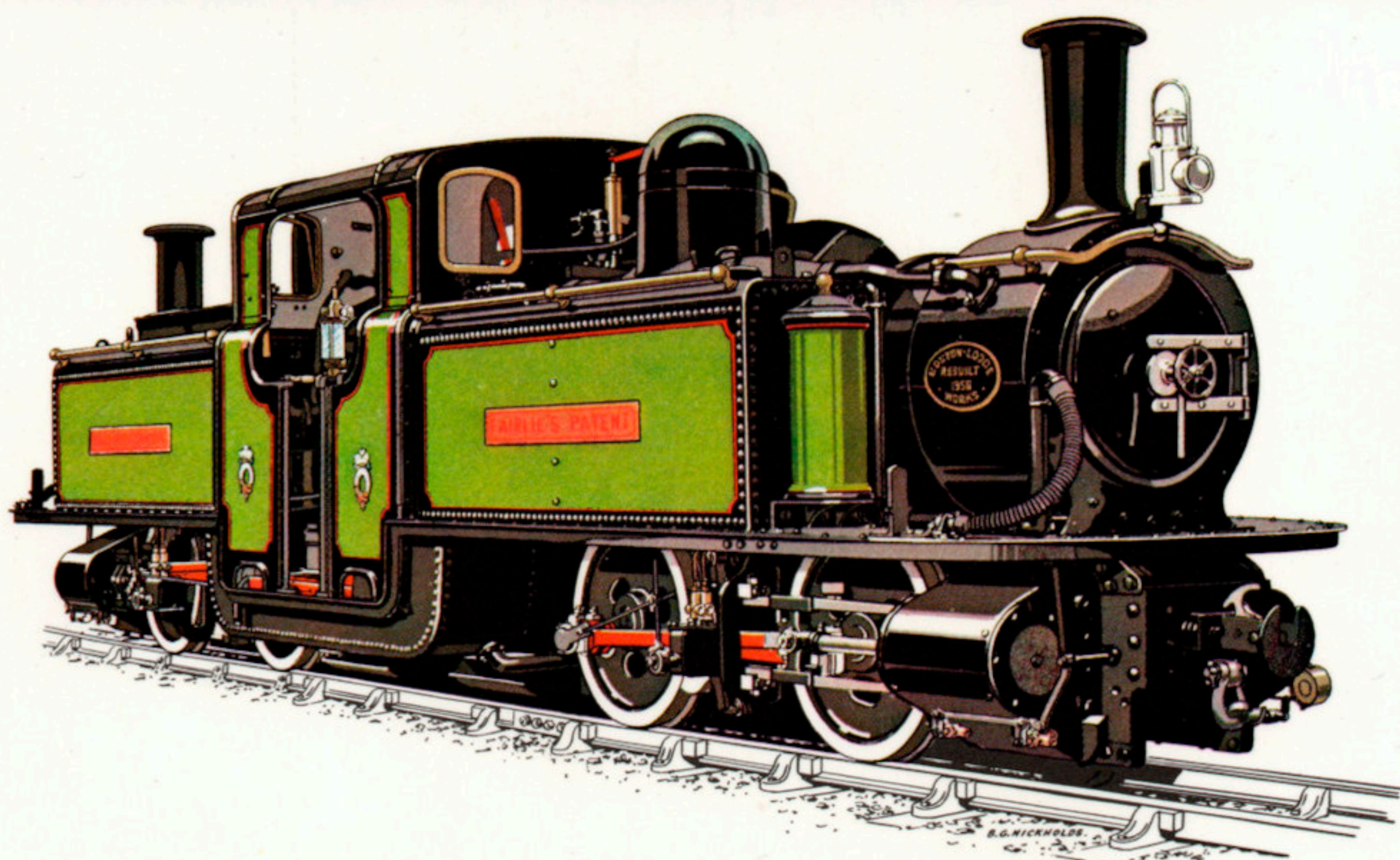
0-4-2 STANDARD RACK TANK LOCOMOTIVE No. 4 "SNOWDON".
BUILT 1896 BY THE SWISS LOCOMOTIVE & ENGINE WORKS, WINTERTHUR (WORKS No. 988)

SNOWDON MOUNTAIN
RAILWAY

0-4-2 STANDARD RACK
LOCOMOTIVE No. 4
"SNOWDON". BUILT
1896 BY THE SWISS
LOCOMOTIVE AND
ENGINE WORKS,
WINTERTHUR.

Weight $17\frac{3}{4}$ tons. Driving
wheels 655 mm. Rack pins
1 ft. $10\frac{1}{4}$ in. Cylinders (2)
300 mm. \times 600 mm. Pressure
200 lb.

Rising to a height of
3,493 ft., with a gauge of
2 ft. $7\frac{1}{2}$ in., this is the only
rack railway in Great Britain.
The rackrail system used
was invented by Dr. Roman
S. Abt, whose name it
bears. The locomotive drive
is only to the rack pinion
shafts and not to the carry-
ing wheels, with cranks
driving the extremities of
the shafts. The engines have
inclined boilers and always
face up the mountain.



FESTINIOG RAILWAY

FAIRLIE ARTICULATED ENGINE No. 3 "EARL OF MERIONETH"

FESTINIOG RAILWAY
FAIRLIE ARTICULATED
ENGINE No. 3 "EARL OF
MERIONETH". BUILT
1885.

Weight (as built) 24 tons.
Driving wheels 2 ft. 8 in.
Cylinders (4) $9\frac{1}{2}$ in. \times 14 in.
Pressure 150 lb. Tractive effort
6,059 lb.

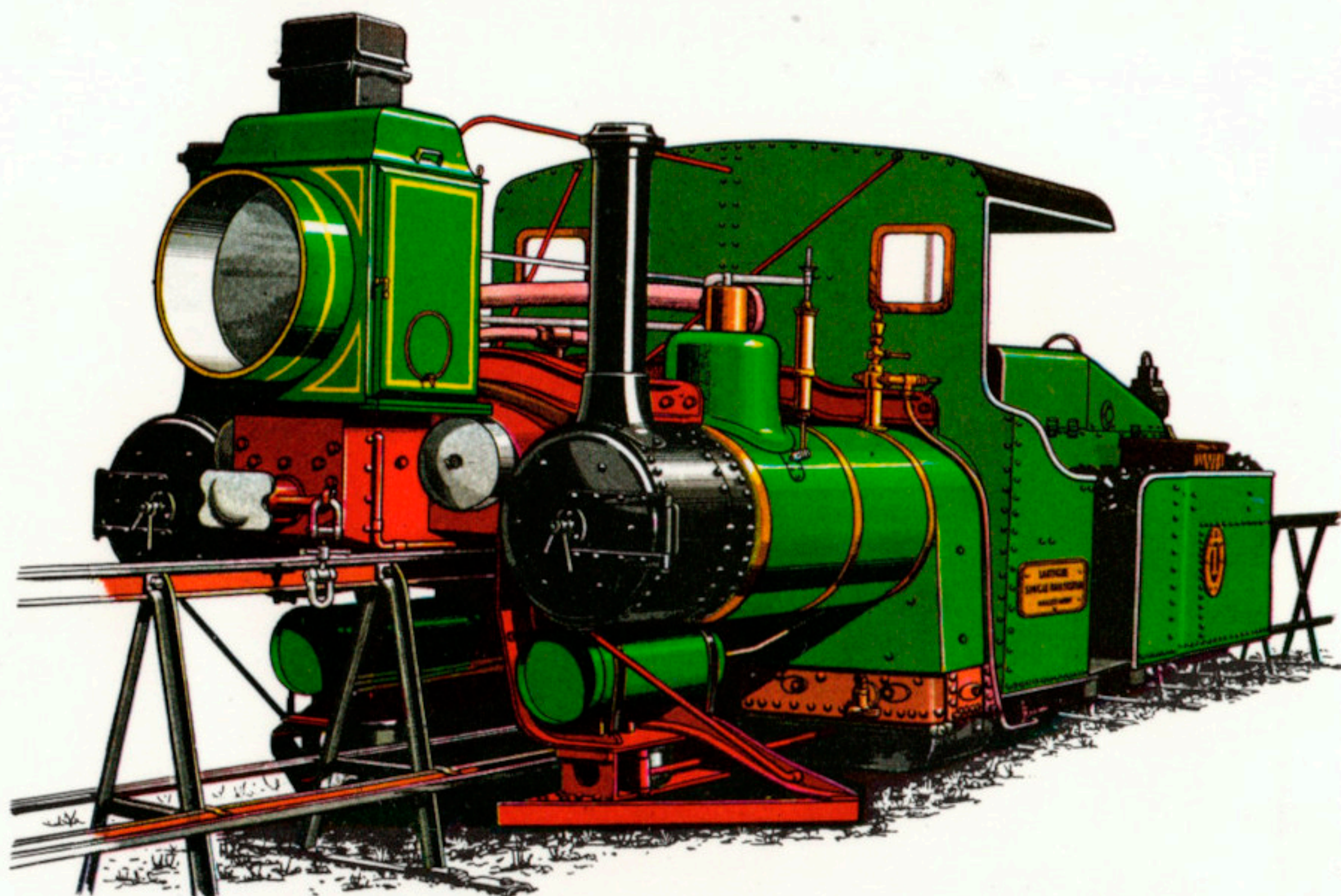
The Festiniog Railway is
one of the oldest railway
companies in the world,
being formed by Act of
Parliament of 1842. Steam
traction was introduced in
1864 and in 1865 the
Railway, formed for the
carriage of slate from
Blaenau Ffestiniog for ship-
ment from Portmadoc, was
authorised to carry pass-
engers. Passenger services
were discontinued in 1939
with the outbreak of war and
they were not resumed until
July 1955 when this engine
was restored.

**LISTOWEL &
BALLYBUNION RAILWAY**

**0-3-0 TWIN
LOCOMOTIVE No. 1
(LARTIGUE SYSTEM).
BUILT 1886 BY
HUNSLET ENGINE Co.**

Weight 6 tons. Driving wheels
2 ft. 0 in. Cylinder 7 in. x 12 in.
Pressure 150 lb. Tractive effort
3,110 lb.

Three of these unusual
engines were built for the
Listowel line, the only
Lartigue installation ever to
employ locomotive traction.
The locomotive was carried
on three coupled axles, with
cylinders placed between
the boilers, and the driver
and fireman had each a
separate firebox. Small
transverse wheels located
with the two guide rails near
the base of the trestles, thus
keeping the locomotives
and rolling stock in an up-
right position. The line was
dismantled and the engines
were broken up in 1924.



LISTOWEL AND BALLYBUNION RAILWAY

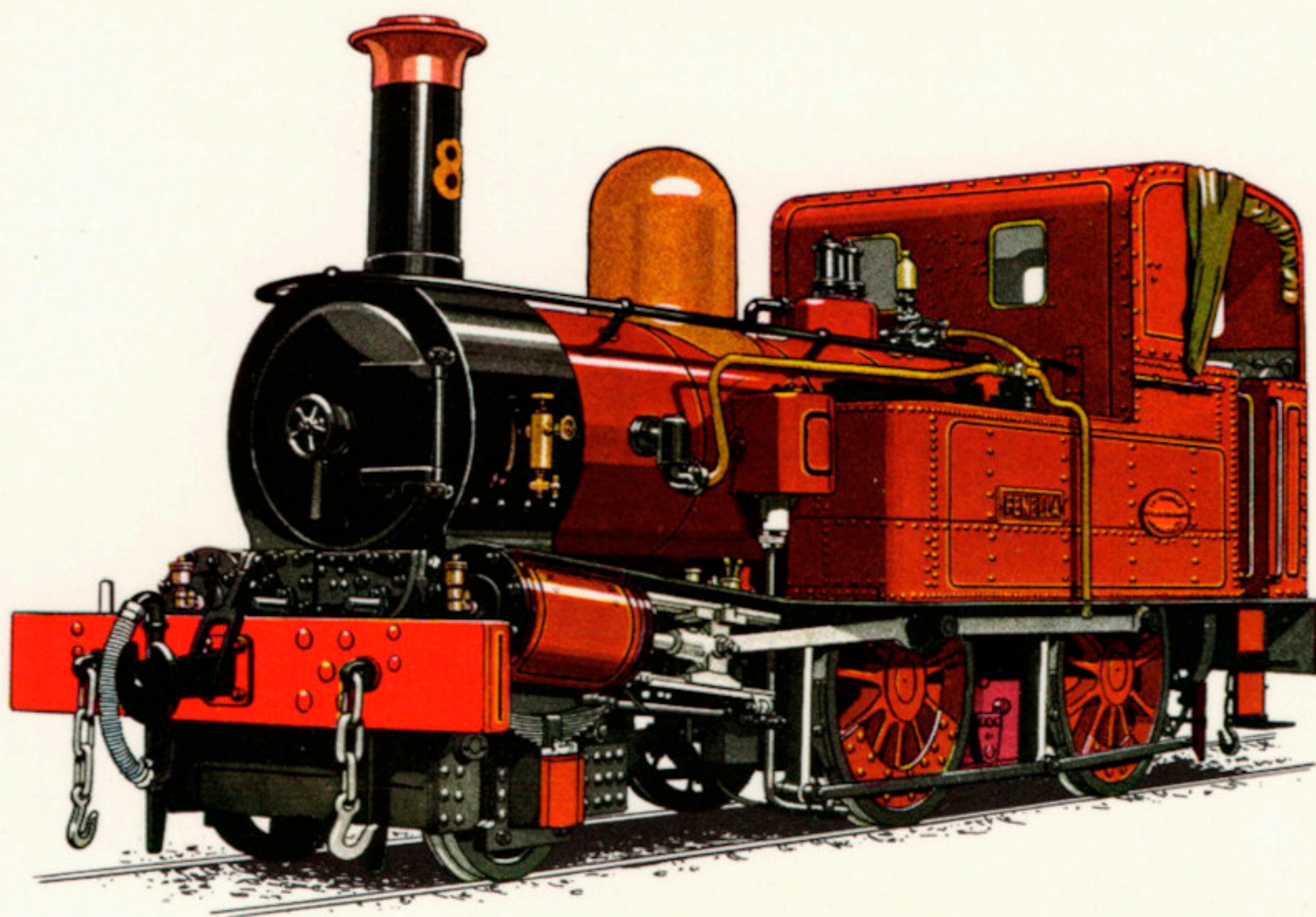
0-3-0 TWIN LOCOMOTIVE No. 1. LARTIGUE SYSTEM. BUILT 1886 BY THE HUNSLET ENGINE COMPANY.

ISLE OF MAN RAILWAY

**BEYER PEACOCK TANK
ENGINE No. 8 "FENELLA".**

Weight 18 tons 4 cwt. Driving
wheels 3 ft. 9 in. Cylinder 11 in.
x 18 in. Pressure 120 lb.
Tractive effort 4,930 lb.

With the exception of
No. 15, an 0-6-0T from the
former Manx Northern Rail-
way, all engines constructed
for use on this 3 ft. gauge
line have been of the
2-4-0T type. Nos. 1-13,
built by Beyer Peacock &
Co. between 1873 and
1910, established the stan-
dard design and Nos. 1-9
formed the original class.
The line closed to all traffic
in 1965, when for some
years the engines had been
running in a lined-out livery
of madder brown as shown
here.



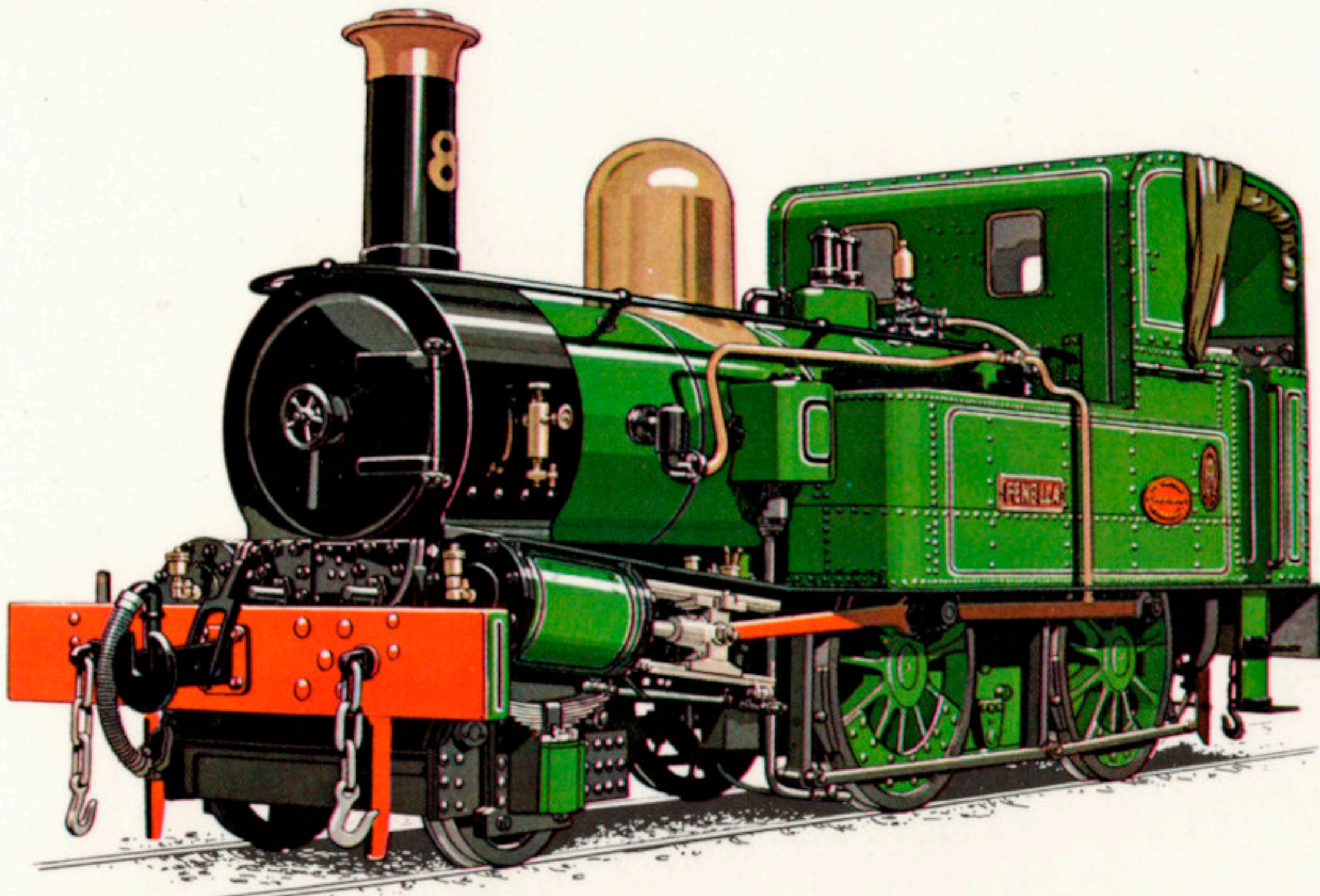
ISLE OF MAN RAILWAY

BEYER PEACOCK TANK ENGINE No. 8 "FENELLA"

ISLE OF MAN RAILWAY

**BEYER PEACOCK 2-4-0T
No. 8 IN GREEN LIVERY**

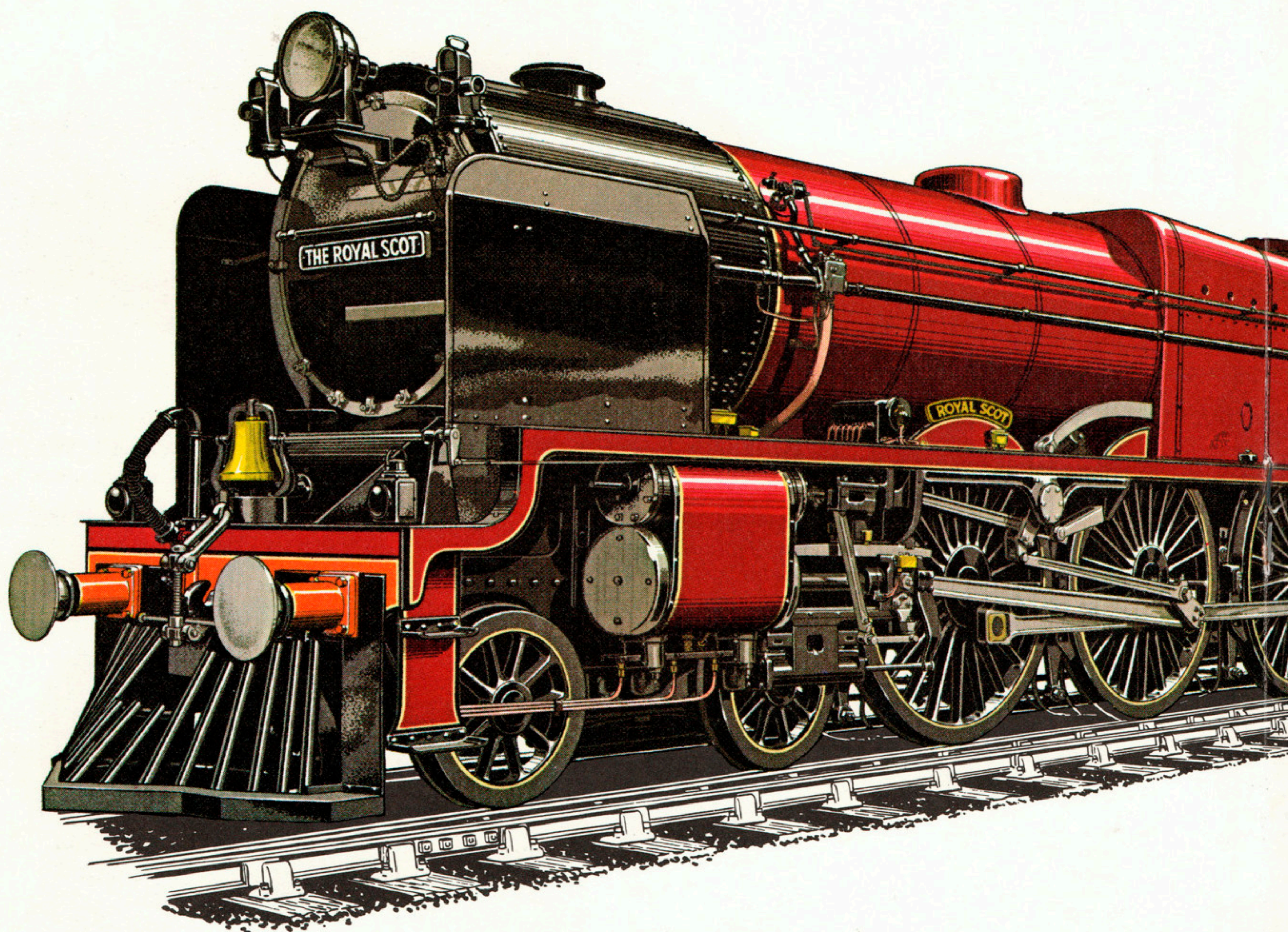
The line was reopened (see
card No. 29) on the 3rd
June, 1967, as a commercial
undertaking, by a group
headed by the Marquess of
Ailsa, Lord Strange and Sir
Philip Wombwell, Bt., M.B.E.
Subsequently the engines
were restored to their
original livery of Island
green and the company
crest was placed below the
cab. Of the original class
(Nos. 1-9) all save No. 1
had been rebuilt with larger
side tanks and round-topped
domes in place of the bell-
mouthed domes and Salter
valves originally fitted.



