

MALCOLM ROOT'S PAGEANT OF TRANSPORT **REPRINT**

Text by Tom Tyler

Two previous books in this series, *Malcolm Root's Railway Paintings* and *Malcolm Root's Transport Paintings*, have shown that there is an almost insatiable demand for the paintings of Malcolm Root.

An obvious reason for this is the public's appetite for recalling life in Britain as it used to be, and as it is so accurately portrayed in each picture. But there is more to this success than pure nostalgia, for the paintings, while meticulous in their detail, are not simply photo-like representations of times past, they are works of art in their own right. It is the skill of the artist, combined with his carefully chosen subjects, that strike an instant chord with his admirers.

In this volume Malcolm Root's stunning pictures have been arranged to provide a stirring pageant of the development of transport down the centuries, and in particular over the last one hundred years during which the greatest pace of change has taken place. With each painting supported by a delightful personal text from Tom Tyler this is, once again, a book to treasure and to look through again and again.

ABOUT THE AUTHORS

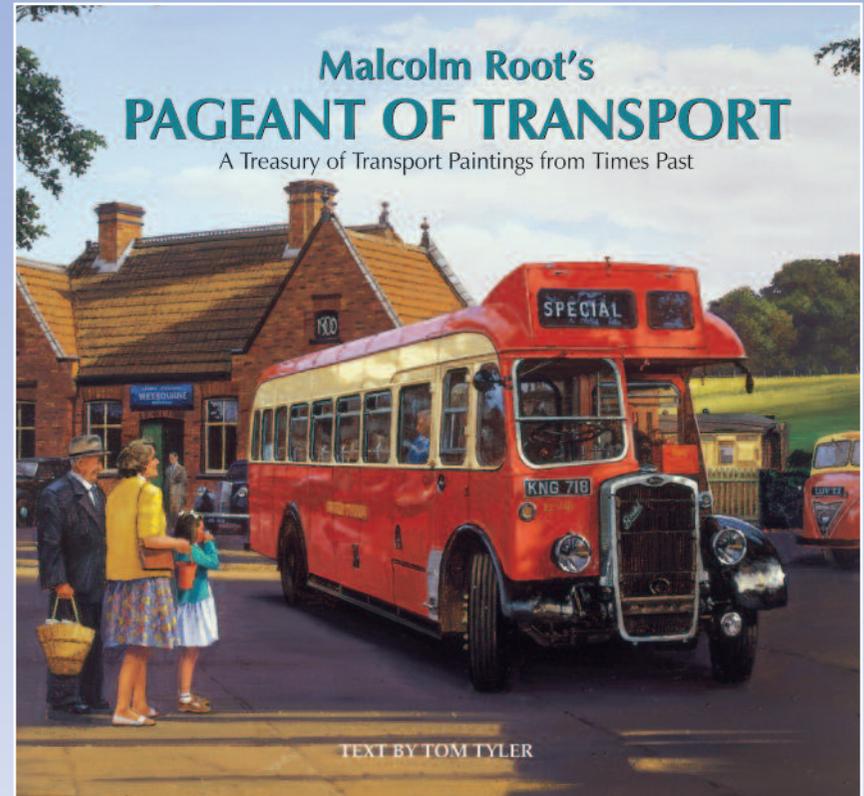
Malcolm Root was born in Colchester in 1950 and still lives in nearby Halstead. From an early age he combined his love of art with a fascination for all kinds of transport. On leaving school he entered the printing industry and in 1981 took the decision to become a full-time professional artist. Commissions followed, particularly for railway scenes, and in 1983 he was elected a full member of the Guild of Railway Artists. Malcolm's paintings have encompassed almost every form of transport from horse and cart and tram to Concorde and 'le Shuttle'. They have also appeared in many forms including fine art prints, collectors' plates, jigsaws, calendars and books.

Tom Tyler was born in South Devon just before the Second World War, and was always keenly interested in all forms of transport. After studying history at university, he has been fascinated by the rapid and at times extraordinary development of transport down the centuries, and in particular during his own lifetime. An interest in vintage cars, models of all sorts, and a collection of wooden transport jigsaw puzzles helps to keep the subject always under consideration.

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MALCOLM ROOT'S PAGEANT OF TRANSPORT

Road Versus Rail,
painted 2003



North Essex Winter, painted 1995



Above: Old Workhorses, painted 2004

Below: Country Delivery, painted 2004



Pulham Leviathan, painted 1997



Sunderland Trams, painted 2004



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High Road to Aberfeldy

March 2004

We have seen in the last two paintings how village life developed, and how we will discover the changes that came with steam propulsion. On land there was little progress, especially for ordinary people, though rich yeomen men could dash along fast roads in their coaches. By the start of the nineteenth century Richard Trevithick had constructed a small locomotive which could pull a carriage round a circular track. He used it as a source of further attraction, but it was the locomotives of a large development, the railways. George Stephenson is rightly credited with pioneering a large step forward with the opening of the Stockton & Darlington Railway in 1825, the so-called 'birth of rail' more grandly apparent in the case of emerging empires, though from 1810 to 1850 per cent per mile, a beginning.

By the end of the nineteenth century the railway network, with its main lines and small branches, provided the British Isles with a lifeline of communication and transport. The locomotive in this picture dates from 1888, though the scene is actually post-1900, in the Strathclyde Railway era. This is the transition that runs from Edinburgh via Glasgow to Aberdeen, north of Perth to east Scotland. As can be seen the countryside is strikingly beautiful in a sunny day, and Maureen has captured the light and shade to perfection.

The train locomotive is an 0-4-0 in Calderbank Railway 407 class, numbered 5023, and designed by McIntosh. With its smaller boiler pressure of 160 lbs per square inch, it had a boiler length of 10' 6" and weighed in at 12 tons. It was built for use on small branchlines and, in 1960, they were still in service, over forty of the class were still in service. The train is also a member of the first class of the railway, for the original train on the Stockton & Darlington Railway was also named 'High Road' and passengers through deep gorges were not in a secure or stable. On branchlines especially, the trains consisted of average stations as the railways undertook to carry anything and everything. Many have still had 'Pride of Place' engines as part of their stock. The development of railways were a very important part of our progress.

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Example of a double-page spread.