

THE BRITISH RAILWAYS

can 'take it'

COMPILED IN CO-OPERATION
WITH THE BRITISH RAILWAYS
AND LONDON TRANSPORT

Write up by
John R Hind

ALL ILLUSTRATIONS FROM
ACTUAL PHOTOGRAPHS

INTRODUCTION.



THERE is a fascination about trains, and yet at times we hardly notice them. The railways are always at work, fetching and carrying for everyone. They are an accepted and integral part of our existence and of our normal everyday life.

On 3rd September, 1939, our normal life came to an end. Our railways, built for peace, became vital links in the war effort. They have faced assaults by fire and explosives, unequalled in ferocity in our history. For the past three years the British railways have been holding a particularly dangerous sector of the front line.

Bombed and machine-gunned; contending against storms of almost unparalleled severity; fighting through the unavoidable black-out, our railways have performed feats of engineering and operational skill of the highest order.

There are many features of the working of the British railways in wartime which must give us special cause for pride and confidence. One is the ability shown by the railways to meet urgent needs at very short notice; another is their astonishing powers of recovery, a third is the cool courage shown by railwaymen and women under fire.

Nothing stops the trains. Few people realise the magnitude of the tasks of the railways in war or the great pressure under which they have to work. Since mobilisation millions of men and women of the Forces have made train journeys to depots, barracks, billets and ports; millions of wagon loads of equipment, guns, munitions, stores, food and fuel have been moved by goods trains; and rising tides of workpeople have been carried to and from factories, offices and workshops.

For instance, did you know, that during the 1940-41 "blitz" fifty Scottish and provincial bus undertakings sent 500 buses to London to supplement the London services? These have now been returned. By way of repaying this service, 100 London Transport buses have recently left for service in provincial areas where they will provide much-needed transport for war workers. At several periods during the "blitz" London's buses were used to connect sections of the Main Line Railways which had been put out of service. As many as 493 buses were employed for this purpose at one time.

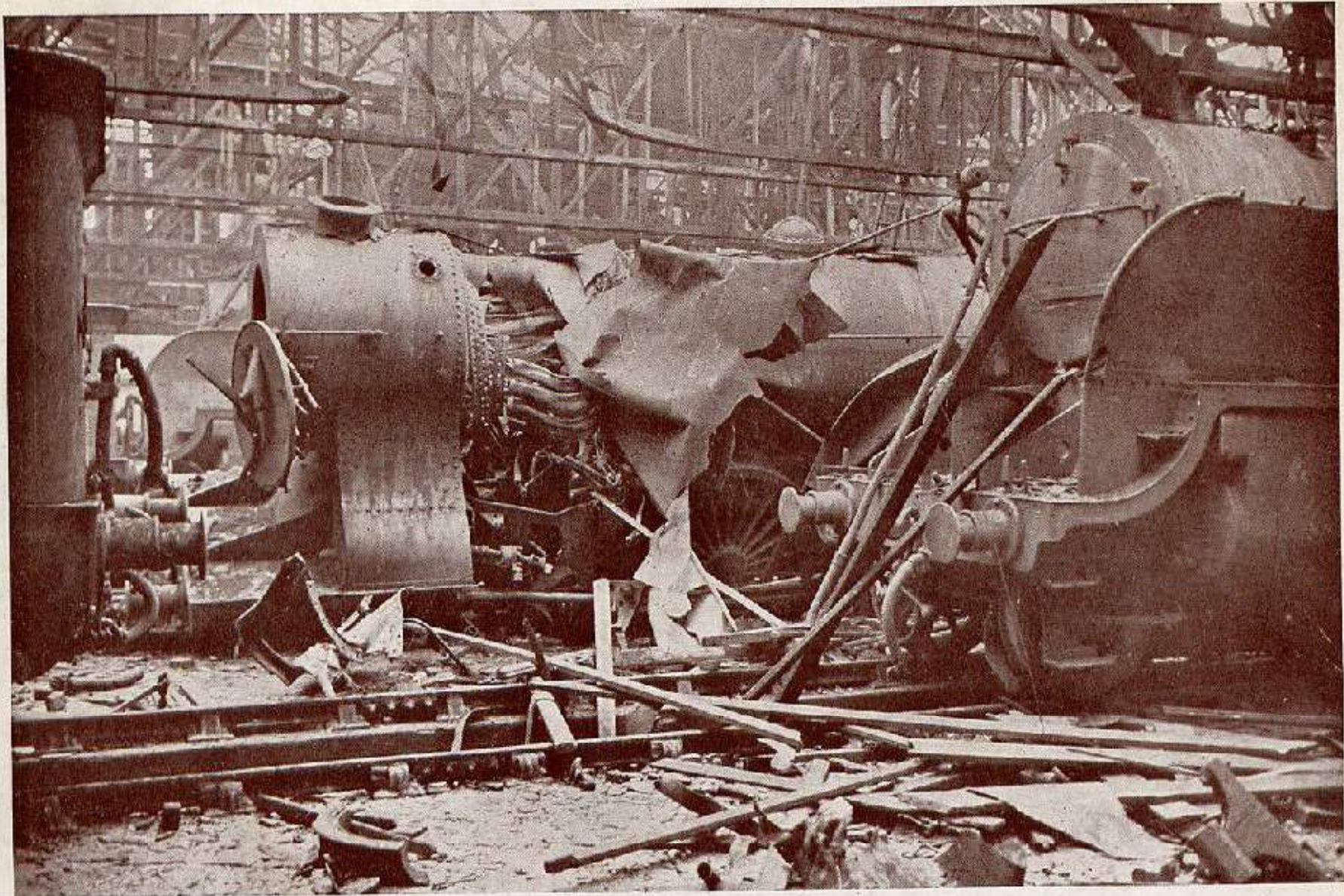
In war and in peace the trains get through, as they always will, whatever the difficulties to be overcome, because the British railways can "take it."

J. R. HIND.

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LOCOMOTIVE DEPOT AIR RAID DAMAGE

British railway steam locomotives are the mainstay in moving war traffics. Electric trains, diesel shunting engines and rail-cars are also in service. Speedy repairs are made to damaged locomotives, and although engines have suffered as a result of air attacks the splendid work which has been accomplished in locomotive depots and workshops has enabled the train services everywhere to be maintained.

Record mileages are being achieved by British built railway locomotives which are pulling the heaviest and longest trains. Engines are also being used over much wider areas, and as more and more demands are made for motive power, British locomotives are showing the mettle of their breed.