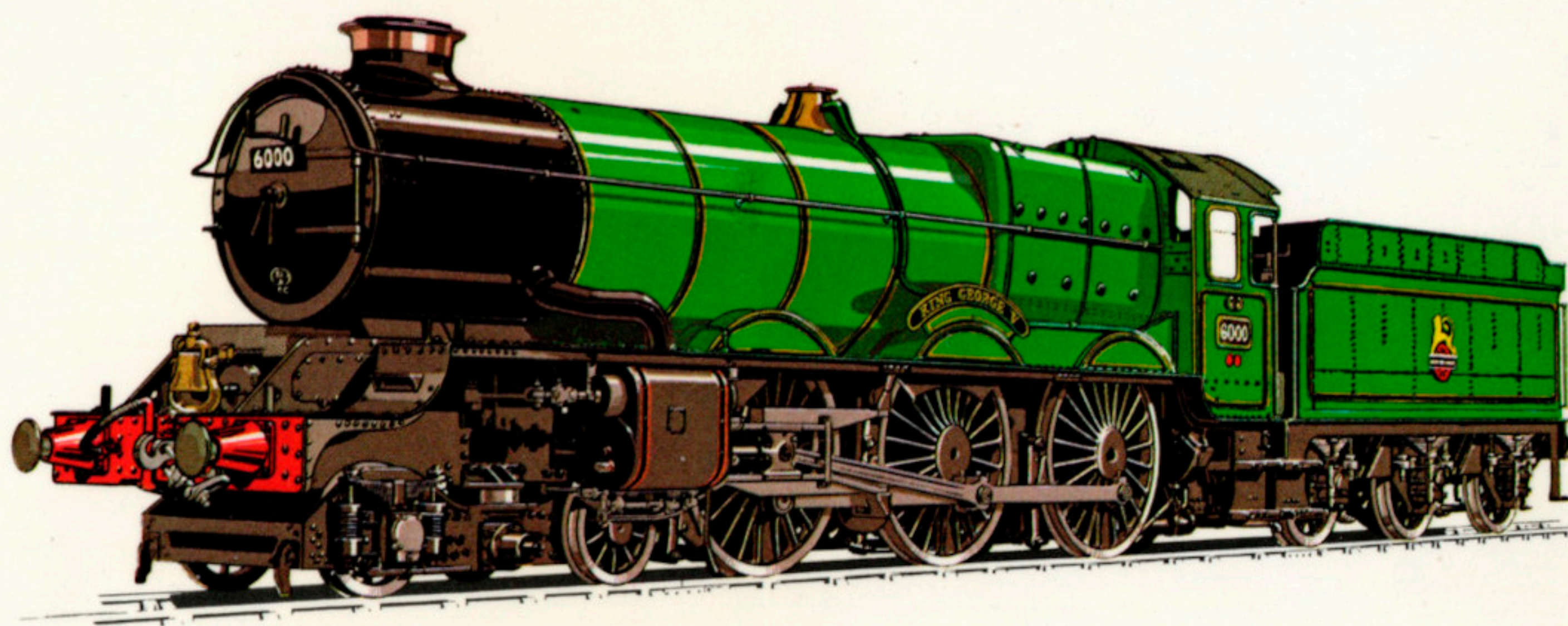
ISLE OF MAN RAILWAY

BEYER PEACOCK TANK ENGINE No. 8 "FENELLA"

TRANSATLANTICS



Three visitors to the United States

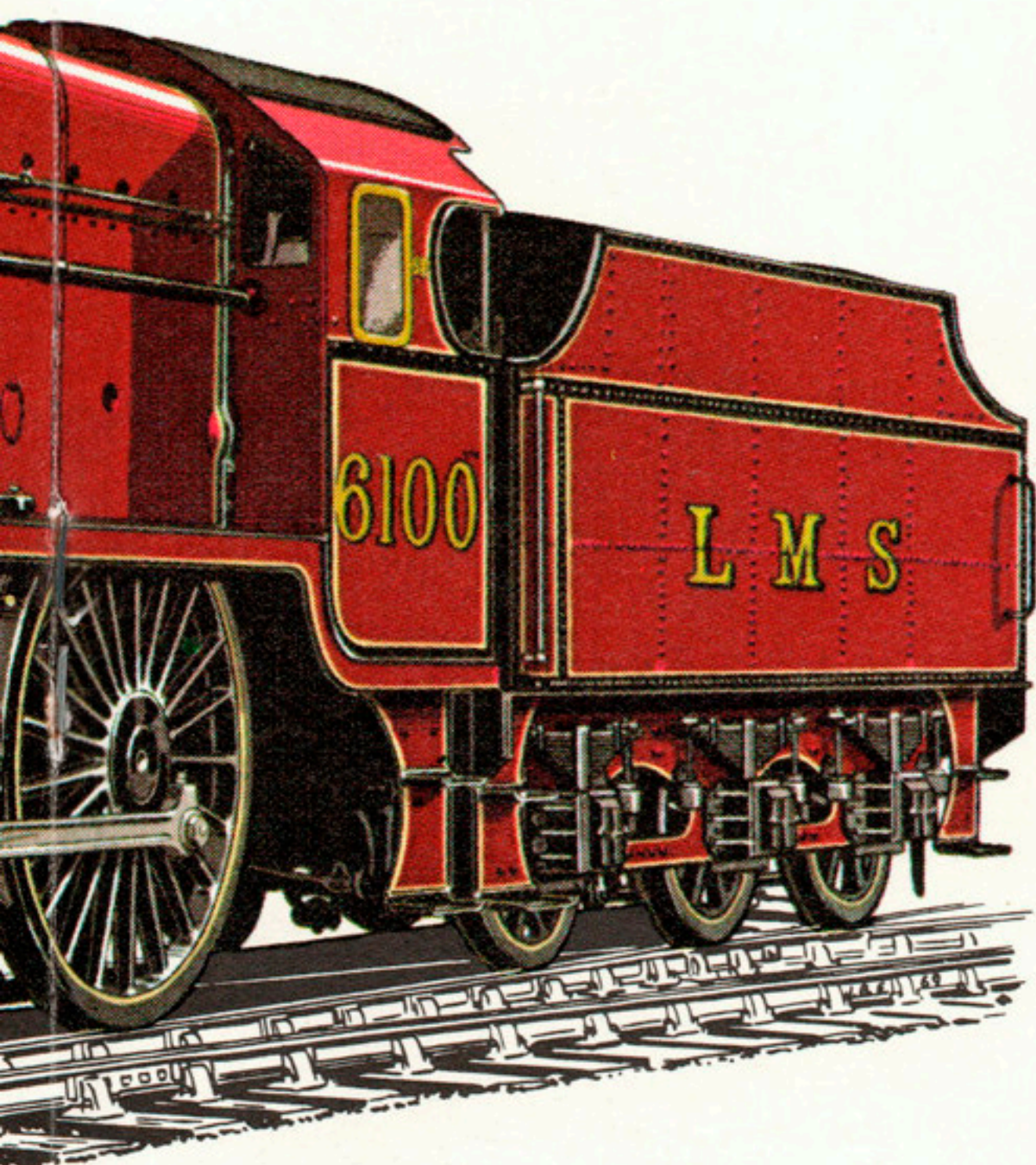


BRITISH RAILWAYS

G.W.R. KING CLASS No. 6000 'KING GEORGE V'

BRITISH RAILWAYS
(FORMERLY G.W.R.) KING
CLASS No. 6000 'KING
GEORGE V'. BUILT 1927.

Representing the final development stage of G. J. Churchward's 4-6-0 4-cylinder design, "King George V" was the first engine of the new class (see also card No. 18). Their nominal tractive effort was greater than that of any other British 4-6-0 express engine and even exceeded the rated value of the Pacific locomotives of the other British systems. Shortly after entering service No. 6000 was shipped to America to take part in the Centenary celebrations of the Baltimore and Ohio Railroad, an occasion commemorated by the presentation of the bell which she carried thereafter. She received the double chimney and other modifications shown in this study after nationalisation.



From the earliest days of steam, British locomotives have crossed the oceans to work on British-built railways in every part of the world. Between the two world wars however a number of crack British express engines made goodwill visits to the United States of America to take part in centenary celebrations. World's Fairs and prestige tours of the U.S.A. At left is shown L.M.S.R. No. 6152, renumbered as 6100 "Royal Scott" (see card No. 10) for her visit to the Chicago World's Fair of 1933, with headlamp, locomotive bell and American running gear fitted for her 11,000-mile tour of North America.

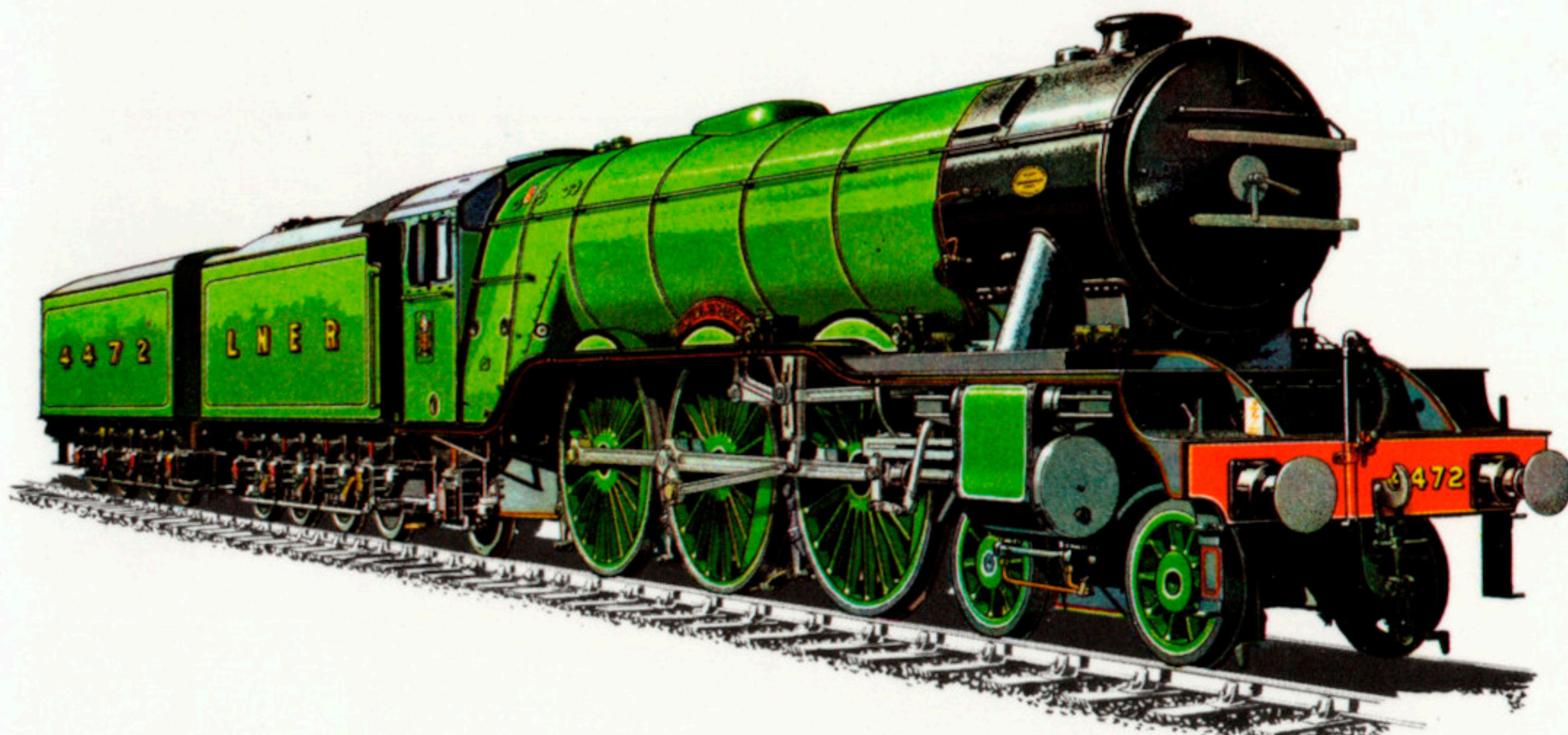
In January 1939 another L.M.S.R. engine, No. 6229 "Duchess of Hamilton" of the famous "Coronation" class (see card No. 14), finished in the standard L.M.S. red livery, was sent on exhibition to the New York World's Fair and later made an extended tour over the U.S.A. railways. For this occasion it exchanged numbers and nameplates with No. 6220 "Coronation", the first of the blue engines, but these were altered back upon the engine's return which did not take place until 1943, owing to the outbreak of war.

The tradition was resumed in 1969 when the preserved "Flying Scotsman" (see below) visited the U.S.A. with a show train of British export merchandise, following a tour itinerary similar to that of the "Royal Scot" in 1933 and finishing in Canada where she remained on view for some time before being brought back to England.

LONDON & NORTH EASTERN RAILWAY

CLASS A3 No. 4472
"FLYING SCOTSMAN"
AS REBUILT.

In 1927, as a result of the 1925 Interchange Trials with the G.W.R., two L.N.E.R. A1 class Pacifics were fitted with new boilers carrying 220 lb. pressure, which became the standard for the reboiling of existing Pacifics and for new Pacific construction. As rebuilt these engines were reclassified A3 (British Railways 7P6F). In 1928 a non-stop service — the world's longest — was inaugurated over the whole of the 392.8-mile route from Kings Cross to Edinburgh, when eight-wheel corridor tenders, 25 ft. 10 in. long, were built to provide facilities for changing the engine crews en route without stopping.



LONDON AND NORTH EASTERN RAILWAY

CLASS A3 No. 4472 "FLYING SCOTSMAN". DESIGNED BY SIR NIGEL GRESLEY



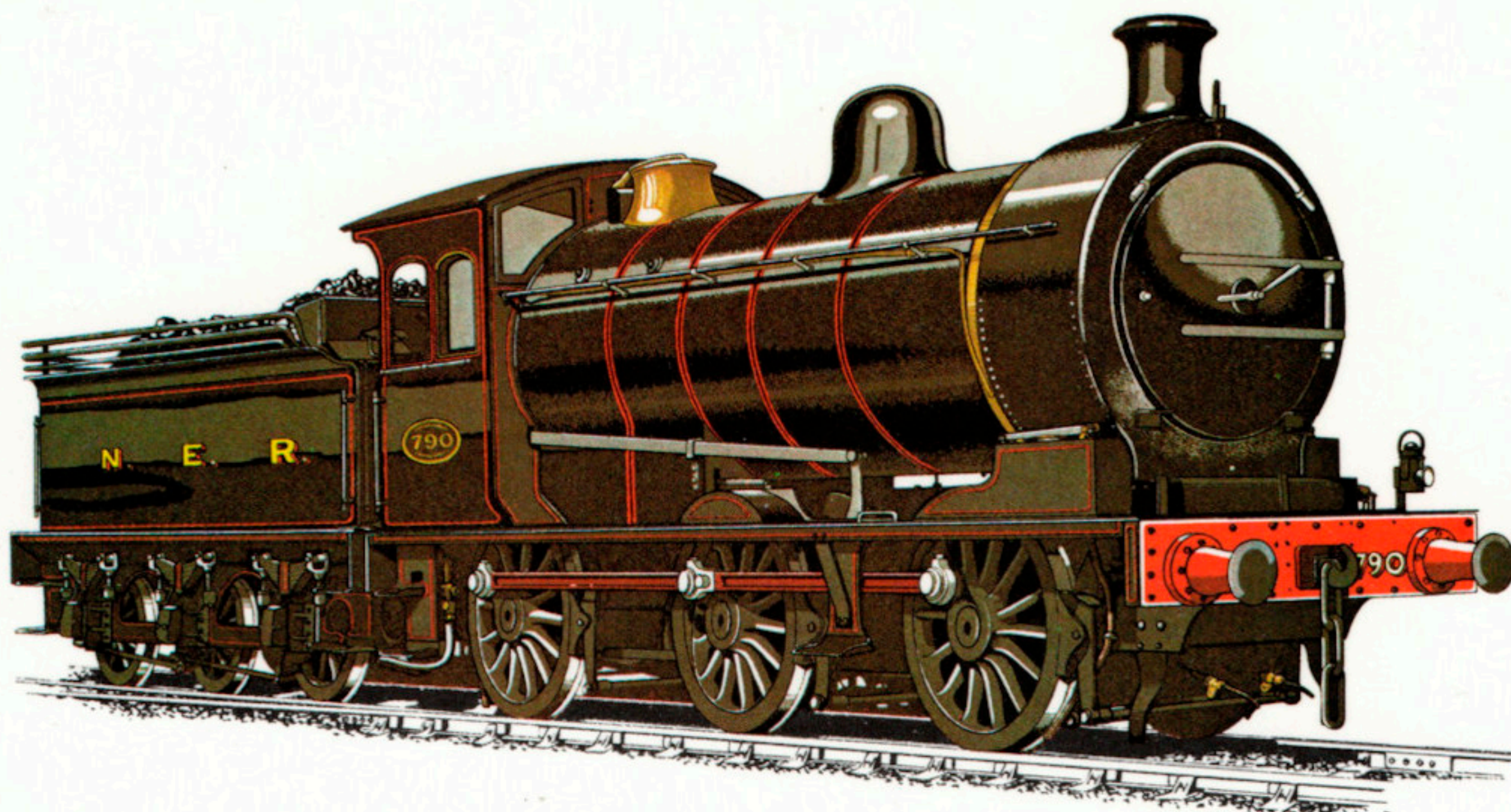
A night scene in Salisbury Motive Power Depot, just prior to the withdrawal of steam power on the Southern Region of British Railways

Bulleid Pacific 34057 "Biggin Hill", smoke box door ajar, stands between Type 4 "Warship" class Diesel-Hydraulic locomotive No. D822 and sister-engine 34037 "Clovelly." *Photographed by George Harrison.*

NORTH EASTERN RAILWAY
CLASS P3 0-6-0 No. 790.
BUILT 1906 AT
DARLINGTON WORKS.

Weight 47 tons (tender 37 tons). Driving wheels 4 ft. 7½ in. Cylinders (2) 18½ in. × 26 in. Pressure 180 lb. Tractive effort 24,642 lb.

Designed by Wilson Worsdell, 115 engines of this class were built between 1906 and 1923, becoming class J27 on the L.N.E.R. With their large 5 ft. 6 in. diameter boilers (unique for an 0-6-0 until 1926) they proved capable of much hard work throughout the L.N.E.R. system. B.R. No. 65894 of this class was the last to be built (as L.N.E.R. No. 2392) and is now preserved by the N.E. Locomotive Preservation Group for work on the North Yorkshire Moors Railway.



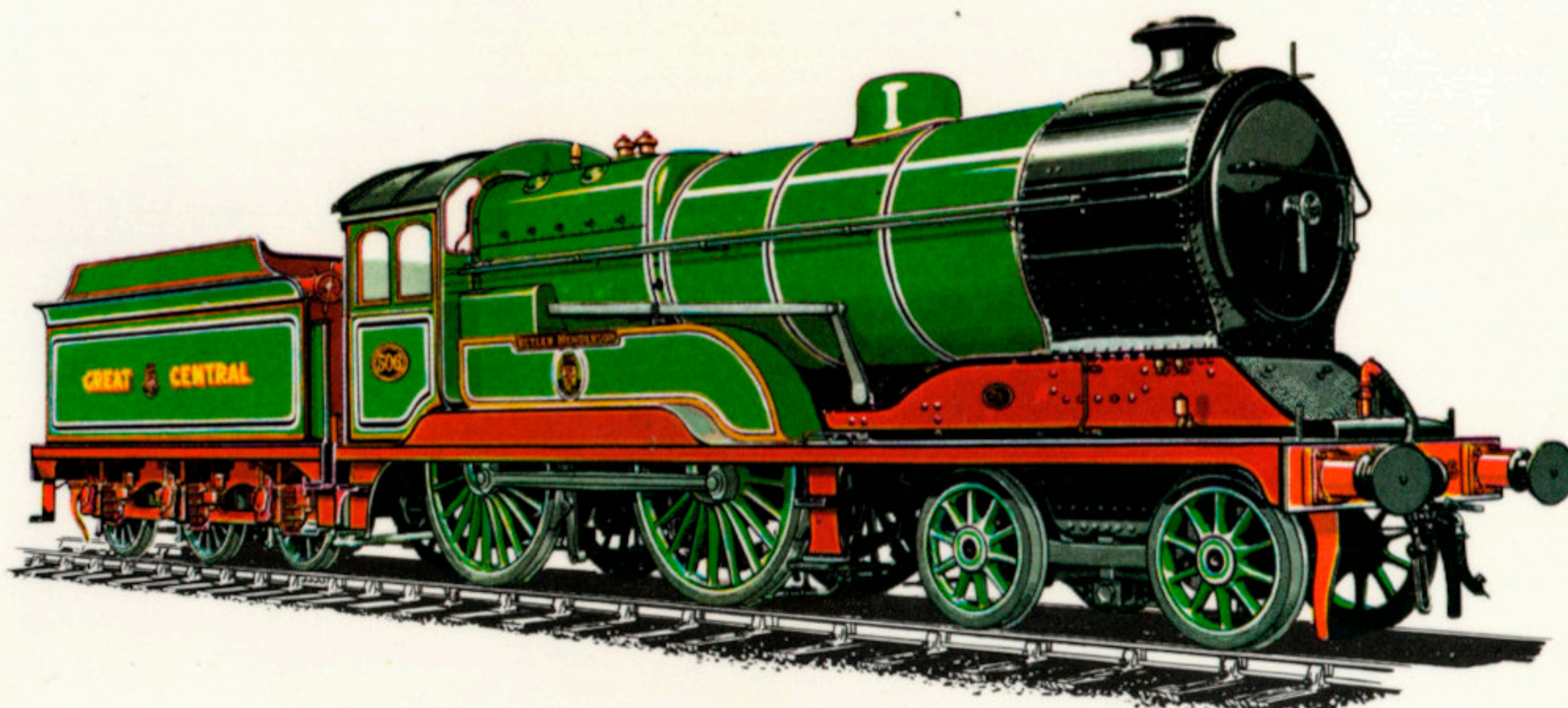
NORTH EASTERN RAILWAY

CLASS P3 0-6-0 No. 790. DESIGNED AND BUILT BY MR. WILSON WORSDELL AT DARLINGTON WORKS IN 1906.

