

From: COLIN BRIERLEY colin.brierley@btinternet.com
Subject:
Date: November 11, 2019 at 06:34
To: Ralf Meier ralf.meier@me.com



Hi Ralf,

Just read your latest blog. Interesting and most of your comments are pertinent. I hope you will not mind if I add to them. Around 1925 our railways were already finding it difficult to survive, the government forced some 50 to 100 smaller lines to amalgamate into 4 large companies in the hope this would make for efficiency.

By 1935 it had not been successful and govt was now talking to the 4 main RRs. again in discussion with the govt for help. By this time we had a good stock of strong, fast main line locos and the infrastructure was in pretty decent condition. However freights were slow and each little 4 wheel wagon (about 25-30 tons each) .only had manual brakes, the exception being the fish trains from Scotland for the london markets which were vacuum braked throughout and ran at express speed.

Converting around 200.000 freight wagons was a tall order and we had other things on our mind at the time. Hitler forced the issue and we then had to concentrate on stopping his adventures, Problem solved. We had then to concentrate on Planes, ships, tanks, and etc.

The ensuing years were focussed on moving millions of commonwealth troops, then some 6 mill. us men, plus arms and ammunition. The RR workshops were fully occupied on war production.

War ends and we are in the same state as Germany. We made a small contribution to the Marshall plan (although we did not benefit from that) and also to Germany directly.

the new govt (labour) talked about rebuilding the RRs but we had not the cash. As things improved the bean counters took over and ordered untried diesels which of course caused wasted time money and effort. The Tories never wanted to subsidise the RRs and Thatcher starved them of any support. She also appointed a department to to prepare them for privatisation only followed the plan which Thatcher had initiated. I am not sure he was ever that keen.

Our freight fleet did not even get any funding until the RRs were privatised in the 80s and Ed Wilbur (from WISCONSIN CENTRAL) was it? took over a former RR workshop and built 2500 fully air braked goods wagons.

I have been meaning to ask about the Pennsy s2 claiming to have done plus 150MPH. If true, the it is the holder of MALLARDS world speed record for a steam loco with or without a dynamometer car in tow.

Further to my idea of electrifying certain of your RRs. I did not make myself clear. The idea basically was to save and send power from regenerative braking back to help trains climbing the grade, surely a worth while saving This investigative work could be carried out as an examination exercise by uni students prior to their minds being set in any "it's always been done this way" habit

minutes being cut in any. It's always been done the way that

Below is a quote from Sir Peter Hendry, chairman of NETWORK RAIL

Well lets look at it this way says HENDRY. why would you electrify 170 miles all the way from Newbury to Plymouth. when you could just electrify the Devon Banks alone? With bi-mode trains you might knock 20 minutes off the plymouth service for the cost of just 25 miles of catenary. That would be clever, power would be used up the hills and be regenerated on the way down
FROM NOVEMBER ISSUE RAILWAY MAGAZINE

brixmis bump follows soon

YOURS
COL