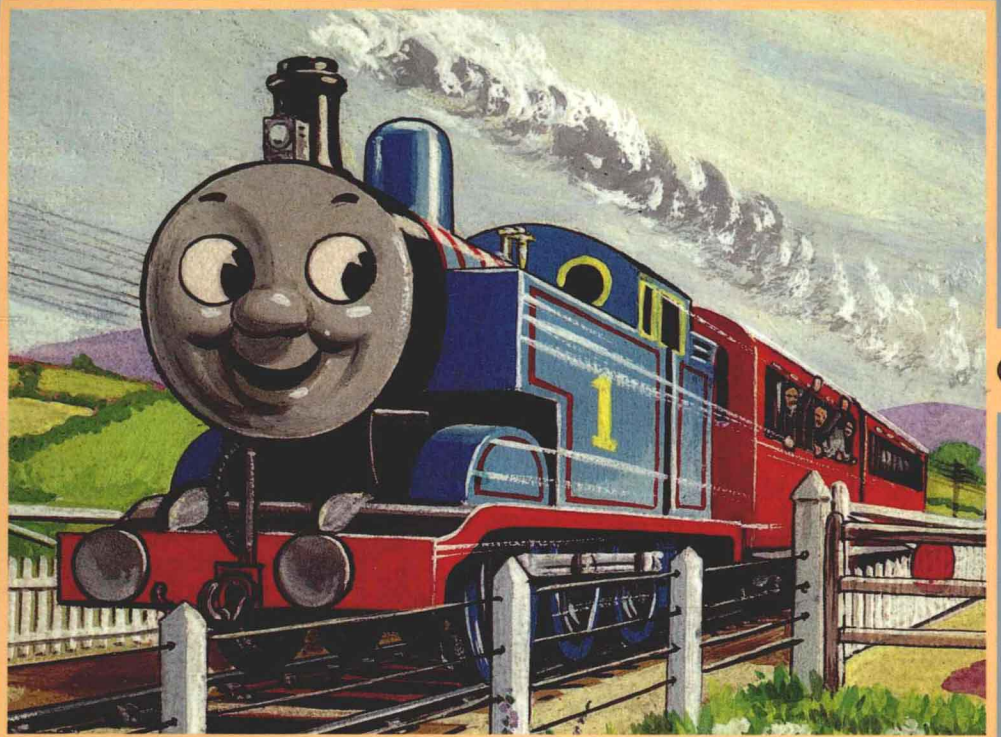




THOMAS THE TANK ENGINE



STORY COLLECTION

THE REV. W. AWDRY

THOMAS THE TANK ENGINE STORY COLLECTION

江苏工业学院图书馆
藏书章





THE ISLAND OF SODOR

Reference

Rivers	—	Railway N.W.R.	—
Main Roads	—	Railway Narrow Gauge	—
Secondary Roads	—	Built-up Areas	—
Tracks & Boundaries	—		

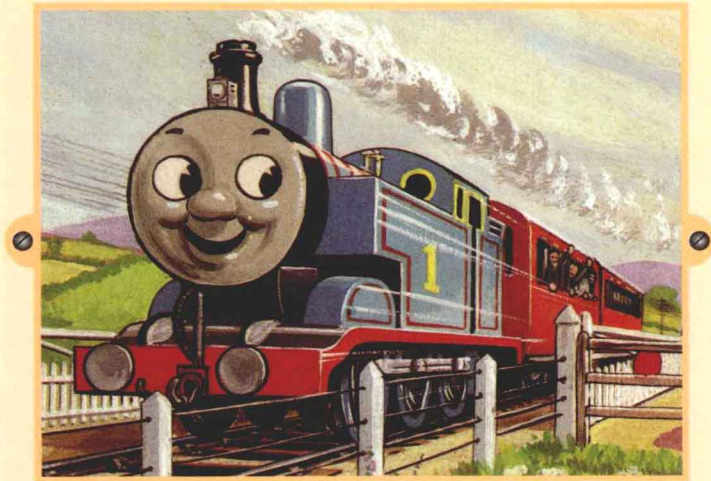
1. Here the engines live in their shed.
2. Edward's station. He shunts here.
3. Gordon stuck on this hill.
4. Henry was shut up in this tunnel.
5. Thomas used to arrange coaches here.
6. The trucks pushed James down this hill.
7. James had his accident here.
8. This is Thomas' junction.
9. Here James had hiccoughs!
10. James made the troublesome trucks come here.
11. Thomas left his Guard behind here.
12. Here Thomas went fishing.
13. Here Thomas stuck in the snow.
14. Thomas raced Bertie the 'bus along this valley.
15. Henry met an elephant in this tunnel.
16. James spun round on the turntable here.
17. Percy ran away from this station.
18. The 'Flying Kipper' had an accident here.
19. The quarry line, where Thomas met the policeman.
20. James bumped the car-wagons here.
21. Mrs. Kyndley's cottage.
22. Here Gordon fell in a ditch.
23. Here James slipped on the leaves.
24. Here Thomas fell down a mine.
25. Here the engines met H.M. The Queen.
26. Here Henry and Gordon met a cow.
27. Bertie the 'bus chased Edward from here.
28. Here is Trevor the Traction-engine's scrapyard.
29. James ran away from here, and Edward chased him.
30. Duck took charge of the Yard here.
31. Harold Helicopter lives at this airfield.
32. Percy brought the children through floods here.
33. Here Percy fell into the sea.
34. From here, Gordon went to London.
35. Toby ran out of water near here.
36. Here the Fat Controller spoke to the Engines before taking them to England.
37. Here Edward talked to Skarloey.
38. Here Sir Handel slipped through the rails.
39. Here is the Skarloey Railway.
40. On this viaduct, Gordon lost his dome.
41. Here Duck ran into the barber's shop.
42. Thomas' Branch-line runs from KNAFFORD to FFARQUHAR.
43. Edward's Branch-line runs from WELLSWORTH to BRENDAM.
44. Engines are made and repaired at CROVAN'S GATE.