GREAT CENTRAL RAILWAY
CLASS 11F No. 506
"BUTLER-HENDERSON".
BUILT 1919. DESIGNED
BY J. G. ROBINSON.

Weight 61 tons 3 cwt. Driving wheels 6 ft. 9 in. Cylinder 20 in. × 26 in. Pressure 180 lb. Tractive effort 19,645 lb.

Known as "Improved Directors", eleven of these engines were built between 1919 and the end of 1922, numbered 501-511. "Butler-Henderson" was the first of them to leave Gorton and is now preserved. They were slightly larger than the original Class 11E engines and they introduced a new type of standard cab with side windows, giving them a notably different appearance from the original Directors.



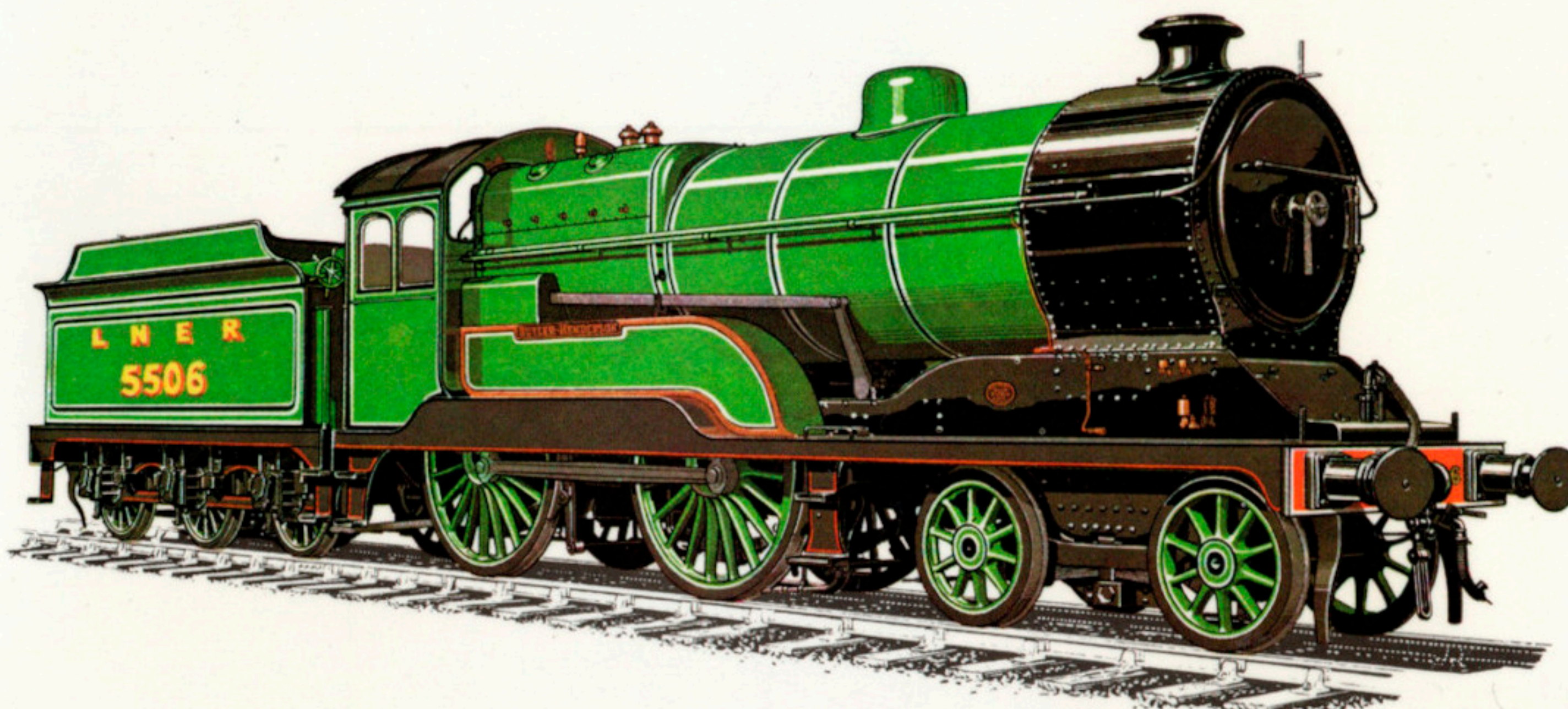
GREAT CENTRAL RAILWAY

CLASS 11F No. 506 "BUTLER-HENDERSON". BUILT 1919. DESIGNED BY J. G. ROBINSON

LONDON & NORTH
EASTERN RAILWAY

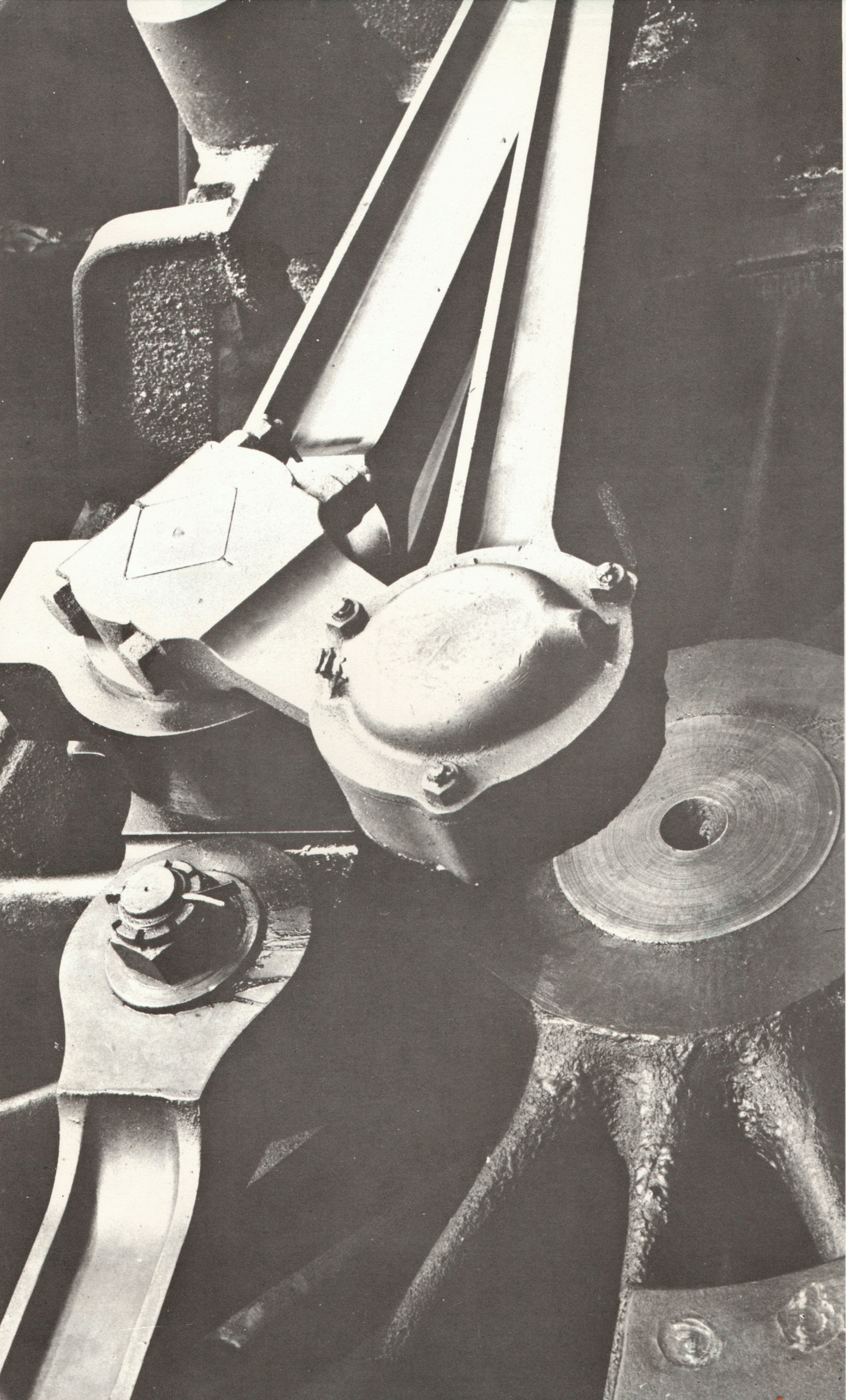
CLASS D11 No. 5506
"BUTLER-HENDERSON".

Formerly Class 11F of the Great Central Railway (see card No. 34) all engines of this class were superheated when built, permitting the design of smaller engines for tasks formerly allotted to the heavier Atlantics and 4-6-0s. The G.C.R. engines were given the prefix 5000 in their later L.N.E.R. livery, and a further batch of 24 were built in 1924 by the L.N.E.R. for service in Scotland. After nationalization their numbers were further increased by 60000 and all were withdrawn from service in 1959/60.



LONDON AND NORTH EASTERN RAILWAY

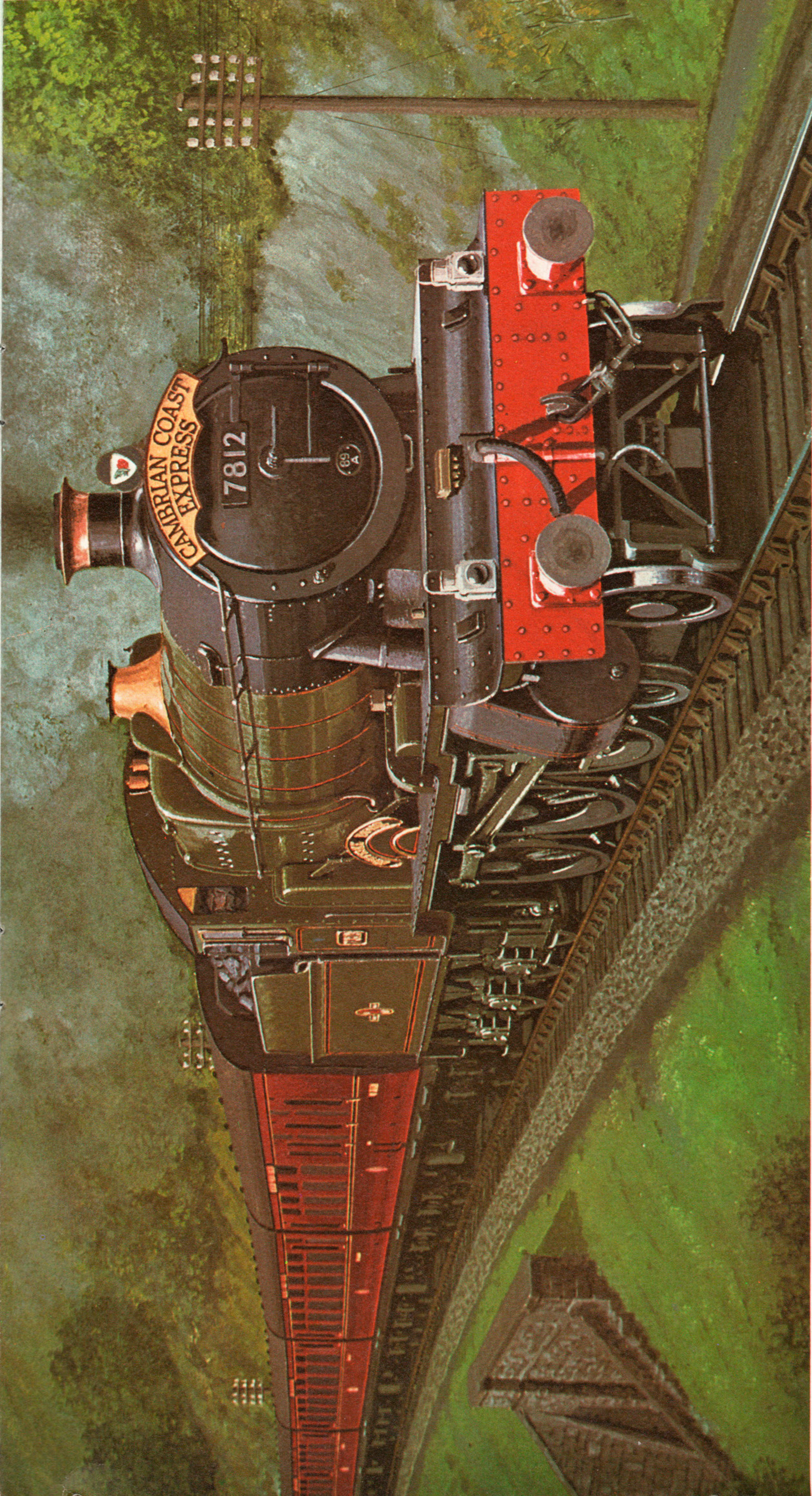
CLASS D11 No. 5506 "BUTLER-HENDERSON", EX GREAT CENTRAL RAILWAY No. 506



Photograph courtesy George Harrison

BRITISH RAILWAYS

CLASS "4" MIXED TRAFFIC 2-6-0 No. 76007. Centre big-end assembly.

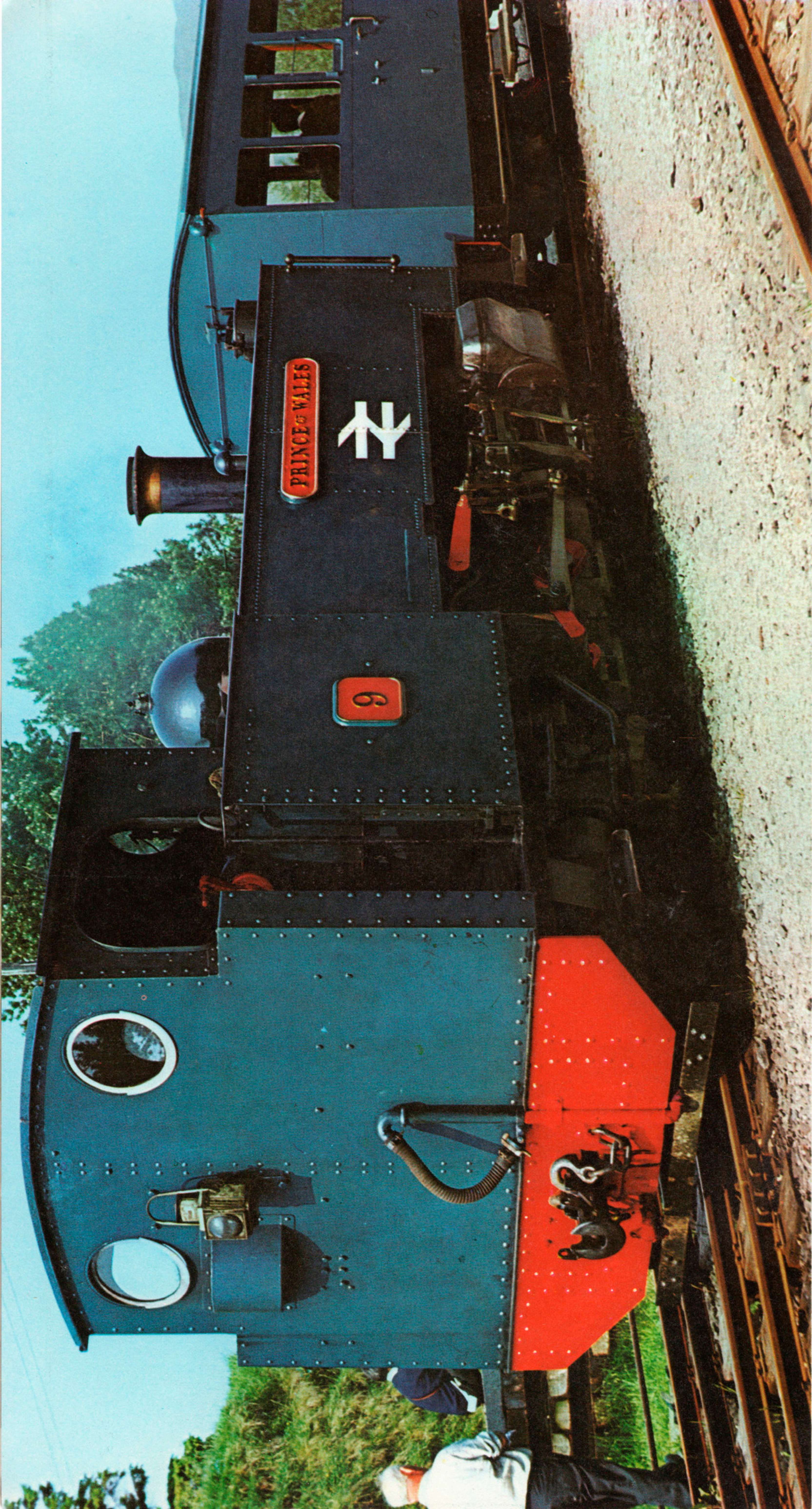


ERLESTOKE MANOR

Great Western Railway "Manor" class 4-6-0 No. 7812 "Erlestone Manor" climbs Talerdigg bank with the "Cambrian Coast Express" (Aberystwyth-Paddington) one summer morning during 1964.

One of a class of thirty locomotives "Erlestone Manor" was built at the GWR Swindon Works in 1939 to the design of C. B. Collett (CME 1921-1941). For many years this engine was based in the West Country working on mixed traffic duties and frequently piloting summer expresses over the South Devon main line between Exeter and Plymouth. No. 7812 later became better known, however, during its stay on the Cambrian system when it was based at Oswestry and Shrewsbury depots.

© Copyright. "Erlestone Manor Fund", from the original painting by V. Welch.



VALE OF RHEIDOL LIGHT RAILWAY

LOCOMOTIVE No. 9 'PRINCE OF WALES' AT DEVIL'S BRIDGE

A relatively common sight abroad, Aberystwyth BR Station is the only one in Britain today where narrow gauge track shares a terminus with standard gauge trains (one is reminded of the OBB station at Bregenz, Austria, junction for the Bregenzerwald Schmalspurbahn, and of Siliguri, India, where narrow gauge Darjeeling Himalayan trains stand alongside standard gauge trains from Calcutta). The line to Devil's Bridge was opened to passenger traffic on 22nd December 1902, later coming under the control of the Cambrian Railways Company in 1913. In 1923, as a result of railway grouping, control passed to the Great Western Railway which Company operated the line until Nationalisation in 1948, since when the locomotives have worn the livery of British Railways. 'Prince of Wales' (2-6-2T built 1902 by Davies & Metcalfe) appeared in deep ochre livery as No. 2 of the Vale of Rheidol Railway, later repainted black under Cambrian ownership. Renumbered 1213 in GWR green, she received her present number (9) when British Railways assumed control.

Before the Liverpool and Manchester

The railway was invented before the age of steam and the application of the principle upon which its value depends may be traced in the construction of early Italian streets, and especially those of Milan, where a smooth surface is provided for the passage of wheels, and a rough one on which the horses may tread with security; but the precise date at which they were first used is not known.

Tramroads existed in the colliery districts of Britain early in the 17th century, and in Germany a primitive system using wooden planks to guide mine tubs was recorded by Agricola in "De re Metallica" in 1556.

The first known rail track to be installed in England was by Huntingdon Beaumont in 1604 at the Woollaton Colliery, near Nottingham; the wooden track carried coal for a distance of two miles.

In 1676 Roger North, describing a visit paid by his brother Lord Guildford to Newcastle, remarks that among the curiosities of the region were the "way-leaves". "When men," he wrote, "have pieces of ground between the colliery and the river, they sell leave to lead coals over the ground, and so dear, that the owner of a rood of ground will expect £20 per annum for this leave. The manner of the carriage is by laying rails of timber from the colliery down to the river, exactly straight and parallel, and bulky carts are made with four rowlets fitting these rails, whereby the carriage is so easy, that one horse will draw four or five chaldrons of coals."

An iron tramroad, or railway, was in use at Colebrook Dale about the year 1760 – for the price of iron having fallen it was determined, in order to keep the furnaces at work, to cast plates to be laid on the upper edge of the wooden tramroads; this, it was thought, would diminish friction, and prevent abrasion, while the iron could be sold as "pigs" in case of a sudden rise in price. These "scantlings of iron" were four inches broad, an inch-and-a-quarter in thickness, and five feet long, and were cast with holes so that they might easily be fastened to the wooden rails beneath.

So successful however was the plan that the plates remained undisturbed, and rails of solid iron were gradually adopted in those districts. Shortly afterwards, cast-iron rails with an upright flange were invented, to be superseded by the "edge railway" introduced at the slate quarries of Lord Penrhyn in Carmarthenshire, upon which ran wagons fitted with wheels formed with a grooved iron tire. By the early part of the 19th century the profile of the modern iron rail was established.

Origins of steam

From early times man has sought to develop self-propelled, or mechanically propelled vehicles. The notes of mediaeval inventors tell of their cars driven by wind and hand, followed by brief mentions of the model steam-cars of the Jesuit Father Verbiest in 1668, and of Papin of Cassel in 1698.

The first full-sized vehicle to move itself by steam was made by Nicholas James Cugnot in Paris in 1769. It performed before a group of notables including General Gribeauval (First Inspector-General of Artillery) and orders were given for another machine to be built, to carry cannon. Both machines however were unstable and crude in construction, and therefore unsuitable for practical use. The 1769 engine now reposes in the Conservatoire des Arts et Metiers.

By 1784 James Watt's ingenious foreman, William Murdock, had built a model steam-car of fair size which was running along the roads of Redruth in Cornwall, and in 1786 Watt himself was experimenting with a substantial steam-carriage. A steam coach was designed by William Symington and exhibited at Edinburgh in the same year, and in 1789 Thomas Allen, of London, designed a steam-carriage for passengers and goods.

Richard Trevithick was born at Illogan, in Cornwall, and later resided close by Murdock's house at Redruth. James Watt lived nearby too, and is recorded as saying that Trevithick deserved hanging for inventing the high-pressure steam engine (allegedly because he regarded high-pressure steam as dangerous: but no doubt the fact that his fortunes were tied up in low-pressure patents had some relevance). Trevithick is reported to have fought a duel with Murdock after building, in 1796, a three-wheeled model road engine with a vertical cylinder, not unlike Murdock's. In 1801 Trevithick, in collaboration with his cousin Andrew Vivian, built a full-sized steam carriage at Camborne, to which place he had moved, and in 1803 a second engine was sent to London and fitted with a barouche-type body by Felton of Leather Lane. This second carriage ran in public for some time at what is now Lord's Cricket Ground and also at Euston Square.

