

STEAM'S NEW DAWN

Robin Jones

Britain invented the steam locomotive and taught the rest of the world how to build them. Then we discovered the skills all over again!

History records that the last steam locomotive built for British Railways was *Evening Star* in 1960. The last steam locomotive built in Britain for commercial as opposed to tourist purposes was a small narrow gauge tank engine in Leeds in 1971. However, that was not the end of the story. Since volunteers took over the running of the Talylyn Railway in 1951, many miracles have been worked by enthusiasts in the heritage railway sector – not least of all the building of new steam locomotives. With the demise of the steam age and the advent of diesel and electric traction, many classic steam locomotive types were rendered extinct by the scrapman before preservationists had the chance to save them. That left many gaping holes in Britain's fleet of preserved steam engines – many of which are now being filled.

In 2009, an all-new LNER A1 Pacific, No. 60163 *Tornado*, was launched on the main line – the culmination of an 18-year project started by a handful of enthusiasts who came up with the idea during a conversation about the good old days. *Tornado* captured the nation's imagination, generating headlines on radio and TV and drawing crowds wherever it went – and even hauled the Royal Train after being officially named by Prince Charles. The biggest new-build project to date, it was by no means the first – and certainly will not be the last. Not only are new steam locomotives being built by enthusiasts to replace those once thought to have gone forever, but there is also a thriving steam-building industry producing modern-day steam locomotives for narrow gauge, miniature and tourist lines.

In this fascinating and profusely illustrated book, Robin Jones, editor of *Heritage Railway* magazine, looks at Britain's third century of steam building and the many magnificent projects that are not only ongoing but which have been completed to resounding effect.



ABOUT THE AUTHOR

A graduate of the University of Central England, Robin Jones, founding editor of *Heritage Railway* magazine, was a news editor and chief investigative reporter at the *Birmingham Evening Mail*, and over the years has produced several books and special publications, along with historical features for numerous other newspapers and periodicals.

He has been interested in railways from a very early age, when his elder brother Stewart took him trainspotting at Widney Manor station in Solihull at the age of four, at the end of the British Railways steam era.

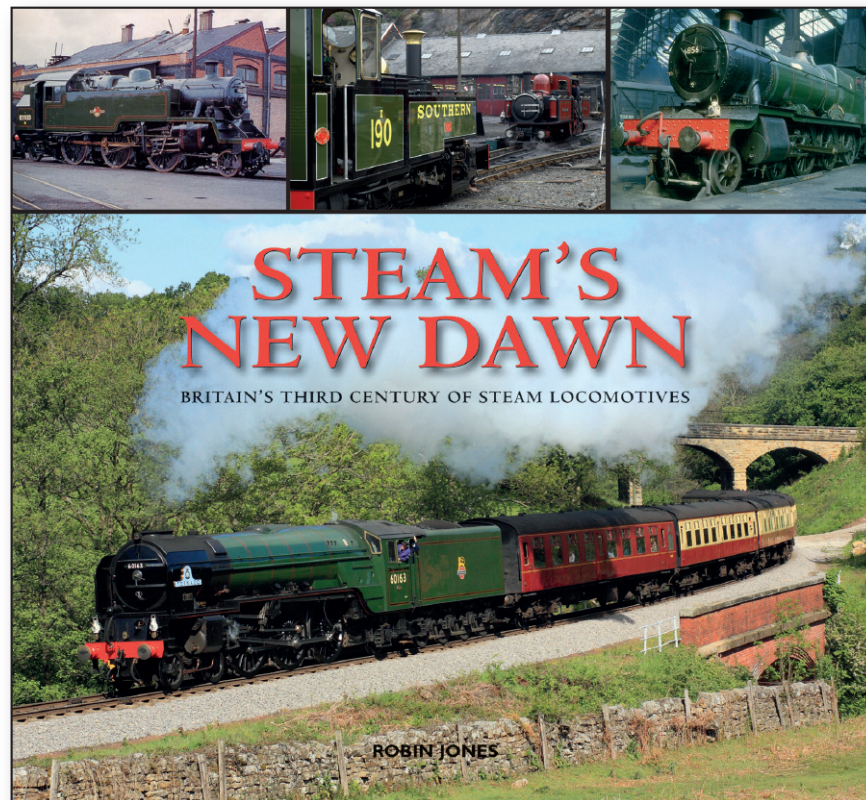
Also by Robin Jones:
Railmotor
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STEAM'S NEW DAWN BRITAIN'S THIRD CENTURY OF STEAM LOCOMOTIVES



The bogie of *County of Glamorgan* being reassembled at Didcot on 30 July 2011.
FRANK DUMBLETON/GWS



Lyd, in mock BR livery, double heads with new-build single Fairlie *Taliesin* on the Ffestiniog Railway in early 2011. ANDREW THOMAS/FR



Mariloo speeding through Exbury Gardens with HM The Queen on board. JS BUNCH/EXBURY



The original No. 32424 *Beachy Head* leaving Victoria Station on its last revenue-earning run, 13 April 1958. ALAN CHANDLER MBE



The most recent express passenger steam locomotives built in Britain: *Tornado*, carrying its first livery of British Railways apple green, lined up alongside broad gauge *Fire Fly* at Didcot Railway Centre. FRANK DUMBLETON/GWS



Example of a double-page spread.