IRISH SEA



THOMAS THE TANK ENGINE



STORY COLLECTION

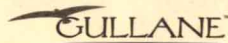
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Gordon the Big Engine first published in Great Britain 1953
Edward the Blue Engine first published in Great Britain 1954
Four Little Engines first published in Great Britain 1955
Percy the Small Engine first published in Great Britain 1956
The Eight Famous Engines first published in Great Britain 1957
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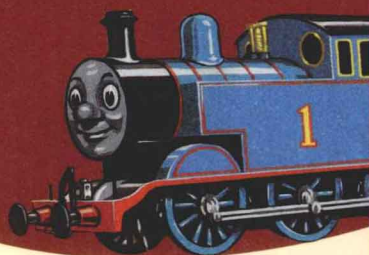
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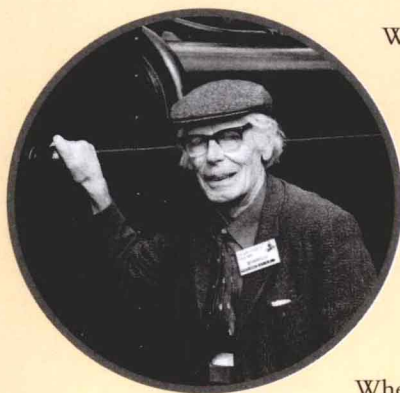
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About the Author



WILBERT VERE AWDRY was born on 15 June 1911, the son of the Reverend Vere Awdry, vicar of Ampfield, near Romsey in Hampshire. From the first, young Wilbert had a passion for steam engines. He loved to meet and chat to local railway men, to play with the model railway his father had built in the garden, and to pore over his father's copies of *The Railway Magazine*.

When Wilbert's brother, George, was born, the Awdrys moved to Box in Wiltshire, near the Great Western Railway's main line from Paddington to Bristol.

Lying in bed as a child I would hear a heavy goods train coming in and stopping at Box station, then the three whistles, crowing for a banker, a tank-engine, which would come out of his little shed to help the goods train up the gradient. There was no doubt in my mind that steam engines all had definite personalities. I would hear them snorting up the grade and little imagination was needed to hear in the puffings and pantings of the two engines the conversation they were having with one another: "I can't do it! I can't do it! I can't do it!" "Yes, you can! Yes, you can! Yes, you can!"

Wilbert went to Dauntsey School in Wiltshire, and then to Oxford. When he left Oxford he taught at St George's school in Jerusalem, where he met his future wife, Margaret Emily Wale. Returning to England in 1936, he was ordained deacon at Winchester Cathedral, and became a curate at Odiham in Hampshire. Two years later he married Margaret, and in 1940 their first child, Christopher, was born, followed by two daughters, Veronica in 1943 and Hilary in 1946. When Christopher was two, he was confined to bed with measles. Wilbert entertained him with a story about a little engine who was sad. His name was Edward.

Christopher loved to hear the story of Edward again and again – and eventually his father wrote it down and illustrated it with simple line drawings. Stories about Gordon and Henry followed, and Margaret encouraged Wilbert to send the books to a publisher.