It should be noted that what may be considered as the first successful application of steam to provide power had been developed as early as 1712, when Newcomen designed and operated his stationary beam engine. Subsequently James Watt, Richard Trevithick and others, built improved stationary engines to provide power for the mines and factories. In 1804 Trevithick successfully converted one of his stationary engines into the first railway locomotive, to haul wagons between Merthyr Tydfil and Abercynon. In 1808 he constructed "Catch me who can" which he operated on a circular track in London, hauling wagons in which the public was invited to ride – literally the first passenger steam railway. Unfortunately both locomotives were too heavy for the type of rails then in use.

The first practically successful railway locomotive was J. Blenkinsop's rack locomotive of 1812; it ran on strong cast-iron edge rails and adhesion was secured by the rack. Then, in 1813, came W. Hedley's "Puffing Billy" – the earliest surviving full-size locomotive in the world – built at Wylam Colliery and used over a five-mile stretch of track between Wylam and the staithes at Lemington-on-Tyne. "Puffing Billy" can now be seen at the Science Museum, London, which acquired it in 1862 after nearly fifty years' continuous service.

George Stephenson built his first locomotive in 1814 (design unknown) and in 1815 he made the first of his "Killingworth" engines.

In 1823 the firm of Robert Stephenson and Company was formed mainly for the purpose of building locomotives and Robert Stephenson took over from his father the main responsibility for engine development. Among its earliest products was "Locomotion", built in 1825 for the Stockton and Darlington Railway – the first locomotive for a public railway, with outside coupling rods. It was at first doubtful however whether steam could compete economically with horse traction on the Darlington Railway, until Timothy Hackworth's powerful six-coupled engine "Royal George", built in 1827, successfully established the superiority of steam. *CONTINUED*

The Stephenson locomotive was now being developed rapidly and experimentally, and the success of the "Rocket" at the Rainhill Trials, held in October 1829, was perhaps the most important single event in railway history.

The "Rocket" and other Stephenson locomotives later hauled passengers and freight on the Liverpool and Manchester Railway, which can be considered to have provided the first really regular passenger service.

Liverpool & Manchester Railway

The first English railway prospectus ever issued was that of the Liverpool and Manchester company, on the 29th October, 1824. Drawn up by Mr. Henry Booth it was signed by the Chairman, Charles Lawrence, and it stated that "merchandise is frequently brought across the Atlantic from New York to Liverpool in twenty-one days; while, owing to various causes of delay . . . goods have in some instances been longer on their passage from Liverpool to Manchester".

The first great parliamentary battle for a railway was fought over the proposal to construct the line between Liverpool and Manchester, when George Stephenson – a self-taught mechanic – appeared to argue the technical case for the Company against a phalanx of canal-owners, road-trustees, and landed proprietors through whose property the intended line was to pass. At that time he had built sixteen steam locomotives.

On 21st March, 1825, the Committee of the House of Commons, to whom the Bill was referred, met for the first time. On the thirty-eighth day of the Committee's sitting, the parties were summoned to be informed that the proposal that the Company should have power to make a railway had been "put and negatived".

Steps were at once taken with a view to a renewal application to Parliament and a new survey was prepared, adopting a more southern route although it involved a tunnel, the Olive Mount rock cutting, and other works, which made it necessary that the capital should be increased from £400,000 to £510,000.

The third reading of the Bill was carried in the Commons by a majority of 88 to 41. The cost of obtaining the Act was £27,000. Mr. George Stephenson was now appointed principal engineer, with a salary of £1,000 a year.

The works of the new line were commenced in 1826 and when they were at length approaching completion, in the spring of 1829, investigations were made to determine the relative merits of locomotive and fixed (i.e. stationary) engines for drawing the trains. Eventually it was decided that locomotive engines should be employed upon the line generally, but that two fixed engines should be placed at Rainhill and Sutton, to draw the locomotive engines, as well as the goods and carriages, up the inclines at these places.

Hitherto the transport of passengers had not formed any special feature in these arrangements: it was now suggested that locomotives might possibly be so constructed as to convey passengers at a speed equal to that attained by horse-drawn coaches.

Accordingly, in order to attract the attention of men of science to the subject, a premium of £500 was publicly offered for the best locomotive that could, under certain stipulations, be constructed; and though that amount was comparatively insignificant, it was obvious that on the successful engineer would devolve the construction of the entire "stud" of locomotives for the line.

The Rainhill Locomotive Trials took place on the 6th October, 1829. "Novelty",

"Sanspareil", "Perseverance", and George Stephenson's "Rocket" (Robert Stephenson, his son and successor, was the nominal builder), were the names of the four "iron-horses" which took part in the world's first race between mechanically propelled vehicles over a distance of thirty miles in all, travelling backwards and forwards over a section of track just over a mile and a half long, on the Manchester side of Rainhill Bridge. A fifth engine was entered but was disqualified. The exceptional lack of smoke from Mr. Brandreth's "Cycloped" aroused suspicions, and it was found to be worked by a horse concealed in the boiler!

In the first race, Stephenson's "Rocket" was the only locomotive to complete the course, hauling a load of 17 tons. This engine twice performed the distance of 30 miles; the first time in about 2½ hours, and the second in 2 hours 7 minutes. Its greatest speed was more than 30 miles an hour, and the average about 14.

Mr. Stephenson, having thus been the successful competitor, was appointed to build the engines of the railway, and from that period to his death he conducted the engineering department of the company. His connection with the Liverpool and Manchester brought him into the front rank of the engineers of his day. He became an extensive locomotive manufacturer at Newcastle, a railway contractor responsible for the formation, planning and construction of many railway systems in Britain and in Europe, and a great colliery and iron-work owner, particularly at Clay Cross.

The construction of the works of the Liverpool and Manchester cost £739,183. Besides the famous embankment over Chat Moss, there were viaducts, cuttings and embankments, the erection of 63 bridges, and the construction of a tunnel near Liverpool.

The line was formally opened on the 15th September, 1830, when the Duke of Wellington, Prime Minister, Mr. Peel, Home Secretary, and a number of other distinguished persons travelled in the first train with the directors. A gay cortège of 33 carriages, accompanied by bands of music, started from Liverpool with all the splendour of an ancient pageant, to the acclamation of a great multitude.

The occasion was marred however by the death of Mr. Huskisson, who fell beneath the wheels of an advancing carriage, returning from a stroll along the line after the engines had stopped to take in water at Parkside.

George Stephenson himself drove "Northumbrian" on this occasion; Robert Stephenson, his son, the "Phoenix"; Joseph Locke, the "Rocket"; Alcard, the "Comet"; Thomas Gooch, the "Dart"; and Frederick Swanwick, the "Arrow" – all of them young engineers whose names have become part of railway history.

Next day the business of the railway began. The "Northumbrian" drew a train of 130 passengers from Liverpool to Manchester in an hour and fifty minutes; and before the close of the week six trains were running daily. Instead of 30 stagecoaches that had plied between the two towns, there was only one left; but, instead of 500 passengers, there were 1,600.

The success of the Liverpool and Manchester line destroyed all doubt as to the possibilities of the railway system. Branches were made from the main line to Warrington on the south, and to Bolton on the north. Later, Birmingham was united to Warrington, and consequently with Liverpool and Manchester, by the Grand Junction Railway formed in 1837.

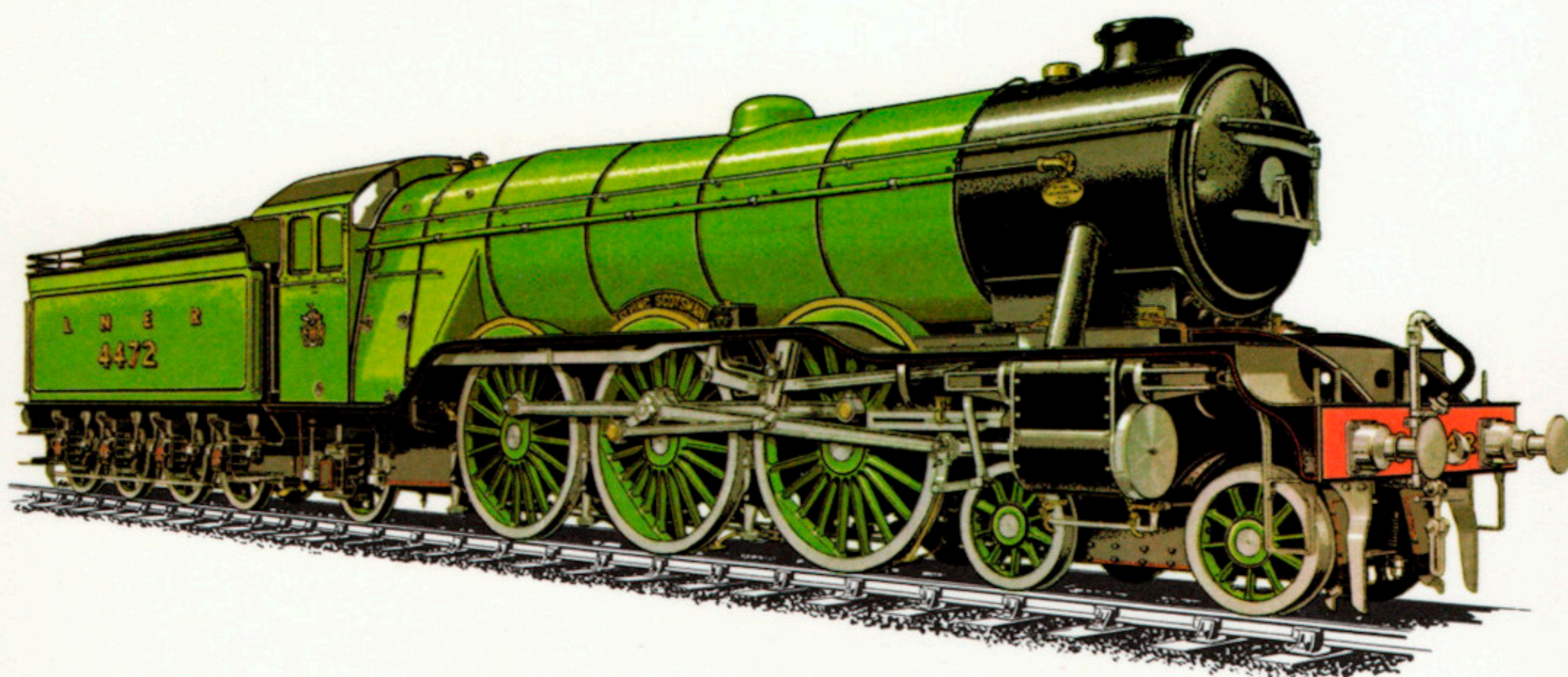
In 1837 also the London and Birmingham Railway was opened, and the Manchester and Birmingham Railway in 1840.

CONTINUED

LONDON & NORTH
EASTERN RAILWAY
CLASS A1 No. 4472
"FLYING SCOTSMAN"
DESIGNED BY SIR NIGEL
GRESLEY.

Weight 92 tons 9 cwt. Driving
wheels 6 ft. 8 in. Cylinders (3)
20 in. x 26 in. Pressure 180 lb.
Tractive effort 29,835 lb.

Two engines of this class
were built by the Great
Northern Railway in 1922.
After the grouping ten more
engines were built in 1923
by the L.N.E.R., Nos. 1472-
81 (soon to be renumbered
4472-81), and in 1924-5
followed Nos. 2543-82,
making 52 in all. In the 1925
Interchange Trials with the
G.W.R. 4474 "Victor Wild"
was matched against
G.W.R. 4079 "Pendennis
Castle" (see card No. 21).
The original "Flying Scots-
man" was exhibited in the
British Empire Exhibition at
Wembley in 1924, wearing a
special livery with the
L.N.E.R. coat of arms on
the cabside, as shown here.
(See also No. 32).



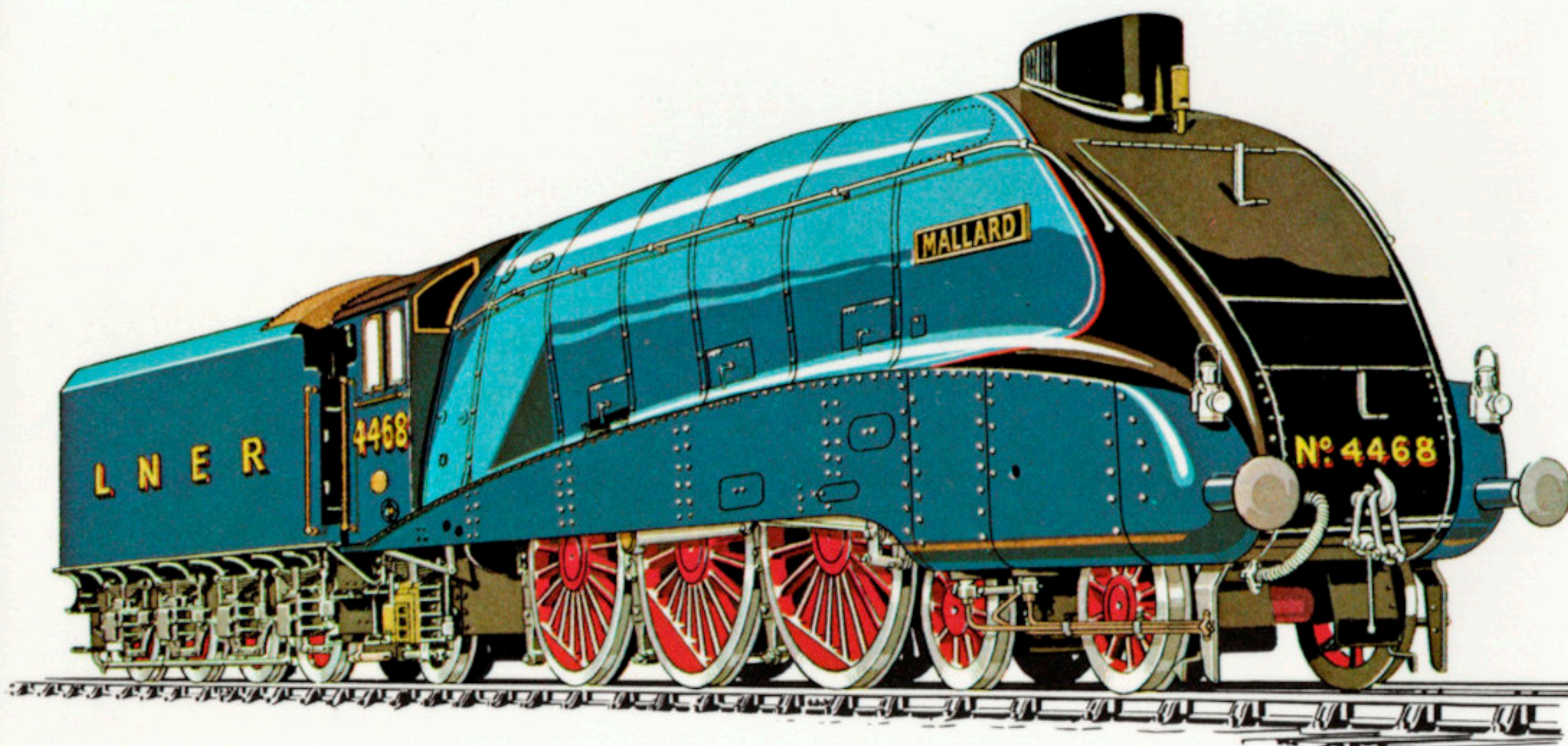
LONDON AND NORTH EASTERN RAILWAY

CLASS A1 No. 4472 "FLYING SCOTSMAN". DESIGNED BY SIR NIGEL GRESLEY

LONDON & NORTH
EASTERN RAILWAY
CLASS A4 No. 4468
"MALLARD" DESIGNED
BY SIR NIGEL GRESLEY.

Weight 103 tons. Driving
wheels 6 ft. 8 in. Cylinders (3)
18½ in. x 26 in. Pressure 250 lb.
Tractive effort 35,455 lb.

Designed for higher boiler
pressures than the A4 loco-
motives from which it was
developed, this class rep-
resents the final stage of
Pacific locomotive develop-
ment at Doncaster Works,
culminating in the con-
struction of "Silver Link" in
1935 (the first four engines
were given silver liveries for
use with the Silver Jubilee
high-speed service).
Eventually 35 engines were
built. In July 1938 "Mallard"
established the world speed
record for steam traction
with a maximum speed of
126 m.p.h. The engine is
now exhibited at the
National Railway Museum.



LONDON AND NORTH EASTERN RAILWAY

CLASS A/4 No. 4468 "MALLARD". DESIGNED BY SIR NIGEL GRESLEY

LONDON & NORTH
EASTERN RAILWAY
CLASS Q6 0-8-0
No. 2238. BUILT 1918
AT DARLINGTON WORKS.

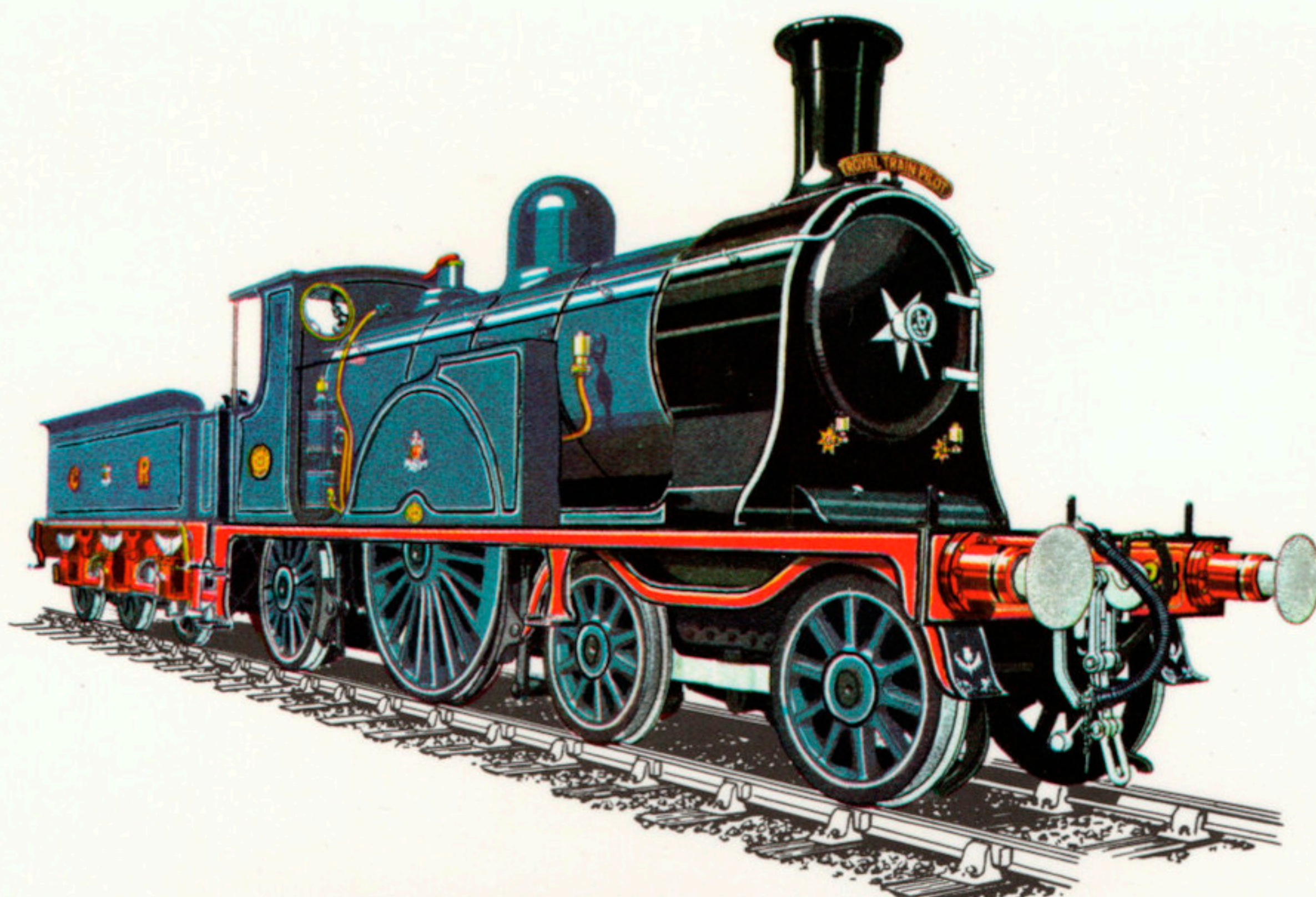
Weight 66 tons (tender
44 tons). Driving wheels 4 ft.
7½ in. Cylinders (2). Pressure
180 lb. Tractive effort 28,800 lb.

Designed by Sir Vincent
Raven for the North Eastern
Railway as Class T2, the
first of these rugged loco-
motives entered service in
1913. In all 120 were built
on the N.E.R. and ultimately
passed into B.R. ownership
bearing the brunt of the
heavy mineral traffic for
which they were designed;
often hauling trains of up to
1,000 tons at 25 mp.h.
No. 2238 is now preserved
by the North Eastern Loco-
motive Preservation Group.



LONDON AND NORTH EASTERN RAILWAY

CLASS Q6 0-8-0 No. 2238, DESIGNED BY SIR VINCENT RAVEN
FOR THE NORTH EASTERN RAILWAY IN 1913 AS CLASS T2. BUILT AT DARLINGTON WORKS IN 1918.



