LAST DAYS OF STEAM ON THE LMS & BR A Railwayman's Memoirs

Roderick Fowkes

'Like so many other boys of my generation, I wanted to be an engine driver; two boys in my class had applied successfully for the position of engine cleaner at Toton Motive Power Depot, but my dreams were dashed in 1956 when I went for a medical at Derby station. So much depended upon having perfect eyesight ...'

So writes the author in his Introduction. However, despite his boyhood dream of becoming an engine driver being snatched from him, in 1957 Rod Fowkes began a 39-year career with British Railways. Starting as Junior Porter at three guineas a week, after three years he became telegraph clerk at Trent Station in Derbyshire, eventually rising to a senior management post before his retirement. But it is on his early memories and experiences that this book is based.

A natural storyteller, the author includes tales of his family and social life centred on the railways of those days, adding colour and background to his memoirs. This, and the huge collection of photographs and ephemera that make up this book, make it a treasure trove of memories for all who have a passion for the days of steam. The book is likely to become a classic of personal reminiscence from the days when steam was drawing to an end.



ABOUT THE AUTHOR

Roderick Fowkes was born in 1941 at Breaston, a village midway between Derby and Nottingham, a couple of miles from Toton, the largest marshalling yard in Britain. The youngest of three children his interest in the railway began at an early age, no doubt prompted and encouraged by his mother, the daughter of a stationmaster. Rising from the position of Junior Porter he eventually retired from British Rail in March 1996 as Movements and Planning Manager at Laira Traction and Maintenance Depot in Plymouth. He now lives in Devon.

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Roderick H. Fowkes



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BR Š STEAM ON THE LMS Ц О DAYS LAST

Example of a double-page spread.

at North Erewash Junction.

JA Kul	
Class944.47No.05947.a TroumUPD to logget 1034 A Millard and Li Ali And- operator J.T. & S797 Clas. p.t.tmi	
	Here over all airs right of Hadinel Landschergener, behint they was reasolitation of the strength of Hadinel Landschergener. Behint they was reasolitation of the strength of the strengt of

	THE EARLY TEARS
Standard Class '5' 4-6-0 No. 73000	
appeared from the shops, those and other	
engines released en works often had atrial	mpision messagers counts
run to Trent and back. When arriving at	pritial pul
Derby station by train from the south, it	Leonetive (
was nigh impossible to see the numbers of	
loces on shed that stood behind these in	
the front line. During the morning a raft of	
ex-works locomotives would be hasled	OFFICE DELL DELLAR (POPOLES)
out of one of the outside shed roads	idnit one several into the
towards Engine Shed Sidings signal box	15060 057
before being propelled back again, their	
motions making a hissing noise although	(Proceeds for the Gross Anilony of
devoid of steam, nevertheless these were	
engines whose numbers had up to that	
point been unobtainable. Many train spotters p	
of platform 1. My preference being the south-	
view could be had of the engines on the NE/	
water. Watching the fireman rebuilding his fire	
being undertaken, often viewed from on the fo	
the request of, "Can I cab you driver please?"	
and tie and clean overalls, cherry blossom be	
want to-do on leaving school, than to be an en	
Visits to Crewe Locomotive Works were p	
sheds at Crewe North and South were normal	
only. Writing to the Works for a permit every	
continuity for the out-shopping of locametin	
value) went to the St. Christopher Orphana	
Charity Fund. I also joined the A.M.R. Ea	
Manchester District sheds and enjoyed a trip	
A popular haust where I spent many happy	
'Bunker' it was a busy location on a nummer Se	
when freight trains were running) where, site	
and Red Hill tunnel, it was an ideal spot, the or	
those running between Darby and Nottingha	
Conversely, during the week	
there was a considerable amount	
of freight traffic going onto and	1 400
off the Castle Donington branch	i it i
that would be missed. Equally, if	
train spotters positioned there-	
solves in the vicinity of, or on	
Treat station, they would miss	Entry And And Article

1388

en arriving at 1 the south, it	iritlah Budlingra, Langading Works, Claimer,	
he numbers of third these in		
oming a raft of		
id by hasled	00933343 MINIST (ATVAILED 64)	
e shed roads	Admit one severate into the Warks on	
igs signal box k again, their	150EC1357 at a source	
oise although	(Proceeds for the Gross in Dony Charity Paul)	
ad up to that		
	positioned themselves at the southern end	
	end of platform 6, from where a first hard	
	/SW and London bound expresses taking	
	e whilst the replenishing of the tender was	
	outplate, after the driver had responded to	
	Enginemen were prouil individuals, collar	
herry blosson b	pots. There was nothing else that I would	
i, than to be an e	naine driver.	
Der Works wore a	semitted on Sundays by permit whilst the	
	In closed to visitory or restricted to parties	
	r five or six weeks previded the necessary	
	es. A charge of sixpence (255p) in teday's	
	ge at Derly and later the Crewe Railway	
	ist Midlands Locospotters Club visiting	







There's a calamity at Claye's wagon repair works in October 1959 as LMS '3F' 0-6-0



Metropolitan-Vickers twin diesels on the viaduct over the River Trent with a Manchester-St. Pancras express circa 1960.





