

# PRESERVED STEAM-POWERED MACHINES

A Handbook and Gazetteer

John Hannavy

*Preserved Steam-powered Machines* celebrates the steam preservation movement. Preserved steam railways have been part of Britain's heritage landscape now for more than half a century, preserved steamships for more than a century. This book may, in part, be nostalgic, but it is primarily a celebration of the diversity of preserved steam in the second decade of the 21st century, and the skill and perseverance of the volunteers who have ensured that steam will never die. Steam railways, of course, are celebrated, but so are the steamboats and steamships which have escaped the breakers, and many of the industrial steam engines which have survived well beyond their usefulness in Britain's mills, factories and mines. Traction engines, and the annual rallies they are driven to, are also covered.

The book contains a gazetteer of major attractions throughout Britain, giving contact names, addresses and website details. Illustrated throughout in colour, this handy new hardback is the essential guide to where the mighty machines of Britain's industrial greatness can still be seen and enjoyed.

## ABOUT THE AUTHOR

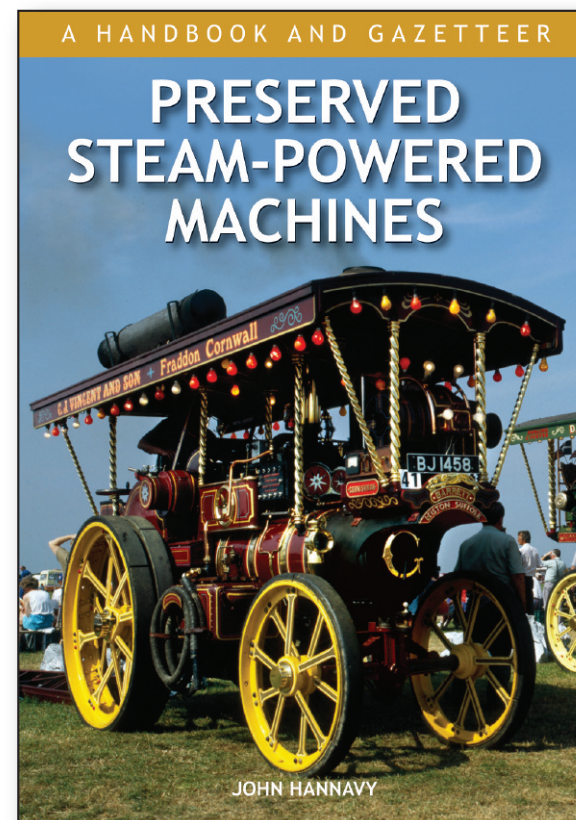
John Hannavy is a writer and photographer, and an unashamed steam enthusiast, and has written extensively on the subject. Until retirement, he was Professor of Photography and Photographic History at the University of Bolton. His work appears in many leading magazines, and this is his 37th book.

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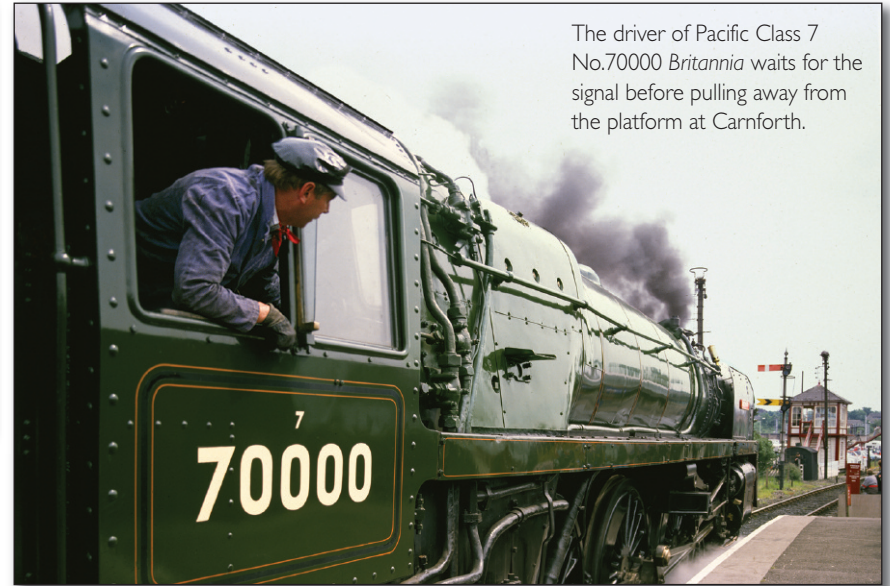
# PRESERVED STEAM-POWERED MACHINES

## A HANDBOOK AND GAZETTEER



Above: *Bellerophon* was built at Haydock Foundry in 1874 for use in the nearby Haydock Collieries in the south Lancashire coalfield. She is seen here at Crewe Heritage Centre in the late 1980s.

Left: Flying the flag – gleaming paintwork, shining brass, and proudly on display.



The driver of Pacific Class 7 No. 70000 *Britannia* waits for the signal before pulling away from the platform at Carnforth.



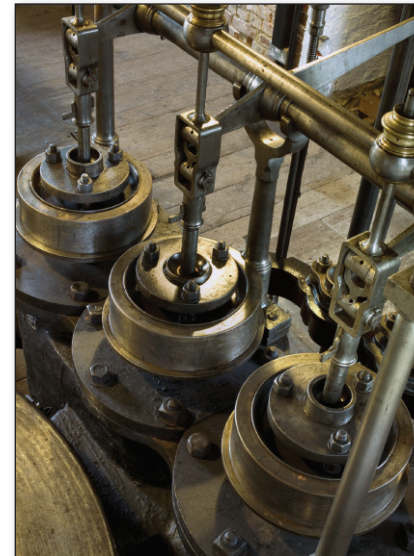
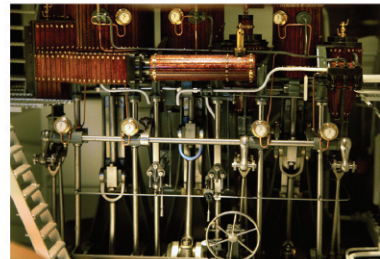
### STEAMBOATS and STEAMSHIPS

Given the manner in which history has dealt with the first steam railway – almost everyone has heard of the Stockton & Darlington Railway – the early history of the steam boat is much less well-known. While every important railway anniversary has been celebrated with ceremonies, cavalcades, and ever-wider media coverage, anniversaries of the short journey undertaken by the world's first steam-powered boat have gone unnoticed except by a few. The place was Dalswinton Loch near Dumfries, and the date was October 14, 1788, so both the centenary and bi-centenary have both long passed, and passed unfeted.

The boat was a pleasure craft, which had been fitted with a modified Watt steam engine by William Symington, a Lanarkshire engineer. Accounts differ on the success or otherwise of the experiment – some accounts say the vessel achieved a speed of 5mph for a time – but the short journey the boat made demonstrated the viability of steam power on water.

Opposite: RRS *Discovery* is now permanently displayed in drydock in Dundee, the port in which she was built. In preservation, she carries Port Stanley as her port of registration, in recognition of the large part of her working life she spent in the South Atlantic.

Below: The engines from RRS *Discovery* were sold for some long ago, so all that visitors to Dundee see today is a model.



Above left: Looking down on to the valve heads of the 42" bore 1812-built Boulton & Watt single acting condensing engine at Crofton in Wiltshire



Above right: The Loch Lomond steamer *Maid of the Loch*, seen here reflected in the still waters at Balloch Pier at an early stage in her restoration

Example of a double-page spread.