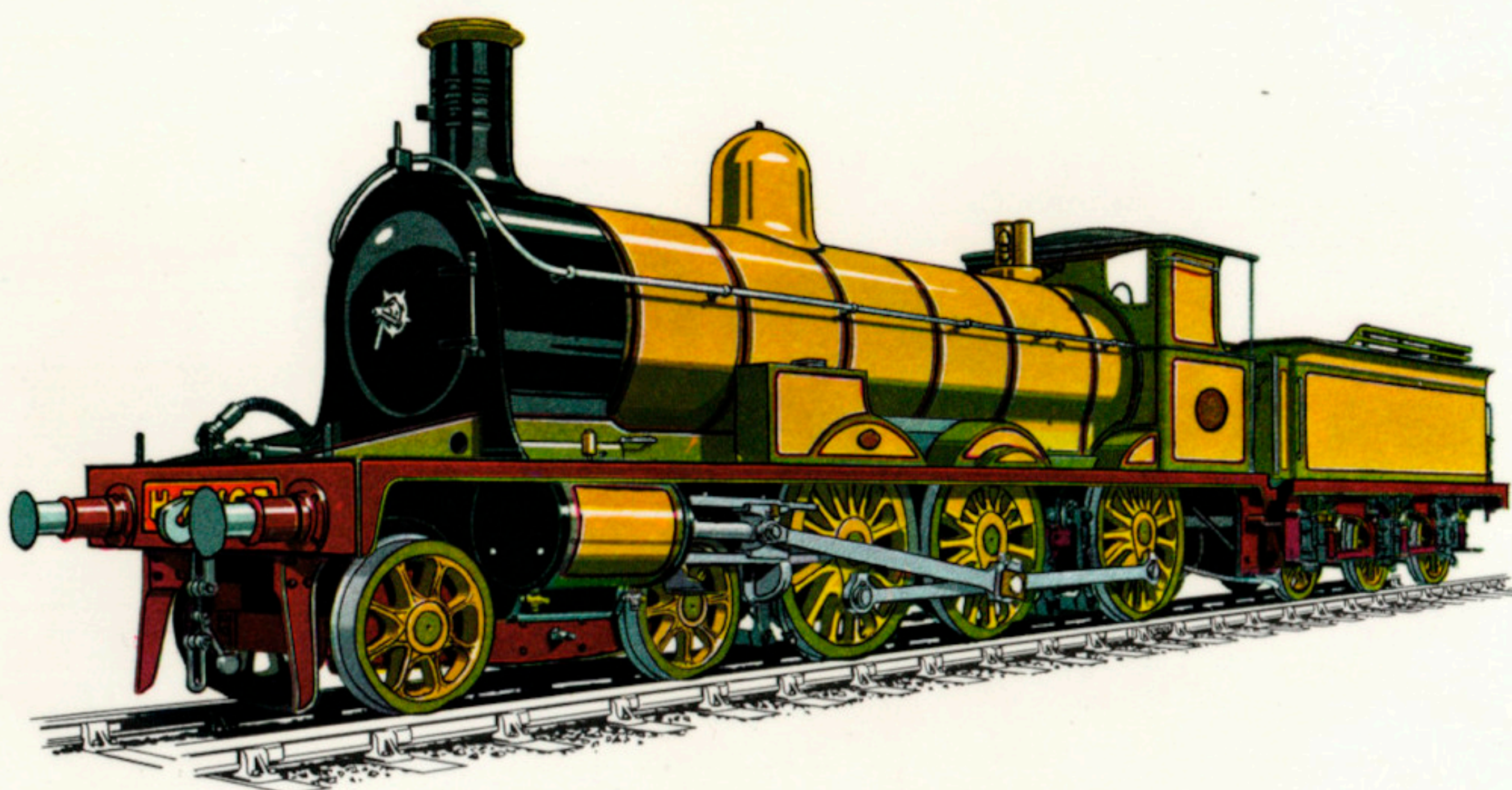
CALEDONIAN RAILWAY

4-2-2 LOCOMOTIVE AND TENDER No. 123

CALEDONIAN RAILWAY
4-2-2 No. 123. BUILT
1886 BY NEILSON & Co.,
GLASGOW.

Weight 74 tons 17 cwt. Driving
wheels 7 ft. 0 in. Cylinders (2)
18 in. x 26 in. Pressure 160 lb.
Tractive effort at 85% W.P.
13,638 lb.

Designed to the general
ideas of Dugald Drummand,
then Locomotive Superin-
tendent of the Caledonian,
No. 123 first appeared at
the Edinburgh Exhibition of
1886 and later took part in
the 1888 race to Scotland
between the East and West
Coast routes, attaining
speeds in excess of 70
m.p.h. Withdrawn in 1935
the engine was restored to
1922 condition in Caledo-
nian livery and may now
be seen at the Glasgow
Museum of Transport.



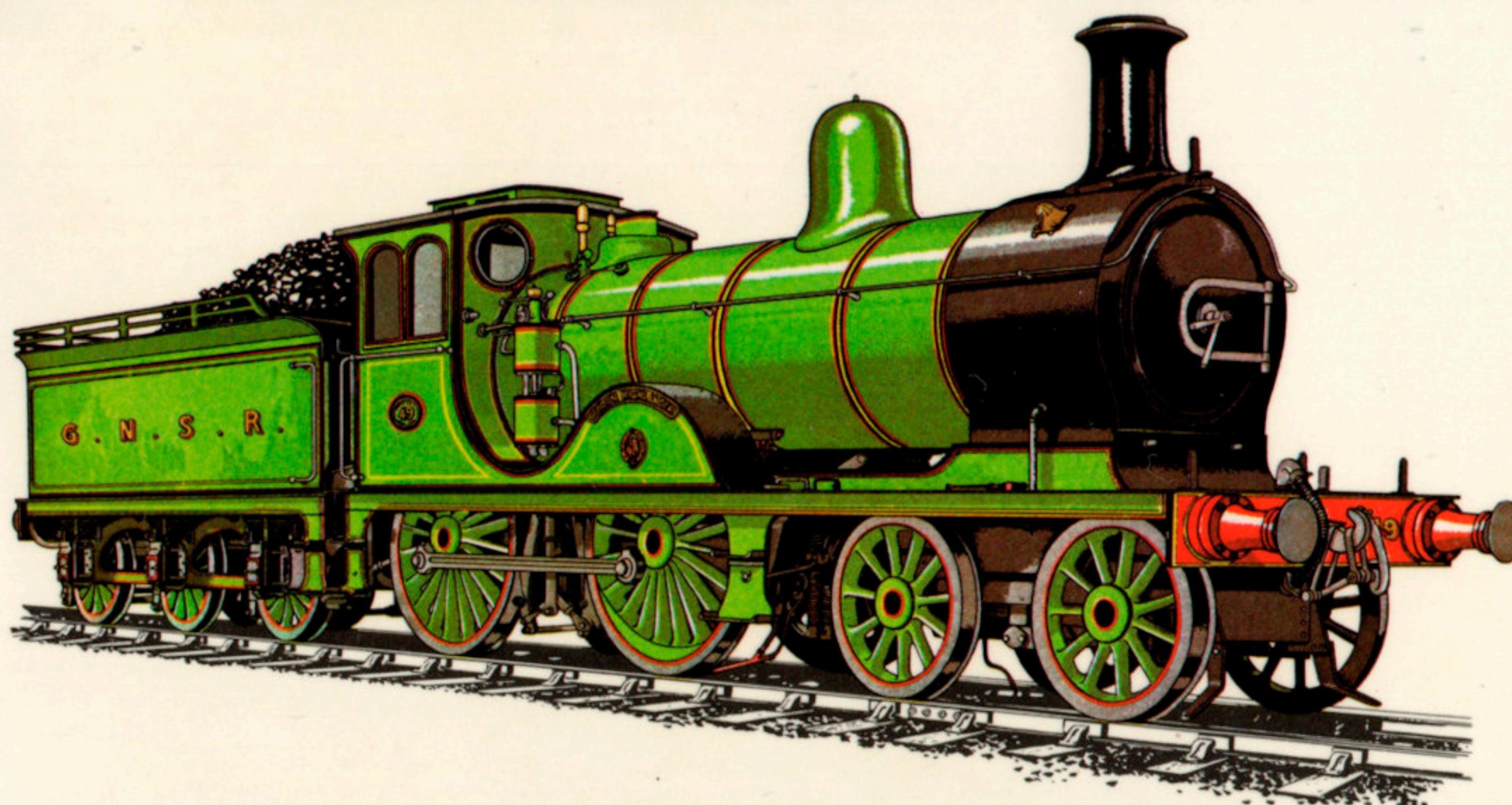
HIGHLAND RAILWAY

4-6-0 LOCOMOTIVE & TENDER No. 103.

HIGHLAND RAILWAY
4-6-0 No. 103. BUILT
1894 BY SHARP,
STEWART & Co. Ltd.,
GLASGOW.

Weight 70 tons 13 cwt. Driving
wheels 5 ft. 3 in. Cylinders (2)
20 in. x 26 in. Pressure 175 lb.
Tractive effort at 85% W.P.
24,556 lb.

Famous as the first 4-6-0
type to enter service in
Britain 15 locomotives of
this class were built, num-
bered HR 103-117. The
centre driving wheels were
flangeless and these engines
remained largely unaltered
until they were taken out of
service between 1929 and
1940. In 1923 they were
given L.M.S.R. numbers
17916-30. No. 17916 was
withdrawn in 1934, re-
stored to its original con-
dition as HR No. 103 and
may now be seen at the
Glasgow Museum of Trans-
port.



GREAT NORTH OF SCOTLAND RAILWAY

CLASS F 4-4-0 LOCOMOTIVE No. 49 "GORDON HIGHLANDER" BUILT 1920 BY NORTH BRITISH LOCOMOTIVE COMPANY

GREAT NORTH OF
SCOTLAND RAILWAY
CLASS F 4-4-0 No. 49
"GORDON
HIGHLANDER".
BUILT 1920.

Weight 86 tons 1 cwt. Driving
wheels 6 ft. 1 in. Cylinders (2)
18 in. x 26 in. Pressure 165 lb.
Tractive effort 16,184 lb.

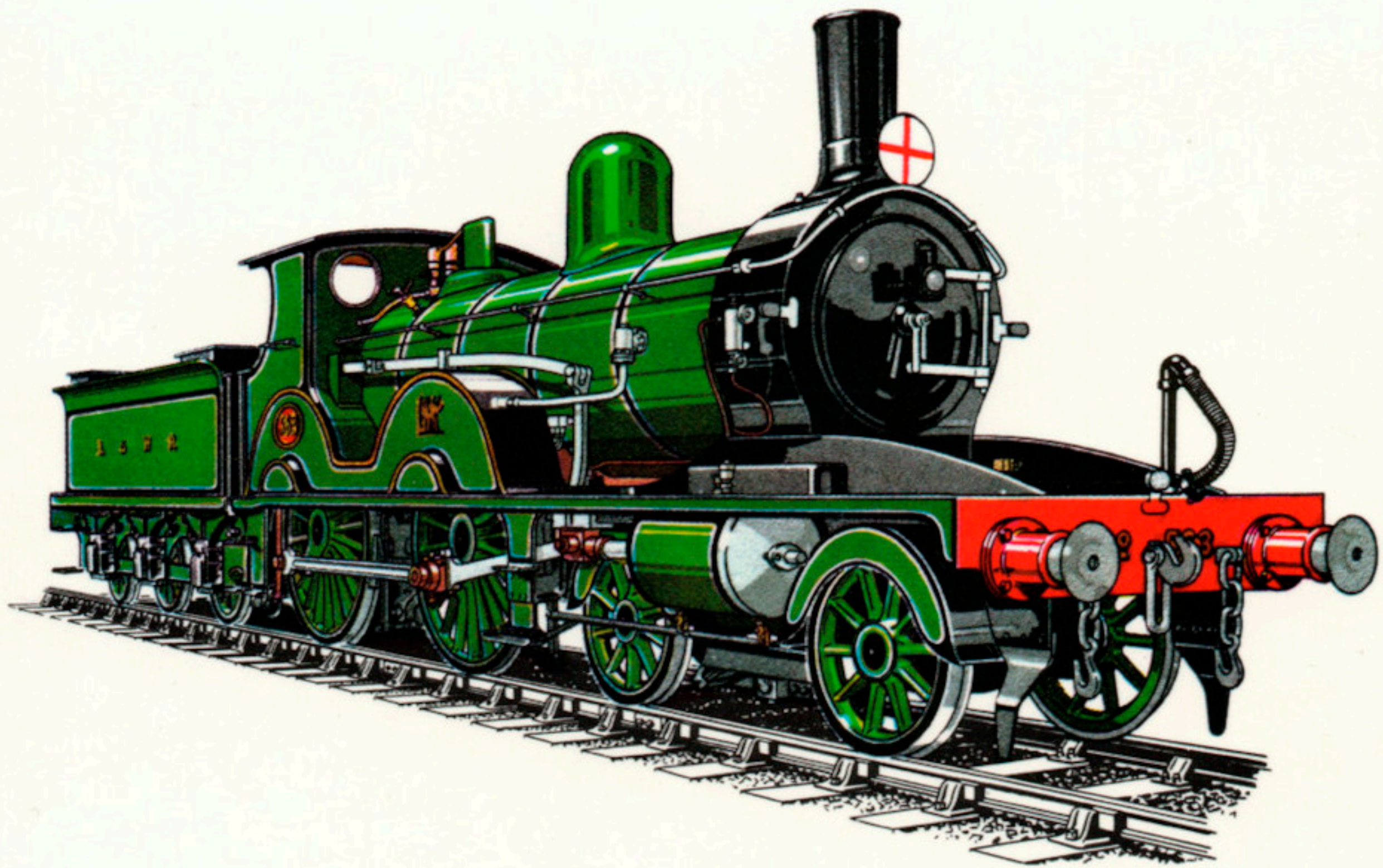
This was a superheated
development by Thomas
Heywood of an earlier
design by William
Pickersgill. At Grouping the
engines became L.N.E.R.
Class D40 and in 1946 they
were renumbered 2273 to
2280. Seven survived into
B.R. ownership becoming
Nos. 62273-62279. In 1958
the last engine to remain in
service, 62277, was restored
to the pre-Heywood
G.N.S.R. green livery as
No. 49 "Gordon High-
lander" and in 1966 it was
placed in the Glasgow
Museum of Transport.

LONDON & SOUTH
WESTERN RAILWAY

CLASS T3 No. 563.
DESIGNED BY WILLIAM
ADAMS. BUILT 1892.

Driving wheels 6 ft. 7 in. Bogie
wheels 3 ft. 7 in. Cylinder 19 in.
× 26 in. Pressure 175 lb.

One of four similar classes
(T3, T6, X2 and X6) which
together comprised William
Adam's last group of express
locomotives for the L.S.W.R.
In all, 60 were built between
1890 and 1896 and at the
time of entering service the
X2 engines were the most
powerful express type in the
world. No. 563 remained in
service until 1945 and is
now preserved at the
National Railway Museum,
York.



LONDON & SOUTH WESTERN RAILWAY

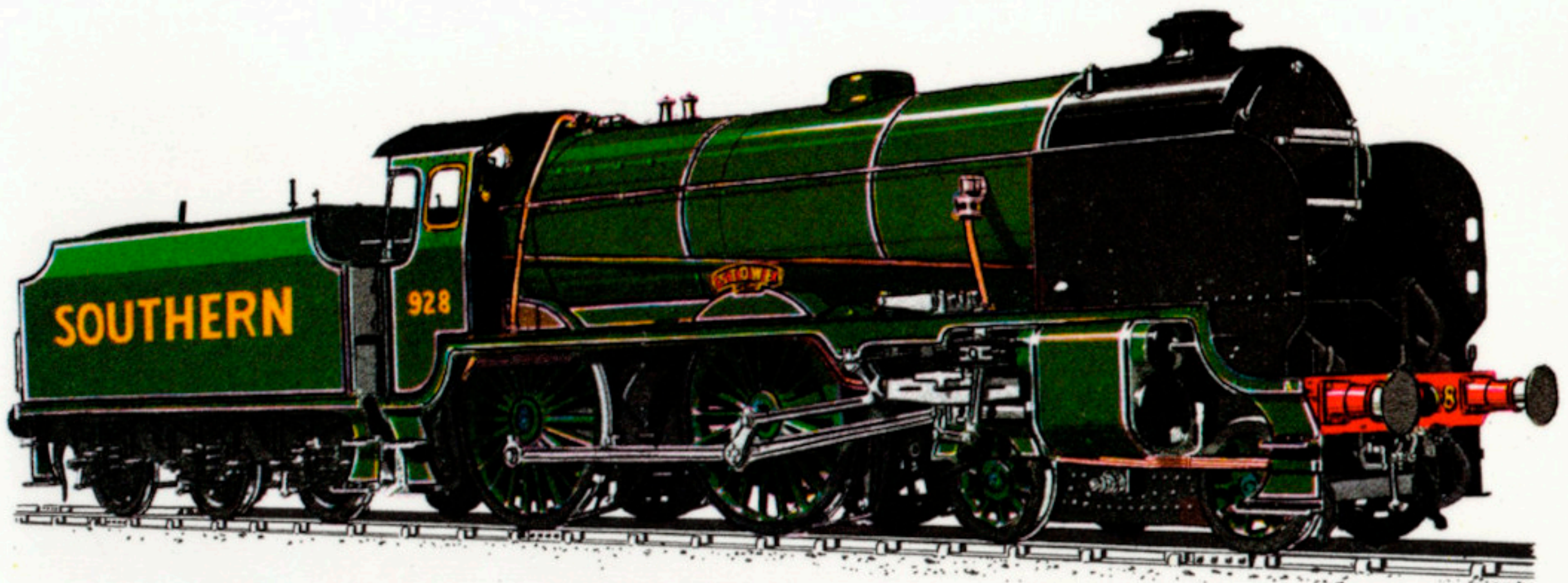
CLASS T3 No. 563. DESIGNED BY WILLIAM ADAMS.

SOUTHERN RAILWAY

SCHOOLS CLASS No. 928
"STOWE". DESIGNED BY
R. E. MAUNSELL, 1934.

Weight 67 tons 2 cwt. Driving
wheels 6 ft. 7 in. Cylinders (3)
16½ in. × 26 in. Pressure 220 lb.
Tractive effort 25,135 lb.

Maunsell's last design of
express passenger engine,
these were the most power-
ful 4-4-0s ever built in this
country. Designed for work
on the Hastings line of the
former S.E. & C.R. the
Schools later hauled the
fast Portsmouth trains and
eventually they replaced the
"King Arthurs" (see card
No. 44) on the Bourne-
mouth expresses. "Stowe"
has been preserved and may
be seen at the Montagu
Motor Museum, Beaulieu,
Hampshire.



SOUTHERN RAILWAY

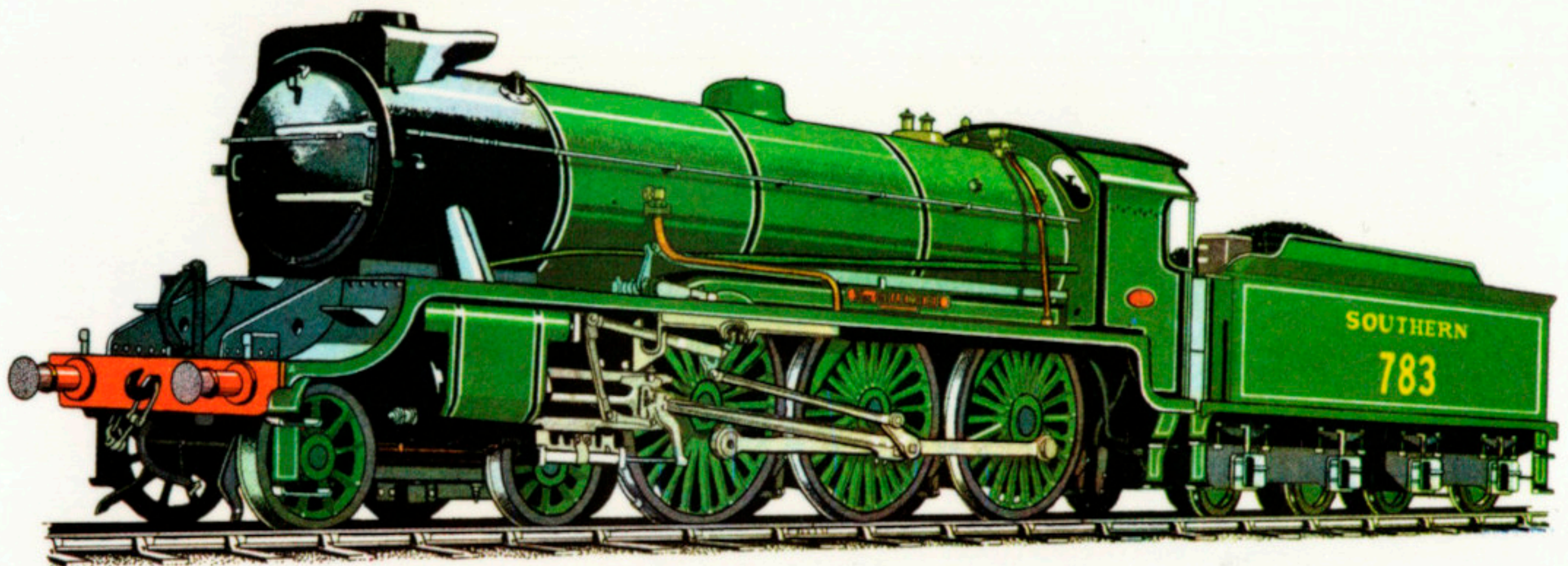
SCHOOLS CLASS No. 928 'STOWE'. DESIGNED BY R.E.L. MAUNSELL.

SOUTHERN RAILWAY

KING ARTHUR CLASS
No. 783 "SIR GILLEMERE".
BUILT 1925 BY NORTH
BRITISH LOCO Co.

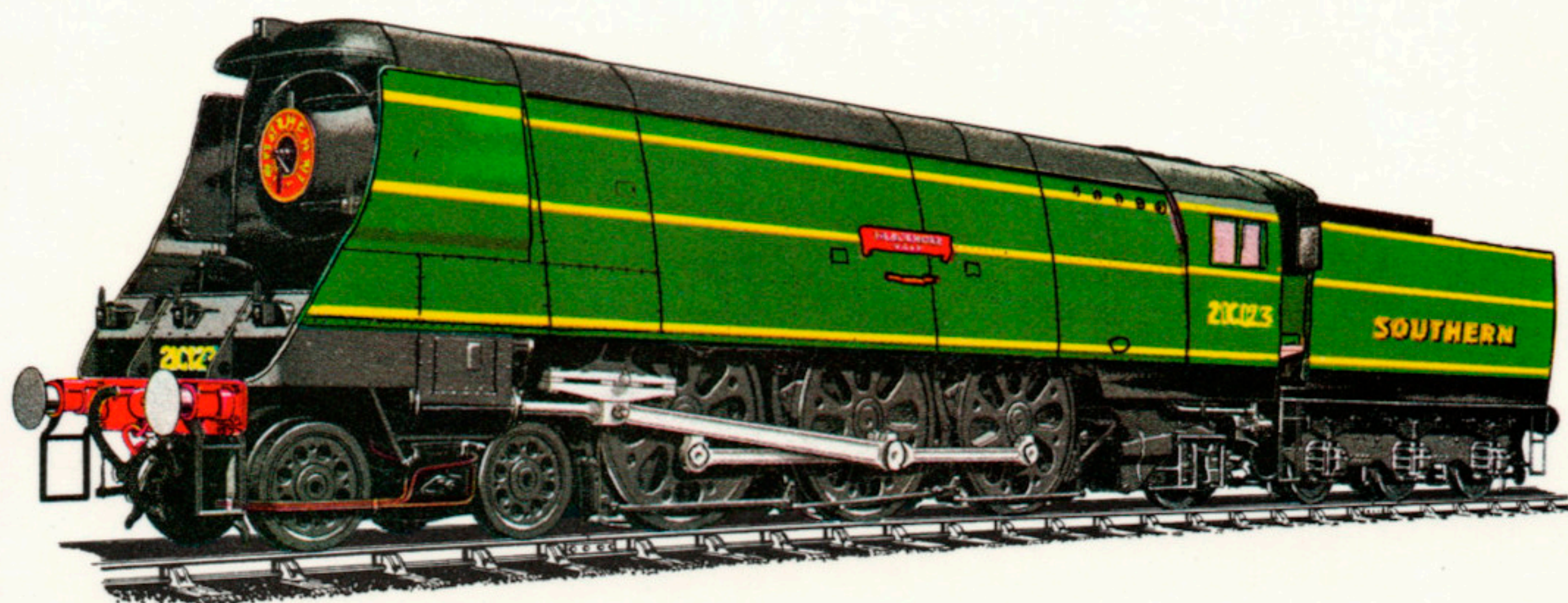
Weight 138 tons 10 cwt.
Driving wheels 6 ft. 7 in.
Cylinders (2) 20½ in. × 28 in.
Pressure 200 lb. Tractive effort
25,300 lb.