The Three Railway Engines was published by Edmund Ward in 1945, and the following year the most famous of all Wilbert Awdry's engine characters appeared in *Thomas the Tank Engine*. From *James the Red Engine* in 1948, Awdry published a new Railway Series title every year until his last book, *Tramway Engines*, in 1972. From the publication and success of the very first book, it was obvious that Wilbert had created a wonderful new world for children to explore. This world – in its fictional setting of the island of Sodor, situated between the British mainland and the Isle of Man – Wilbert created with his brother George. Together they devised its people, engines, history and geography.

As well as being a full-time clergyman, and dreaming up and writing his Railway Series, Wilbert Awdry also campaigned for the preservation of various steam railways, built model railway layouts and took railway excursions at home and abroad.

In 1965, he retired and moved with his wife to Stroud in Gloucestershire. In recognition of his services to children's literature, Wilbert was awarded an OBE in the 1996 New Years Honours List.

Wilbert died peacefully at home in 1997, aged 85.

Although he wrote his last book in the series in 1972, Awdry's creation lives on! In 1983 his son, Christopher, published *Really Useful Engines*, the first in his own series about Thomas the Tank Engine and his friends.



About the Illustrators

C. REGINALD DALBY



Self-portraits: Dalby is the man with the case, his daughter has the dog!

Dalby's fresh, funny, child-centred steam engine illustrations for the Railway Series, with their bold lines, lively energy and bright colours, were an immediate success.

C. Reginald Dalby (the 'C' was for Clarence, a name he disliked and never used) was born in Leicester in 1904. At the age of thirteen he won a scholarship to Leicester College of Art, after which he worked for five years as a commercial

designer, producing a variety of packaging designs. He painted the very first Glacier Mints Polar Bear – on the side of a delivery van! At the outbreak of the Second World War Reginald joined the RAF and served as an intelligence officer, but after the war he was soon back in Leicester, working once again as a freelance artist.

Publisher Edmund Ward knew Dalby's work, and when an illustrator was needed for the third book in the Railway Series, *James the Red Engine*, he was a natural choice. He went on to re-illustrate the first two books – *The Three Railway Engines* and *Thomas the Tank Engine*.

There was some lively discussion between Dalby and Awdry about the illustrations – Awdry was very keen that all details on the engines be technically correct; Dalby was more concerned with creating appealing characters and compositions. This difference created illustrations with a perfect balance of technical detail and humour, colour and personality. Their collaboration ended in 1956 when Dalby illustrated *Percy the Small Engine*, which was to be his last Railway Series book.

Dalby didn't just illustrate Thomas, he continued with his commercial work as well as doing his own drawings and paintings. In 1955 he wrote and illustrated a children's book of his own, featuring Tubby the Tugboat – *Tales of Flitterwick Harbour*. He loved to travel, and to paint foreign landscapes, too – particularly Greece, Spain and France. He died in 1983 at the age of 79, after a short illness.

JOHN T. KENNEY



Percy the Small Engine was C. Reginald Dalby's last artistic collaboration on the Railway Series. John T. Kenney, another Leicestershire man, was chosen to be his successor. Kenney's illustrations are fresh and light, with larger engines, and more realistic people. And they have something more, which really pleased the author: precise draughtsmanship and attention to

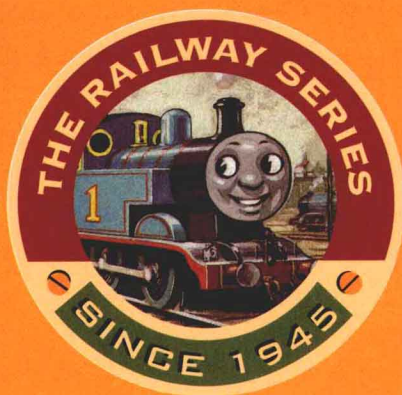
technical detail. Awdry was delighted with his appointment as illustrator.

John Theodore Eardley Kenney was born in 1911, and like Dalby, he trained at Leicester College of Art, before working as a commercial artist. While serving in the Second World War, he made dozens of on-the-spot drawings recording the D-Day landings and the triumphant sweep across Europe which followed. After the war Kenney returned to Leicester, and met his future wife, Peggy.

He illustrated several children's books for Edmund Ward (including two children's stories of his own) before illustrating six of Awdry's Railway Series books. He created a handful of new engine-characters for the series, including Donald and Douglas (the Scottish Twins), and the dastardly Diesel!

In 1962 Kenney's eyesight began to fail him, and he illustrated his last title for the series, *Gallant Old Engine*. Fortunately, he was still able to continue his work as an artist, drawing and painting – especially horses, which he loved. John Kenney died in 1972 at the age of 61. In the same year an exhibition of his paintings was mounted in Chicago.





