

LETTERS

Alan Froud 5/5/14

» a challenge.

A simple solution would be to re-track with the LR55 system that lowers the rail head by more than 300mm, without having to excavate the tunnel invert.

Meanwhile, the exposed track at Dawlish can be compared to the Blackpool promenade tramway, which has been exposed to salt water, wind and sand for well over 100 years without any serious problems to the wires or supply cables, even when the tracks are under water.

Dawlish should be fine.

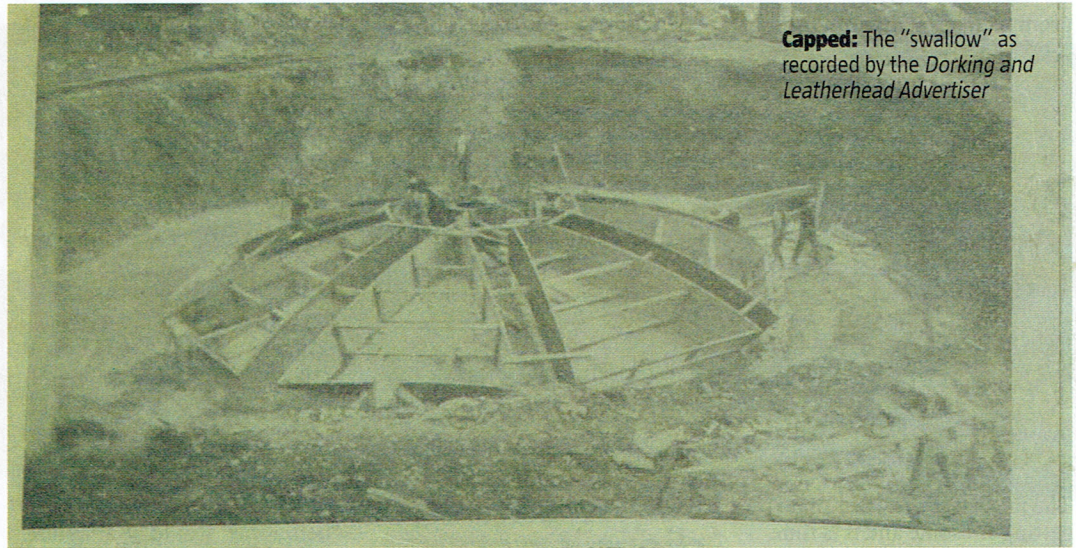
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HEALTH & SAFETY

Vietnam and Laos ditched road changes

I would agree with Michael Dunn's comments in his letter "African lessons still need to be learned" (NCE 13 February).

Taking into account that in 2003 research body TRL, with Department for International Development (DfID) support, produced comprehensive



Capped: The "swallow" as recorded by the *Dorking and Leatherhead Advertiser*

GEOTECHNICAL

Swallows pictured in the Mole Gap

Clive Edmonds in his interesting article refers to "sinkholes" (NCE 27 March) in the Mole Gap. Where the river Mole flows through the North Downs over fractured chalk, they are known as "swallows".

The attached article from the *Dorking and Leatherhead Advertiser* of 1 January 1937 (courtesy of the Dorking Museum archive) describes a swallow 60 feet (20m) deep and how a dome was built over it

when the A24 was being widened and realigned. The size of the dome can be judged from the men in the photograph.
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