The famous King Arthur
class owes its origin to the
L. & S.W.R. Class N15,
designed by Robert Urie in
1918. In 1925 R. E.
Maunsell brought out an
improved version of this
design with higher boiler
pressure and long travel
valves. In all, 54 engines
were built between 1925
and 1927. Withdrawal com-
menced in 1953 and by
1962 the class was extinct.
No. 783 is shown equipped
for smoke deflector tests in
1936.



SOUTHERN RAILWAY

KING ARTHUR CLASS LOCOMOTIVE No. 783 "SIR GILLEMERE"



SOUTHERN RAILWAY

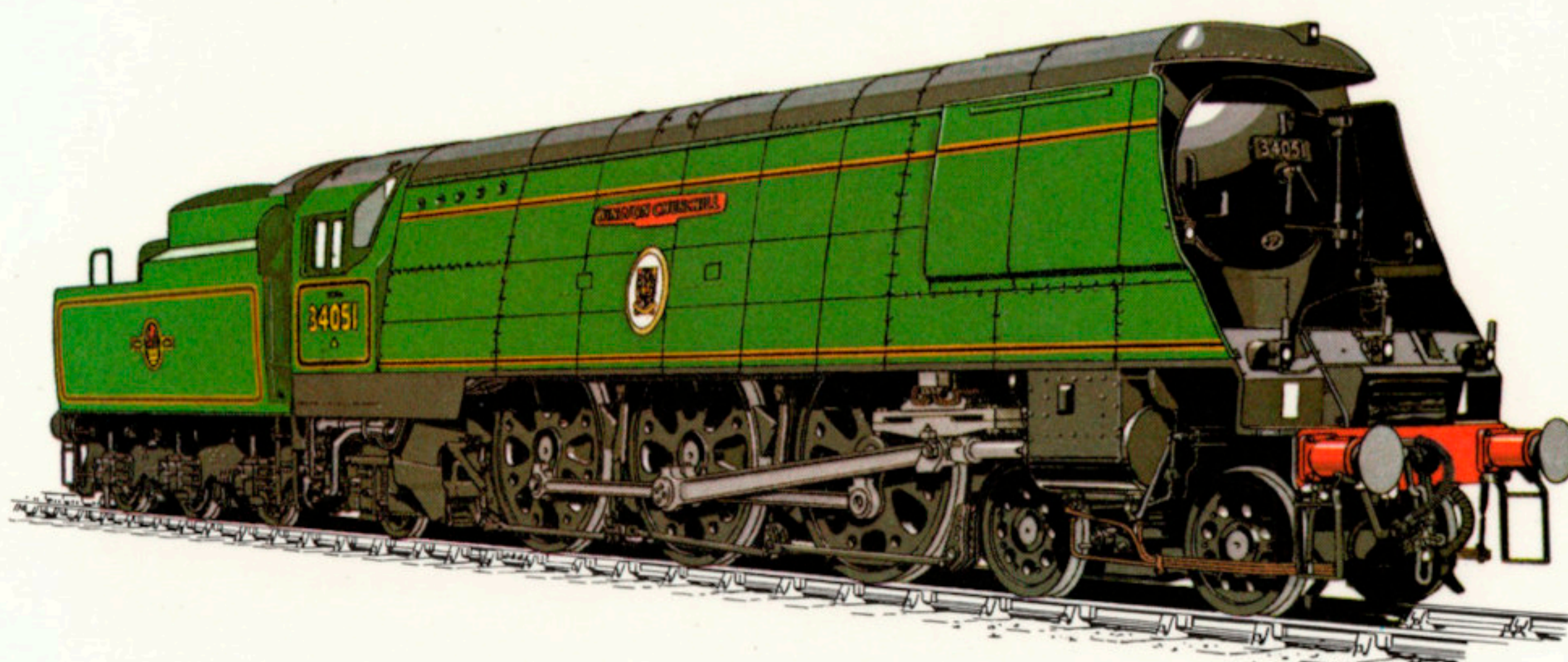
WEST COUNTRY CLASS No. 21C123 "BLACKMORE VALE". DESIGNED BY O. V. S. BULLEID

SOUTHERN RAILWAYS

WEST COUNTRY CLASS
No. 21C123 "BLACKMORE
VALE". DESIGNED BY
O. V. S. BULLEID.

Weight 86 tons. Driving wheels
6 ft. 2 in. Cylinders (3) 16 $\frac{3}{4}$ in.
× 24 in. Pressure 250 lb.
Tractive effort 27,715 lb.

Mr. Bulleid's "Merchant
Navy" class, from which
the "West Country" class
was developed as a light-
weight variation, introduced
the Pacific wheel arrange-
ment to the lines of the S.R.
for the first time. These
engines also broke with
tradition in their use of
patent disc wheels, chain-
driven radial valve gear and
the adoption of a new
numbering system based on
Continental practice (2
leading axles, 1 trailing axle
and 3 - i.e. 'C' - driving
axles). 110 were built,
"Blackmore Vale" being
now preserved by the
Bulleid Pacific Preservation
Society.



BRITISH RAILWAYS

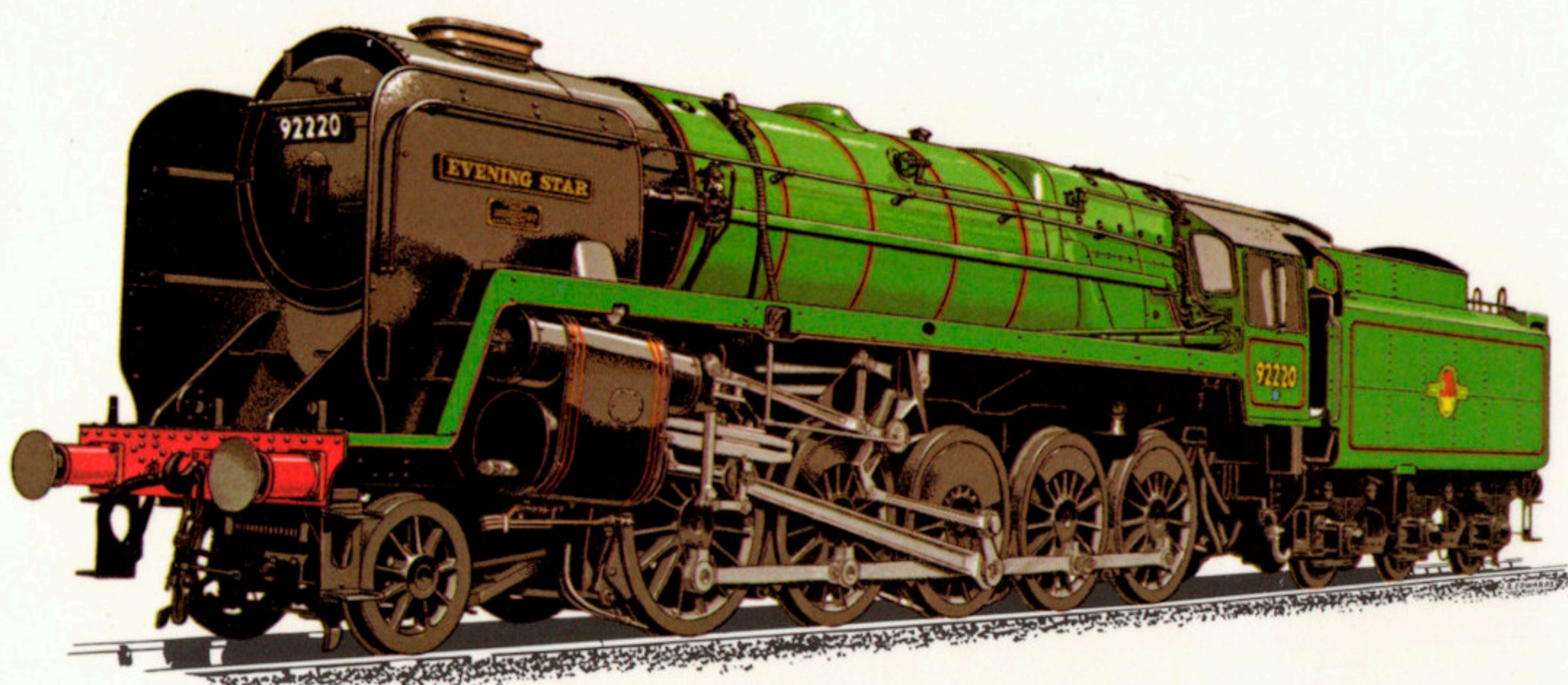
WEST COUNTRY 'BATTLE OF BRITAIN' CLASS No. 34051 'WINSTON CHURCHILL' DESIGNED BY O. V. S. BULLEID

BRITISH RAILWAYS

"BATTLE OF BRITAIN"
CLASS No. 34051
"WINSTON CHURCHILL".

Weight 90 tons. Driving wheels
6 ft. 2 in. Cylinders (3) 16 $\frac{3}{4}$ in.
× 24 in. Pressure 250 lb.
Tractive effort 27,715 lb.

Designed by O. V. S. Bulleid
(see card No. 45) these
engines entered service with
fully air-smoothed casings
from engine to tender,
painted in the Southern's
pre-war livery of malachite
green. Commencing in 1957
a number were rebuilt by
British Railways, with con-
ventional Walschaerts valve
gear in place of the original
specially designed totally
enclosed gear. No. 34051 is
now part of the National
Railway Museum Reserve
Collection.



BRITISH RAILWAYS

CLASS 9 2-10-0 HEAVY FREIGHT LOCOMOTIVE No. 92220 "EVENING STAR". BUILT 1960 AT SWINDON.

BRITISH RAILWAYS

CLASS 9 2-10-0 HEAVY
FREIGHT No. 92220
"EVENING STAR", 1960.

Weight (loco) 86 tons 14 cwt.
Driving wheels 5 ft. 0 in.
Cylinders (2) 20 in. × 28 in.
Pressure 250 lb. Tractive effort
39,667 lb.

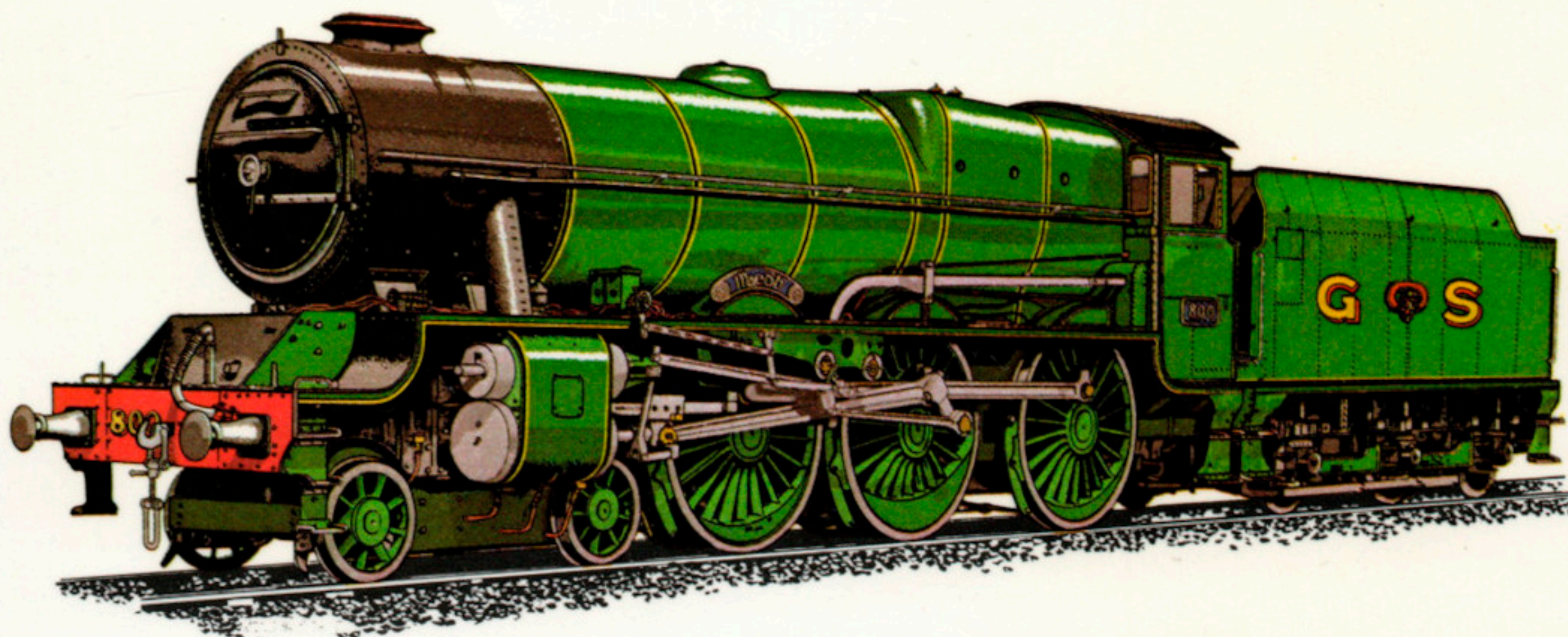
The last of the twelve B.R.
standard designs by R. A.
Riddles, the "Standard
Nines" were intended for
heavy mineral freight traffic.
251 were built between
1954 and 1960. Although
the others were painted in
unlined black No. 92220,
the last steam locomotive
constructed for British Rail-
ways, was given the "Great
Western" passenger green
livery adopted by B.R. This
locomotive is now preserved
at the National Railway
Museum, York.

**GREAT SOUTHERN
RAILWAY**

**QUEEN CLASS No. 800
"MAEVE". BUILT 1938-9
AT INCHICORE WORKS,
DUBLIN.**

Weight 135 tons (full). Driving
wheels 6 ft. 7 in. Cylinders (3)
18½ in. × 28 in. Pressure 225 lb.
Tractive effort 33,000 lb.

Designed by E. C. Bredin,
three engines, named for
the Queens of Ireland, were
built for working with heavy
expresses over the main line
between Dublin and Cork.
With an overall length of
67 ft. 9 in. and a total heat-
ing surface of 2,338 sq. ft.
They were the last new
steam locomotives to be
constructed for the G.S.R.
and their striking similarity
to the rebuilt "Royal Scots"
of the L.M.S.R. has fre-
quently been noted.



GREAT SOUTHERN RAILWAY

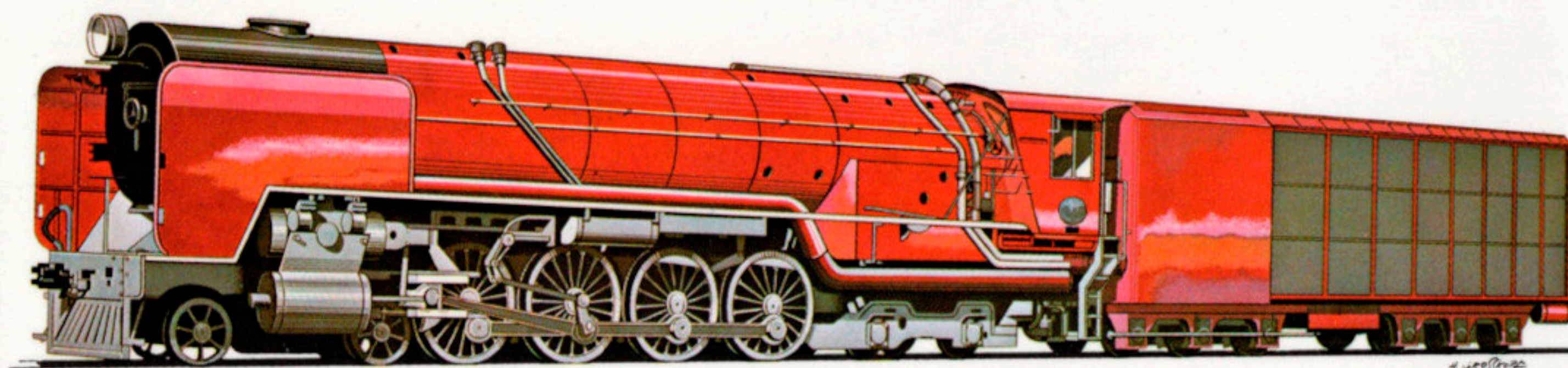
QUEEN CLASS No. 800. DESIGNED BY E.C.BREDIN. BUILT 1938-9 AT INCHICORE WORKS, DUBLIN.

SOUTH AFRICAN RAILWAY

**42-INCH GAUGE
EXPRESS LOCOMOTIVE
WITH HEAT-EXCHANGER.
BUILT 1953 BY
HENSCHEL.**

Weight 123 tons. HP 3,000
(PSi). Maximum speed
60 m.p.h.

Designed for service in
areas where the water is
either unsuitable or scarce,
these locomotives were
specially designed to con-
dense their own exhaust
steam in a heat-exchanger,
the condensate being then
fed back to the boiler. 90 of
these engines were built for
the South African Railway,
all of which are still in
service.



SOUTH AFRICAN RAILWAY

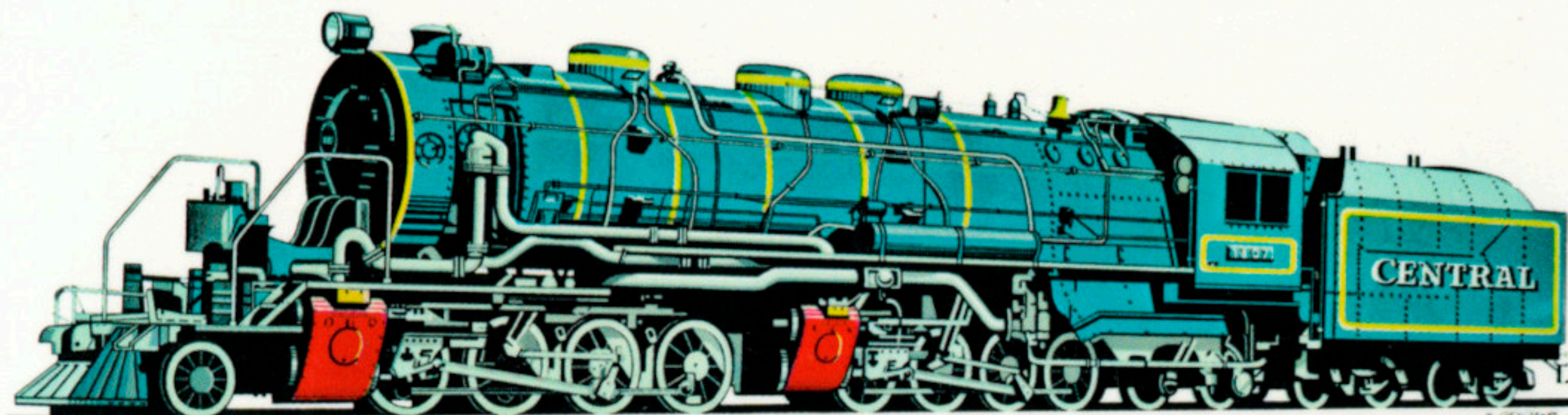
42-INCH GAUGE EXPRESS LOCOMOTIVE WITH HEAT-EXCHANGER TO CONDENSE AND RE-CIRCULATE EVAPORATED STEAM.
BUILT 1953 BY HENSCHEL, KASSEL.

**CENTRAL RAILWAY
(BRAZIL)**

**METRE-GAUGE BAUART
MALLET ARTICULATED
LOCOMOTIVE No. 1307.
BUILT 1937.**

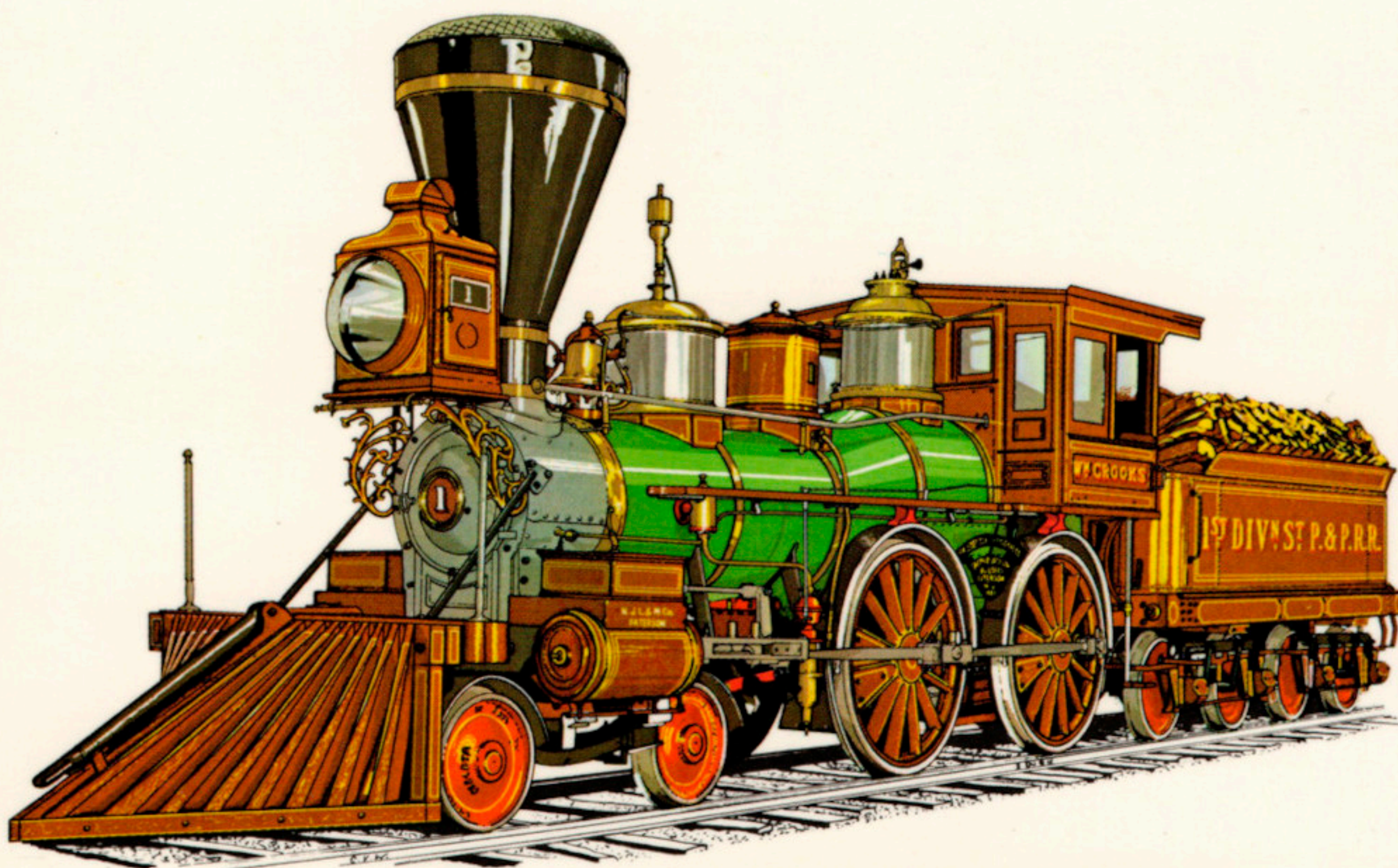
Weight 117.5 tons. HP 1,900
(PSi). Maximum speed
30 m.p.h.

