## BRITAIN'S BIZARRE RAILWAYS NEW EDITION

### Robin Jones

Everyone has their own idea of what a railway is and there is no single defining image of the railway concept. Yet it has to be said that some railways are definitely stranger than others!

Why have two rails when just one will do? Ireland has the utterly bizarre Listowel & Ballybunion Railway, where Siamese twin-like double locomotives run on a V-shaped monorail.

Britain is also home to a working steam monorail, while one train from a 1960s' bid to invent a high-speed hovertrain survives, as do both carriages from the country's first dabbling in magnetic levitation.

Steam, diesel and electric locomotives and horses are not the only form of traction: sail power has been used on British lines, and if your line is steep enough, why not let the train roll by itself from one end to another? Why have traction at all, when, as Brunel discovered, you can pull trains along at high speeds by a vacuum pipe in the middle of the tracks?

Railways can be designed for any location, and used to tackle any task or terrain, no matter how difficult or improbable. For example, the wartime railways on the tiny Bristol Channel seagull sanctuary of Steep Holm, the world's smallest public railway in Norfolk, a secret system serving Britain's nuclear bunker city beneath Wiltshire, the country's own prison railway where Borstal boys pushed wagonloads of mud, the numerous lines built to collect potatoes from the Lincolnshire fens, and Bristol's forgotten funicular line, to name but some. And if you think Brunel was over the top with his broad gauge, what about the man who has a garden railway where the locomotive is too big to run on any modern British line?

Discover these and many, many more in *Britain's Bizarre Railways*, a book which opens many new doors into the understanding and appreciation of the concept of railways – however insane!

### **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.

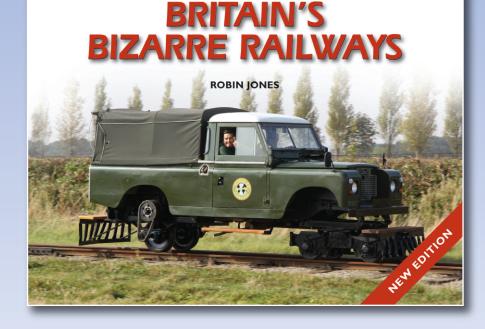
He has been interested in railways from a very early age, when his elder brother Stewart took him trainspotting at Widney Manor station in Solihull at the age of four, at the end of the British Railways steam age.

# For a full listing of all Halsgrove titles, please visit our website at www.halsgrove.com

The Halsgrove Group includes DAA Halsgrove Ltd., Halsgrove Ltd. & Halstar Ltd. Registered in England & Wales Nos. 4136732, 6029724 & 6472636 at Halsgrove House, Wellington TA21 9PZ. Imprints: Halsgrove, Ryelands, Halstar, PiXZ Books & Halswood Journals. Halsgrove® is a registered trademark. Copyright© 2017

## **HALSGROVE TITLE INFORMATION**





Format:	Hardback, 144 pages, 214x230mm,
	profusely illustrated in colour throughout
Price:	£16.99
ISBN:	originally: 978 0 85704 022 0
	now 978 0 85704 321 4
Imprint:	Halsgrove
Published:	2010. Reprinted 2012. Revised and updated October 2017

Halsgrove Publishing, Halsgrove House, Ryelands Business Park, Bagley Road, Wellington, Somerset TA21 9PZ Tel: 01823 653777 Fax: 01823 216796 www.halsgrove.com e-mail: sales@halsgrove.com

## **BRITAIN'S BIZARRE RAILWAYS**





Above: At Clogwyn, the Snowdon Mountain Railway is laid along a ridge, giving stupendous views of the glaciated landscape around and below.

*Left:* One of a kind: the unique 0-2-0 steam Monoloco in action at its owner's private site in Blaenau Ffestiniog.

Above: A service train on the Hythe Pier Railway.

Right: A royal train like no other in history: Princess Anne prepares for her Mail Rail journey 70ft beneath the streets of London on 13 June 2017.

Below: The replica steam outline Listowel & Ballybunion locomotive encounters one of the points.







igned by Chapman for mining engineer John Buddle, nicknamed 'King of the to the north east, who became manager at 'Wallend' Golliey in 1806 and sately lamp invested by Hunghry Doey does. Explanar was a six-wheeled locomotive with a centre-flub holler having over the set and is no generative. The Goldneid show and does mouther bases med crankshafts driving the axles through reduction gears between the frames an tanke transitions tarving the area to many involving parts reverse to the many Raming on a line believed to approximate to standing again, it is districtive feature was all, appring chimney. It weighed about 7.5 most and bad a top pared of around 4.5 mph. The water first boiler was pre-based before it was pumped into the boiler in a jacket ced around the bortom of the chimney. This method not only anxed fuel but also stopped and the bortom of the chimney.

placed means the borns of the dubmer, The method nor only so eff full but also tomped the produces caused by purping of out wave ranging has no ab body of the produces caused by purping on the strength has no here the wave respinsel by meal soon, it because waveling budget on the collecty, and operand all Wallands until bose the mid-16150. It was have been related the Gausy Dubmark Heress collisions and would neutrino functions caused that it was the number of the strength has been suggested that the stop resuggested that it was successful that more than one Snarra Belland worked for Walland. The strength has a strength has a strength and the strength for much callarge during we wall?

chers or Beamish had earshlished the identity of the mastery loc Once the resourchers as Bounish had established the identity of the mystery locenceiv-tre van decident to use gate the eli plating and four order contemporary platerase, combine with knowledge of other early locenceives, or draw up a blaupietic for a modern-day replica-tion with the varies of the strength of the st

Energy researcher. The final assembly was completed by locomotive builder Alan Koef at bis workshops in Eoscow Wyn, and the new Elephane was hunched in 2002 to widespread acchim. While the new Elephane is built to standed gauge, few heritage railways today could run it, because of the problem of brdges and the jumbo-aized chimney.

eems to have led to a technological cul-de-sac. It did a job on a local basis, but was too cumbersome to compete with other early locomotives to take the mod the boole, while it was Bauldle who first installed metal sprir



Example of a double-page spread.