The Three Railway Engines



Edward's Day Out



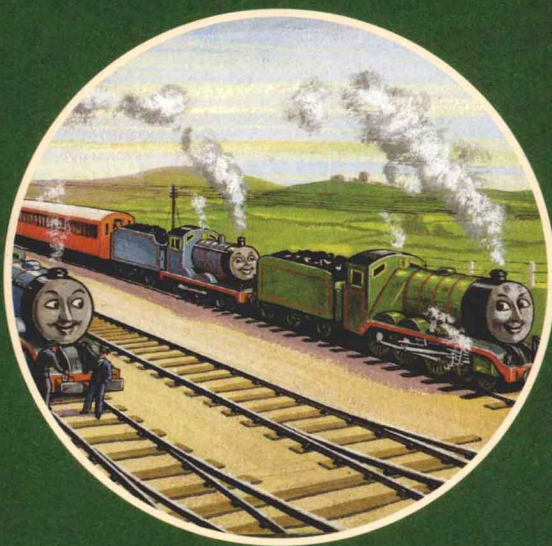
Edward and Gordon



The Sad Story of Henry



Edward, Gordon and Henry



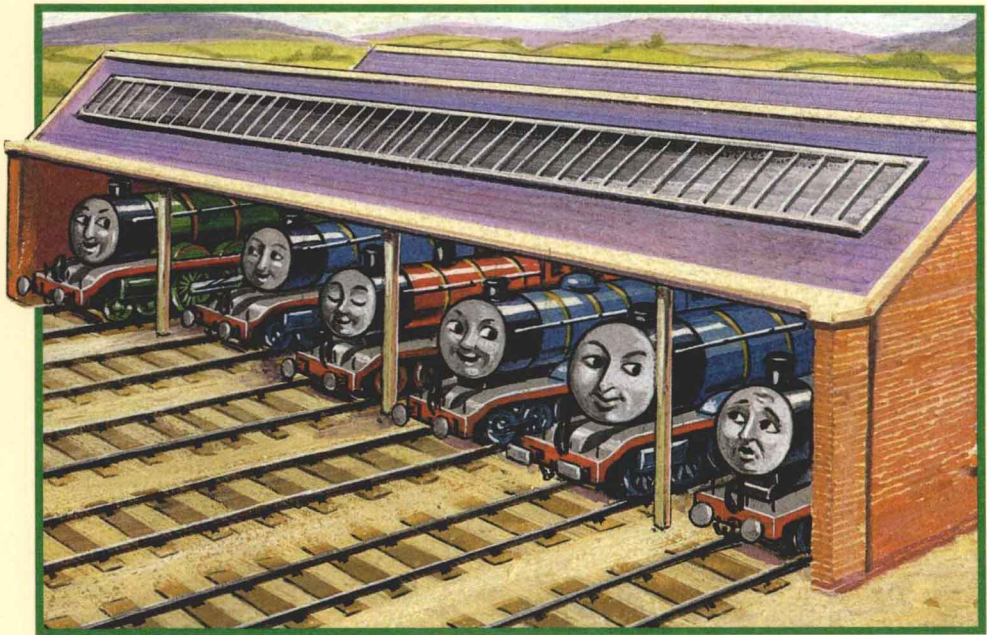
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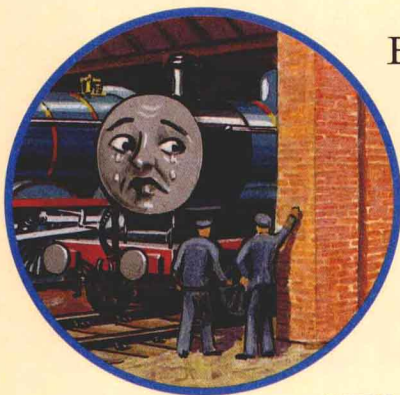
THE REV. W. AWDRY
with illustrations by
C. REGINALD DALBY

Edward's Day Out



Once upon a time there was a little engine called Edward. He lived in a shed with five other engines. They were all bigger than Edward and boasted about it. "The Driver won't choose you again," they said. "He wants big, strong engines like us."





Edward had not been out for a long time; he began to feel sad. Just then the Driver and Fireman came along to start work.

The Driver looked at Edward.

“Why are you sad?” he asked.

“Would you like to come out today?”

“Yes, please,” said Edward. So the Fireman lit the fire and made a nice lot of steam.

Then the Driver pulled the lever, and Edward puffed away.

“Peep, peep,” he whistled. “Look at me now.”

The others were very cross at being left behind.