The many gradients and
curves of this Brazilian
system demand engines
with low axle loads, and it
was to overcome these
problems that this type of
locomotive was developed
and built by Rheinstahl
Transporttechnik, of Kassel.
The first of its class was
already in service, in 1901,
and the example illustrated
represents the most ad-
vanced version of this
design to be built.



CENTRAL RAILWAY (BRAZIL)

METRE-GAUGE BAUART MALLET ARTICULATED LOCOMOTIVE No. 1307 BUILT 1937 BY HENSCHEL, KASSEL.



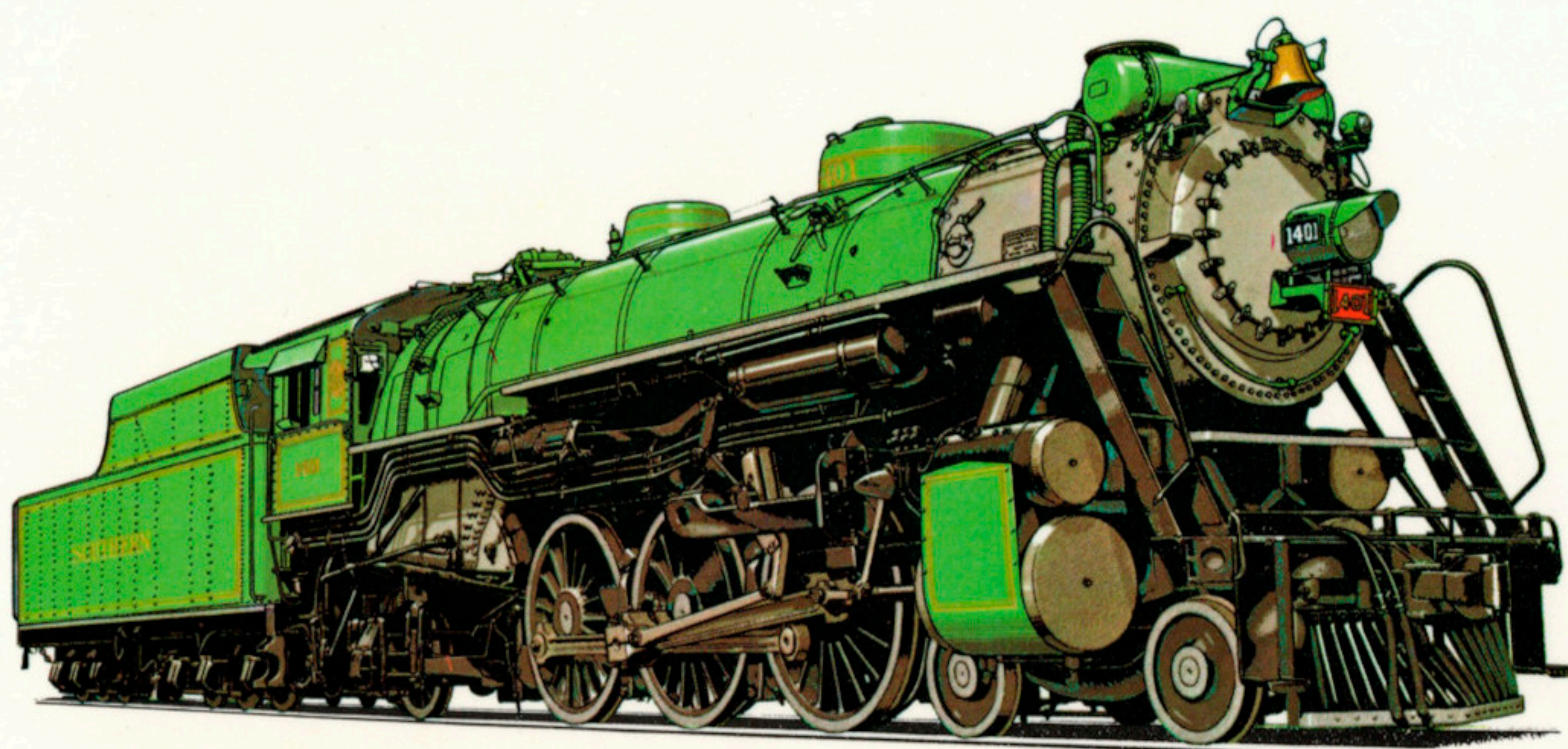
ST. PAUL & PACIFIC RAILROAD
BALOON-STACK 4-4-0 COAL BURNER BUILT 1861 BY SMITH & JACKSON, PATERSON, NEW JERSEY.

ST. PAUL & PACIFIC
RAILROAD

BALOON-STACK 4-4-0
No. 1. BUILT 1861 BY
SMITH & JACKSON,
PATERSON, NEW
JERSEY.

Weight 102,200 lb. Driving
wheels 63 in. Cylinder 12 in. ×
22 in. Pressure 110 lb. Traction
power 4,700 lb.

The first steam locomotive
in the North West arrived in
St. Paul in 1861 on a Missis-
sippi River Steamboat. Al-
though in fact a coal
burner, it was designed as a
simulated wood burner
complete with spark arrester
and logs. It was not however
until the following June 28
that the little "William
Crooke" steamed out of St.
Paul on its first passenger
run to the village of St.
Anthony – now Minneapolis
– signalling the completion
of the first 10 miles of rail-
road in Minnesota. The
engine may now be seen on
permanent display in the St.
Paul Union Depot.



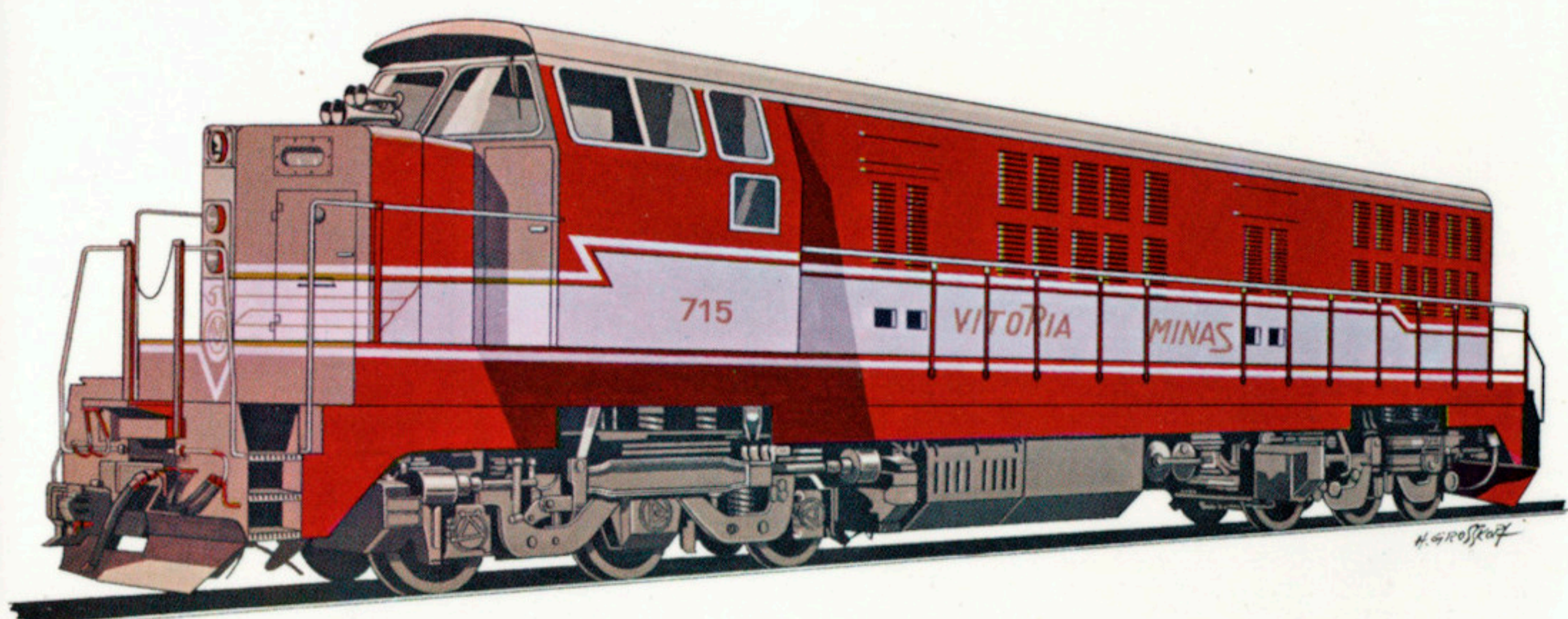
SOUTHERN RAILWAY
PS4 PACIFIC TYPE No. 1401. BUILT 1926 BY AMERICAN LOCOMOTIVE COMPANY.

SOUTHERN RAILWAY
(U.S.A.)

PS4 PACIFIC TYPE
No. 1401. BUILT 1926
BY AMERICAN
LOCOMOTIVE COMPANY.

Weight (engine and tender)
561,600 lb. Driving wheels
73 in. Cylinder 27 in. × 28 in.
Pressure 210 lb. Tractive power
45,000 lb.

A year before No. 1401 was
ordered, Fairfax Harrison,
President of the Southern
Railway, had visited
England. Impressed by the
colourful liveries of British
engines he decided that the
Southern Railway also
should have handsomely
painted passenger loco-
motives. 1401 was assigned
to the Washington Atlanta
line and in April 1945 it was
one of ten PS4's used to
haul President Roosevelt's
funeral train from Warm
Springs, Ga., to Washington.



VITORIA MINES RAILWAY (BRAZIL)
TYPE M 4000 DIESEL HYDRAULIC LOCOMOTIVE No. 715 BUILT 1966 BY KRAUSS-MAFFEI AG. MUNICH.

VITORIA MINES RAILWAY
(BRAZIL)

TYPE M4000 DIESEL
HYDRAULIC
LOCOMOTIVE No. 715.
BUILT 1966 BY
KRAUSSMAFFEI AG,
MUNICH.

Weight 144 tons. HP 4,000
(PSi). Motors: 2 Maybach
Mercedes-Benz 4-stroke
diesels, each in V16 cylinder
arrangement. Maximum speed
50 m.p.h.

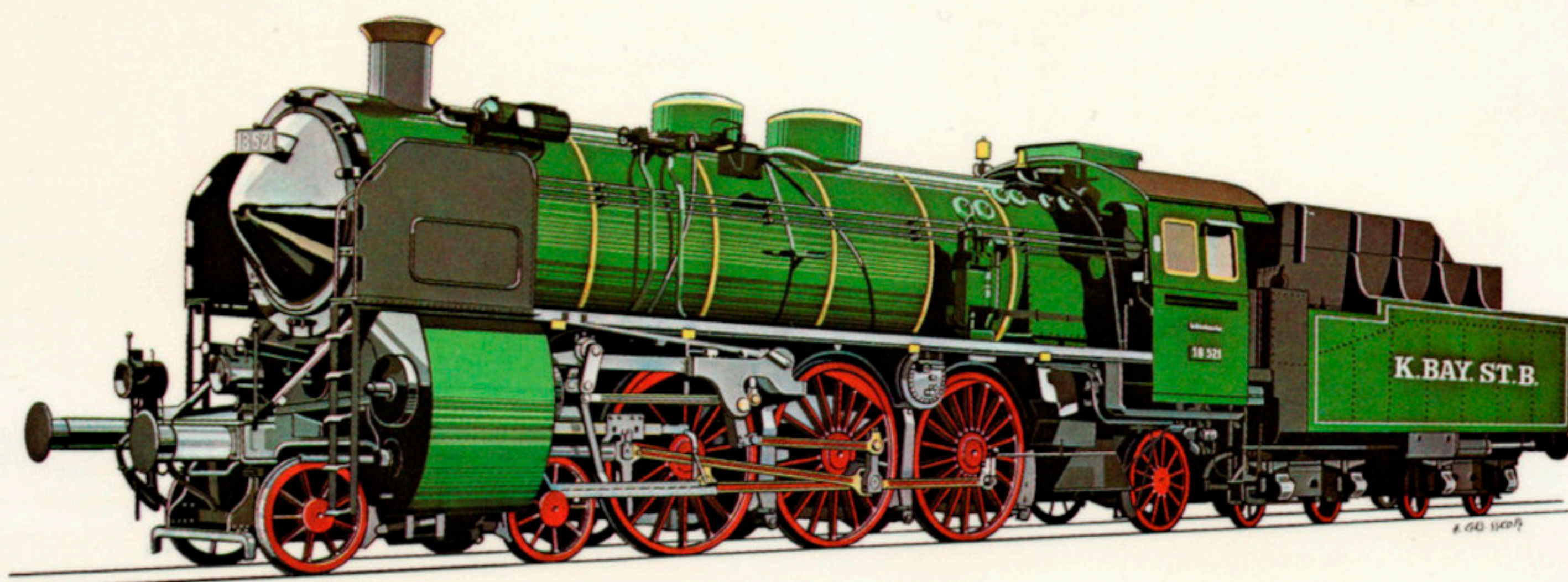
The 350-mile Itabira-Vitoria
line places great demands
on the locomotives used on
this ore railway, with long
gradients and many curves.
Climatic conditions are also
abnormal, with average
temperatures of more than
40°C and 90% relative
humidity. In these con-
ditions two of these loco-
motives will draw a train of
120 wagons, with a laden
weight of 10,800 tons.

ROYAL BAVARIAN STATE
RAILWAY

CLASS S3/6 EXPRESS
LOCOMOTIVE No. 18 521.
BUILT 1908 BY
KRAUSSMAFFEL,
MUNICH.

Weight 95 tons. HP 1,950
(PSi). Maximum speed
75 m.p.h.

141 of these super-heated,
4-cylinder compound loco-
motives were built for the
former Royal Bavarian State
Railway. The last of them
was withdrawn from service
with the German Federal
Railways (Deutsche Bund-
esbahn) in 1965.



ROYAL BAVARIAN STATE RAILWAY

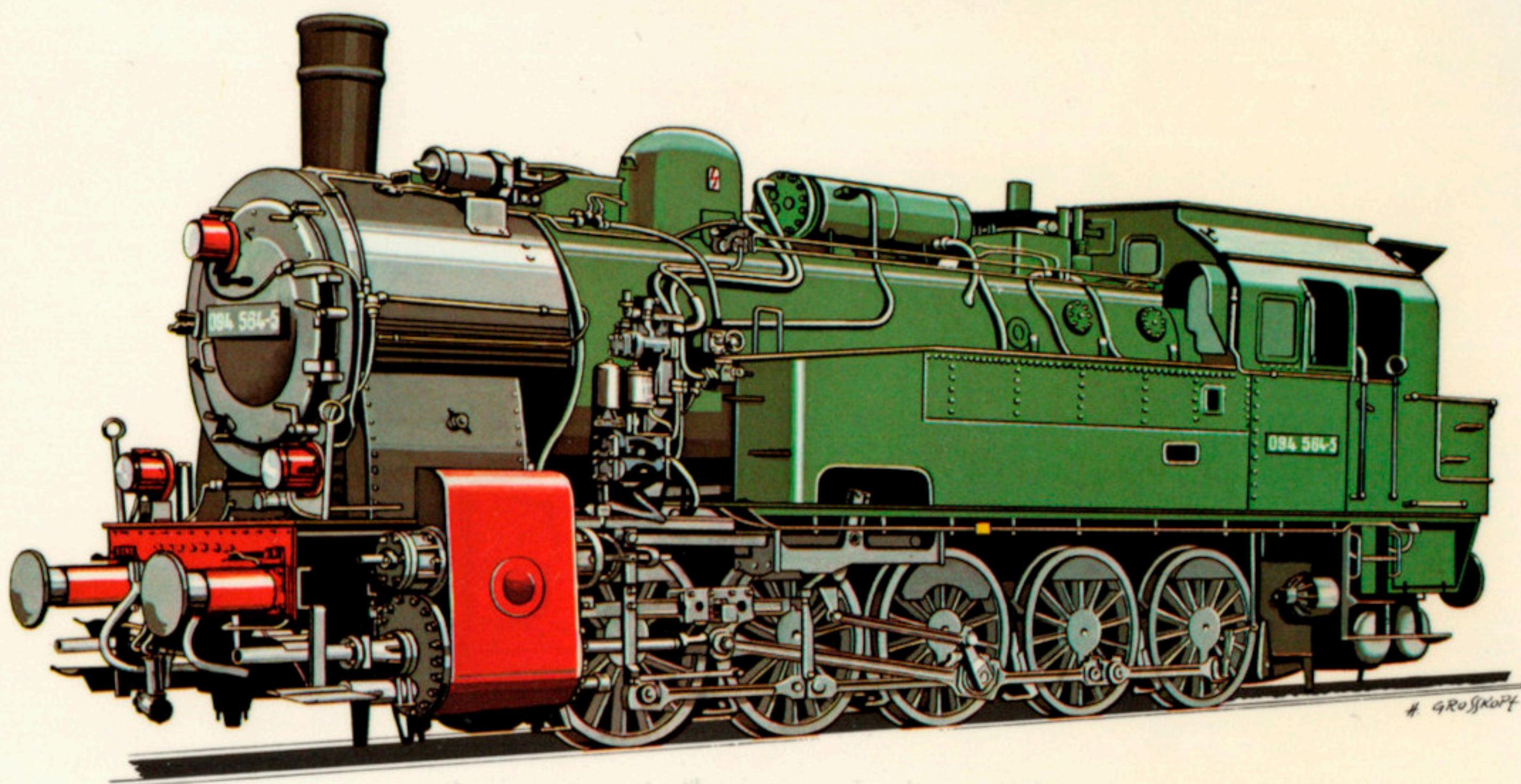
CLASS S 3/6 EXPRESS LOCOMOTIVE No. 18 521 BUILT 1908 BY KRAUSS-MAFFEL AG, MUNICH.

PRUSSIAN STATE RAILWAY

CLASS T16 0-10-0
SIDE TANK
LOCOMOTIVE No. 094
564-5. BUILT 1914 BY
F. SCHICHAU GmbH,
ELBING.

Weight 84.9 tons. HP 1,070
(PSi). Maximum speed
45 m.p.h.

Originally built as heavy
shunting/switching engines
for the former Prussian
State Railway, and later
used for freight haulage,
more than 1,000 loco-
motives of this class entered
service. In the spring of
1972 there were still about
40 engines in service with
the Deutsche Bundesbahn.



PRUSSIAN STATE RAILWAY

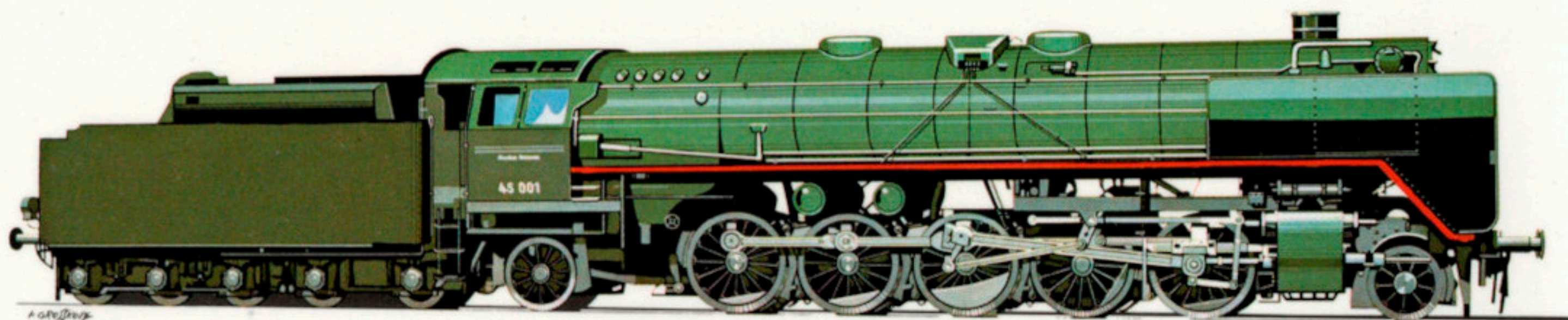
CLASS T16 0-10-0 HEAVY SHUNTING LOCOMOTIVE No. 094 564-5 BUILT 1914 BY F. SCHICHAU GmbH, ELBING.

GERMAN STATE RAILWAYS

CLASS 45 No. 001
HEAVY FREIGHT
LOCOMOTIVE. BUILT
1937 BY HENSCHEL,
KASSEL.

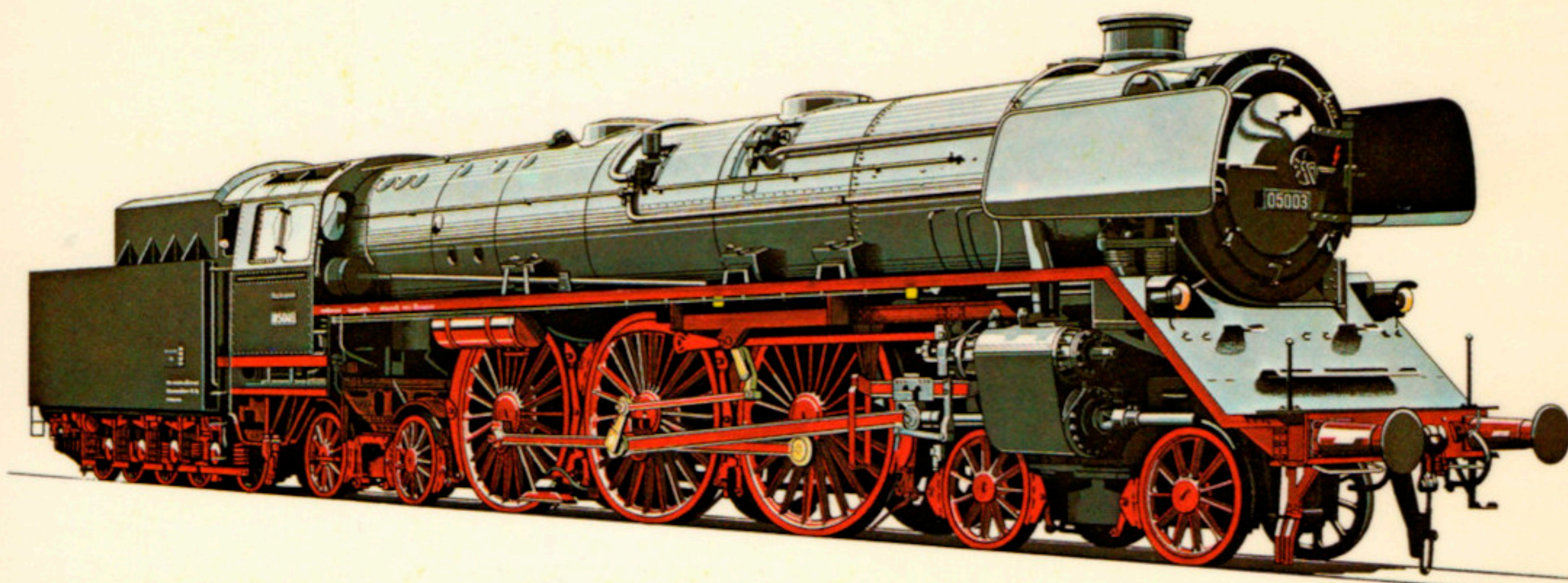
Weight 127 tons. HP 3,020
(PSi). Maximum speed
56/57 m.p.h.

The most powerful German
freight (steam) locomotive,
developed and built for the
former Deutsche Reichs-
bahn by Rheinstahl AG
Transporttechnik Kassel.
Class 06 also is largely
standardised with this type.



GERMAN STATE RAILWAYS

CLASS 45 No. 001 HEAVY FREIGHT LOCOMOTIVE BUILT 1937 BY (HENSCHEL) RHEINSTAL AG TRANSPORTTECHNIK, KASSEL.
GERMANY'S MOST POWERFUL STEAM FREIGHT LOCOMOTIVE. WEIGHT 127 TONS.



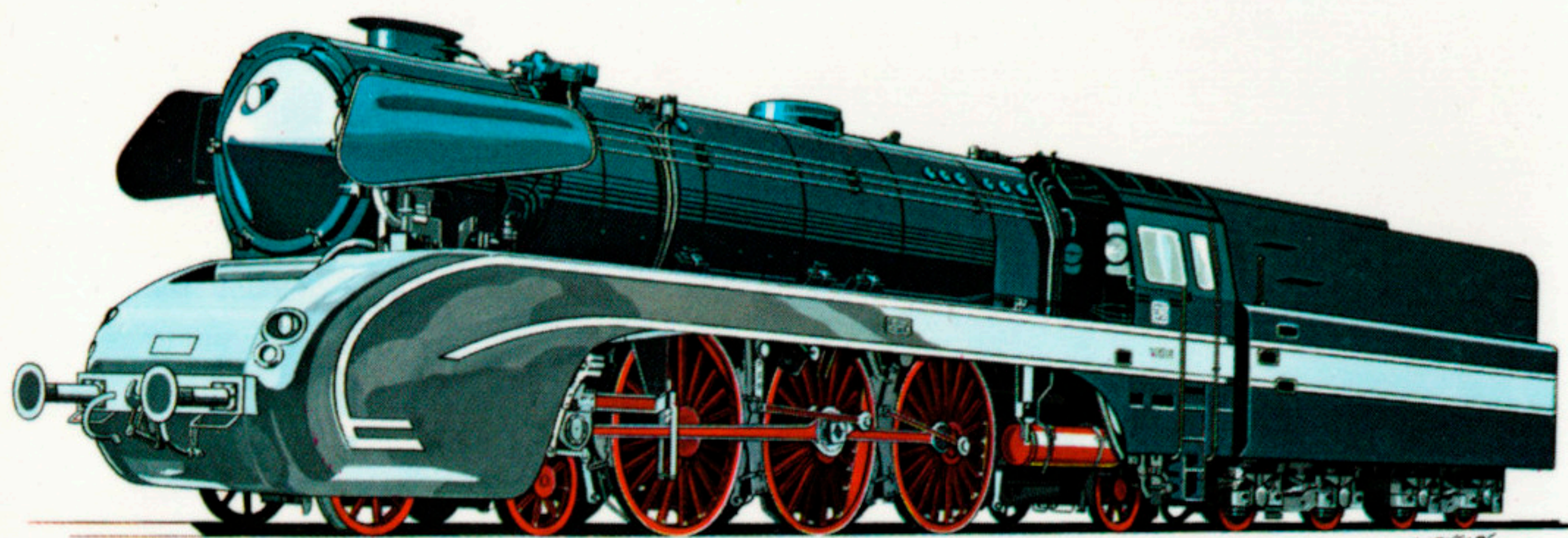
GERMAN STATE RAILWAYS

CLASS 05, 120 m.p.h. EXPRESS LOCOMOTIVE No. 05003 BUILT 1937 BY BORSIG, BERLIN.

GERMAN STATE RAILWAYS
CLASS 05 EXPRESS
LOCOMOTIVE No. 05003.
BUILT 1937 BY
BORSIG, BERLIN.

Weight 125 tons. HP 1,850 (PSi). Maximum speed 120 m.p.h.

In 1937 the Deutsche Reichsbahn commissioned the building of a new class of locomotives, to be designed primarily for high-speed working. The result was the well-known 05 series of which three examples were built, fitted with apparatus for steam coal-dust firing. Upon withdrawal in 1960 one of these engines was fully overhauled and presented to the Museum in Nuremberg.



GERMAN FEDERAL RAILWAYS

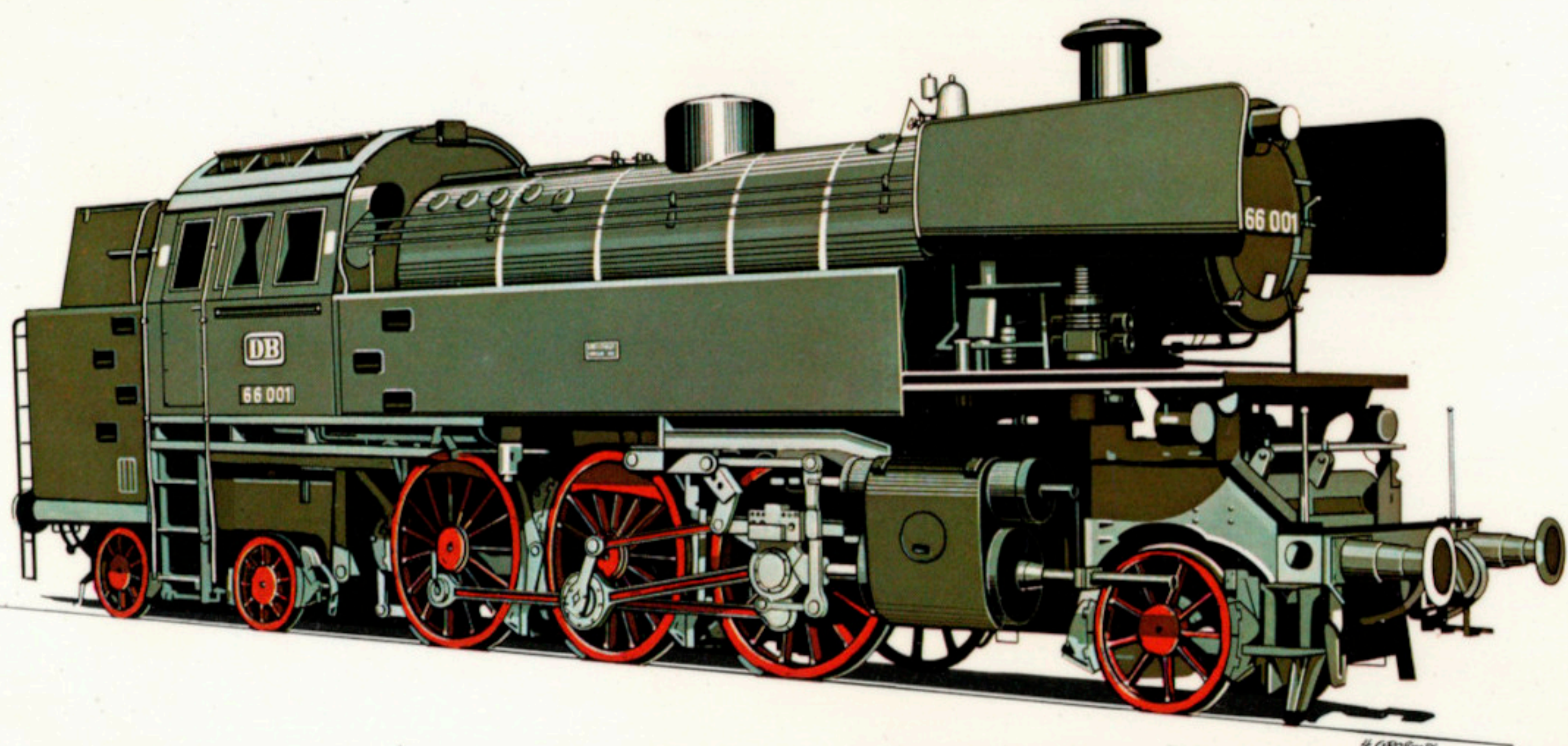
OIL FIRED HEAVY EXPRESS LOCOMOTIVE No. 10001 BUILT 1956 BY FRIED. KRUPP GMBH, ESSEN.

GERMAN FEDERAL RAILWAYS

CLASS 10 EXPRESS
LOCOMOTIVE No. 10001.
BUILT 1956 BY FRIED.
KRUPP, ESSEN.

Weight 119 tons. HP 2,900 (PSi). Driving wheels 2 m. Maximum speed 88 m.p.h.

3-cylinder locomotive with drilled cylinder block cast in one piece as an integral part of the completely welded frame; the boiler and firebox are also welded. 10001 was fitted for oil-assisted firing, 10002 with main oil-firing equipment. These were the last new developments introduced in Germany for heavy express steam locomotive service. Only the two examples were built.



GERMAN FEDERAL RAILWAYS

CLASS 66 2-6-4 PASSENGER TANK LOCOMOTIVE No. 66 001 BUILT 1955 BY HENSCHEL, KASSEL.

GERMAN FEDERAL RAILWAYS

CLASS 66 2-6-4T
PASSENGER TANK
LOCOMOTIVE. BUILT
1955 BY HENSCHEL,
KASSEL.

Weight 93.4 tons. HP 1,170 (PSi). Maximum speed 62/63 m.p.h.

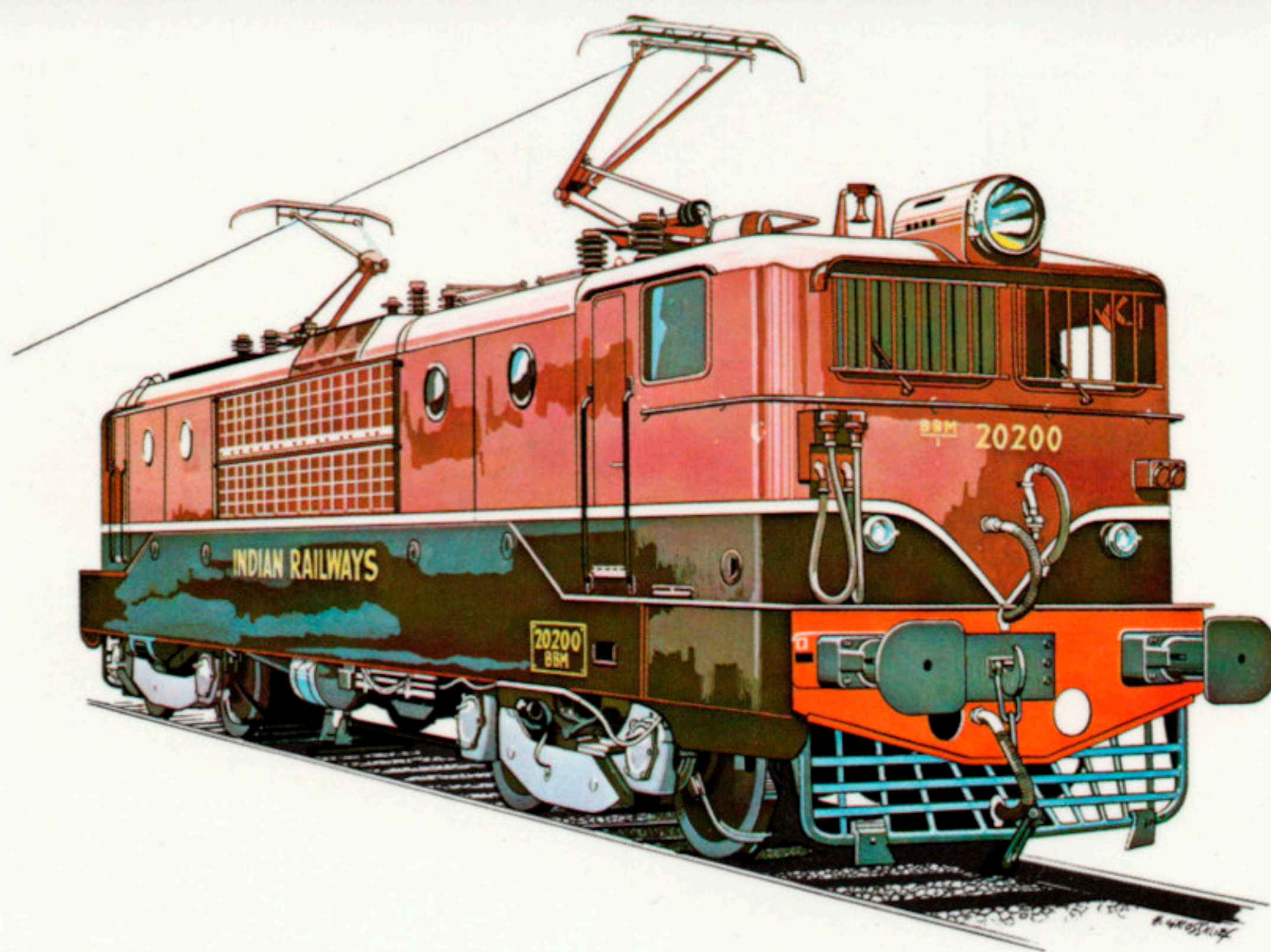
For practical purposes these locomotives represent the final stage of development of the steam locomotive in Germany. Built by Rhein-stahl AG Transporttechnik (Henschel) they were of all-welded construction, a new innovation in their time.

INDIAN RAILWAYS

BB 20200 ELECTRIC LOCOMOTIVE. BUILT 1968 BY KRAUSSMAFFEI AG, MUNICH.

Weight 85.2 tons. Power 2,088 HP (220 kW). Maximum speed 50–75 m.p.h.

These locomotives were designed and built to specifications produced by the study group (Arbeitsgemeinschaft) set up to examine railway electrification on 50-cycle (Hz) supply systems. The type illustrated is in service with the Indian State Railways.



INDIAN RAILWAYS

BB 20200 ELECTRIC LOCOMOTIVE BUILT 1968 BY KRAUSS-MAFFEI AG, MUNICH.

All of these railway companies were amalgamated with the London and North Western Railway upon its formation in 1846, which in turn became part of the London, Midland and Scottish Railway upon the grouping of Britain's railways in 1923.

The period from 1850 until the outbreak of the First World War in 1914 can be said to have been the Golden Age of Steam in Britain. Design development was continuous and diverse; new railway companies proliferated until the entire country was networked with rails and fast, economical passenger and freight services; a series of amalgamations produced the great companies which operated the crack long-distance express passenger trains, many of whose names survive to this day; and serious competition from the road motor had not yet arrived. Who can say how the story would have unfolded, but for the intervention of war and politics?

With the outbreak of the First World War however, in August, 1914, the Government took control of the railways and their ancillary services, creating for this purpose a committee of General Managers known as the Railway Executive Committee. The President of the Board of Trade, exercising powers conferred under the Regulation of the Forces Act, 1871, took and retained possession of all the principal systems and for four years the railways of Britain served as the sinews of war, carrying a very heavy Government traffic as well as increased civilian passenger and goods traffic.

The demands of war also stripped the railways of rolling stock and materials of all kinds for use with the armies abroad, and of many of their experienced personnel whose places were taken by willing but inadequately trained staff. By 1918 the problems of supply, repair and reconstruction of Britain's railways had reached such proportions that the Select Committee on Transport, appointed by the House of Commons, advised that the organisation of the railways could not be allowed to return to its pre-war position and that unification was greatly to be desired "whether the ownership be in public or private hands". Thus the threat of nationalisation first manifested itself. In 1919 an Act of Parliament created the Ministry of Transport, charged with the control and development of transport in Great Britain, and the wartime Government control of the railways was extended for a

further period of two years during which the Ministry was charged with the formulation of proposals for their future organisation.

The Grouping

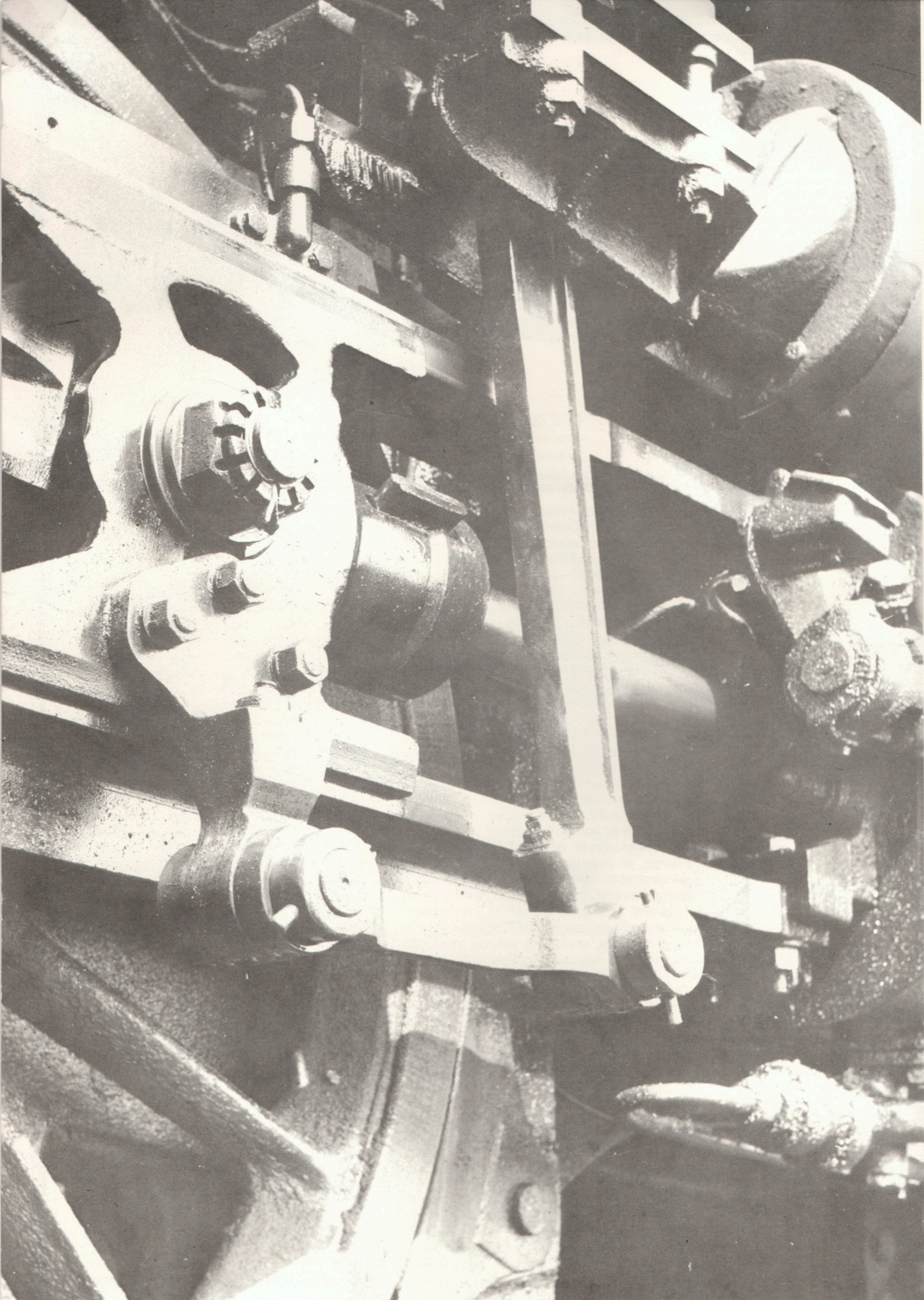
At first it seemed that the railways were to be run from Whitehall but such was the opposition to this policy – not only from the railways themselves but also from trade and industry – that it was eventually abandoned in favour of a plan to amalgamate the former private companies into "groups".

After prolonged negotiations between the Ministry and the Railway Companies' Association, and with representative bodies of traders, the Railways Act, 1921, became law and the companies were required to submit to the Ministry of Transport, before 1st January, 1923, an agreed scheme of amalgamation. An Amalgamation Tribunal was also set up under the Act, to settle arbitrarily all matters of dispute between the "constituent" railway companies and/or their "subsidiaries".

The result was the formation, at 1st January, 1923, of the London, Midland and Scottish Railway (L.M.S.R.), the London and North Eastern Railway (L.N.E.R.), and the Southern Railway (S.R.). Alone of the former great companies, the Great Western Railway retained its identity and its essential character. At best, amalgamation was an expedient – like so many other examples of political intervention in the fields of commerce and industry – which took little account of the commercial conditions then prevailing. The scheme as envisaged was never fully implemented but the amalgamated companies were involved in years of hard work and costly reorganisation, without the stimulus of internal competition, during which competition from road transport was able firmly to establish itself.

British Railways

In September 1939 Great Britain once again declared war upon Germany, and total Government control was once more extended over the entire railway network of the country. This time there was to be no reprieve and in 1948 the four group railways, after precisely twenty-five years of existence, were absorbed by British Railways under nationalisation.



Photograph courtesy George Harrison.

BRITISH RAILWAYS

CLASS "4" MIXED TRAFFIC 2-6-0 No. 76007

Cross-head assembly.



STILL LIFE

Various standard class locomotives wait in the shed yard at Salisbury M.P.D. Their work is over.

Soon they will be stripped down for the last journey to the breaker's yard.

Photographed by Geoffrey Gillham



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