No. 412 of 12 pages
March-April 2008

Opinions expressed herein are not necessarily those of the Editor or of the Society.

Editor: A.M.Jervis, 7 Dymond Grove, Pitcorthie,
Dunfermline, Fife, KY11 8DE.
E-mail address: *tony.jervis@talktalk.net*

Closing date for next issue: **27 March 2008**
Despatch date of next issue: mid-April 2008

SOCIETY MATTERS

ANNUAL GENERAL MEETING

The Annual General Meeting of the Railway & Canal Historical Society will be held at the Best Western Falstaff Hotel, Leamington Spa, on Saturday 3rd May 2008, commencing at 11:00.

Any member wishing to raise a matter of substance, or to offer themselves for election to office, is invited to communicate with the Hon. Secretary at an early date. Formal motions received not later than 42 clear days before the date of the AGM will form part of the business of the meeting.

M. Searle, Hon. Secretary,
3 West Court, West Street,
Oxford, OX2 0NP.

GROUP MEETINGS AND OUTINGS — I

North East Group — Saturday 1st March: The group A.G.M. will be followed by a selection of members' slides, in the Council Room of the Railway Institute, York, at 2.15 p.m.

East Midlands Group — Friday 7 March 2008: A lecture entitled *Bailey Bridges* will be given by Mr L.E.Howarth in the Meeting Room of the Library, Foster Avenue, Beeston, at 7.15 p.m.. The room is available from 6.45 for Group Library, Book and Video stall and discussion.

North West Group — Saturday 8 March: *Canals from Brindley to modern times*, an illustrated talk presented by Martin Welch. The meeting commences at 2 p.m. and will be at the Friends' Meeting House, 6 Mount Street, Manchester. The Meeting House is located behind Manchester's Central Library. From Piccadilly or Victoria Stations board a Metrolink tram and alight at St Peter's Square station. The nearest car park is in Watson Street.

London Group — Saturday 8th March 2008: Dilwyn Chambers will lead a walk around the 1924 British Empire Exhibition site at Wembley. Meet at 2.30 p.m. at Wembley Park Station (Zone 4) on the pavement on the opposite side of the road from the entrance (by a light-controlled pedestrian crossing). The tour will take approximately 2 hours. Participants may find it helpful to have with them a copy of the Alan Godfrey Edition of Middlesex Sheet 11.13, Wembley, 1935 (ISBN 978-1-84784-010-3), described by Richard Graham in *Bulletin* 410.

GROUP MEETINGS AND OUTINGS — II

West Midlands Group — Saturday March 15th: At 14.00 in the Carrs Lane Centre, Birmingham, the Group AGM will be followed by a PowerPoint-illustrated talk by Martin O'Keeffe on *BCN tugs*.

North West and North East Groups — Thursday 27 March: South Yorkshire rail tour, organised by Brian Slater. The tour will start and end in Sheffield. Meet in the concourse of Sheffield Station at 10.30 a.m. North West Group members are recommended to travel outwards on the 09:20 TransPennine departure from Manchester Piccadilly (departs from Manchester Airport at 08:52 and Stockport at 09:28,) arriving at Sheffield at 10:08. The tour will include journeys between Barnsley, Wakefield, Swinton, Doncaster, Thorne and Goole. A detailed itinerary including departure times and suggested ticketing arrangements is available on request, either via e-mail to *Gerald.Leach@btinternet.com* or by sending a stamped addressed envelope (C5 size) to Gerald Leach, 5 Tabley Close, Knutsford, WA16 0NP.

London Group — Monday 31st March: *The History of the Royal Mail Coaches 1784-1850*, by Fred Wilkinson, will be preceded by the London Group AGM at The Rugby Tavern, Rugby Street, London W.C.1 (off Lamb's Conduit Street in Holborn) at 6.30 p.m. For further details please contact Michael Thomson, 020 8997 7602.

East Midlands Group — Friday 4 April 2008: The East Midlands Group's 48th Annual General Meeting is to be held at the Library, Foster Avenue, Beeston, commencing at 7.15 p.m. under the chairmanship of Mr G.Wild. Light refreshments will be available beforehand, and the room will be open from 6.45 p.m. for Group Library, Bookstall and discussion. The A.G.M. will be followed by a Surprise Slide Show.

North East Group — Saturday 5th April: In the Council Room of the Railway Institute, York, at 2.15 p.m., Howard Turner will give the group a slide talk on the subject of *The History of the G.C. Line from Sheffield to Chesterfield*.

North East and East Midlands Groups — Thursday 10th April: Dr Arthur Barnett Memorial Walk, Chesterfield Canal towpath, from Chesterfield to Renishaw, 7 miles. Pub or supermarket café lunch; leader, Brian Slater. Meet at Chesterfield Railway Station at 10 a.m., after arrival of 07:47 Liverpool – Norwich train (Manchester Piccadilly, dep. 08:42; Stockport, dep. 08:53; Sheffield, dep. 09:38). If coming by car, park in a car park 150 yards north of the station; it's cheaper than the station car park.

North West Group — Saturday 12 April: *Early Railway Journeys*, an illustrated talk presented by the Society's President, Dr Janet Cutler. The meeting commences at 2 p.m. and will be at the Friends' Meeting House, 6 Mount Street, Manchester. The Meeting House is located behind Manchester's Central Library. From Piccadilly or Victoria Stations board a Metrolink tram and alight at St Peter's Square station. The nearest car park is in Watson Street.

London Group — Saturday 12th April 2008: Peter Darley, of Camden Railway Heritage Trust, will lead a walk around Camden Goods Yard, the Horse Tunnels and the architecturally listed eastern portals of Primrose Hill Tunnels. Meet at 10.30 a.m. on the steps of The Roundhouse, which is adjacent to Chalk Farm Northern Line station. The tour will last approximately 2 hours. To indicate attendance, please ring Michael Thompson, 020 8997 7602, after 1st March.

North West Group — Thursday 24 April: Walk (5 miles approx.) along the former L&NWR/LMS Cwm branch from Dyserth to Prestatyn, including part of the earthworks of the aborted extension to Marion Mill. Meet at Prestatyn Station at 11:33 a.m. following arrival of the arrival of the train from Manchester Piccadilly (dep. 10:03), Warrington B.Q. (dep. 10:40) and Chester (dep. 11:07). On arrival the group will then travel from Prestatyn Bus Station to Dyserth by bus (Service 35 that departs at 17 and 47 minutes past the hour). Bring sandwiches or take pot luck in Dyserth. Enquiries to Allan Brackenbury, telephone 0161 485 7555.

GROUP MEETINGS AND OUTINGS — III

London Group — Monday 28th April: *Why is Britain's Signalling Different?* by David Stirling, at The Rugby Tavern, Rugby Street, London W.C.1 (off Lamb's Conduit Street in Holborn) at 6.30 p.m. For further details please contact Michael Thomson, 020 8997 7602.

North West Group — Thursday 29 May: Golden Jubilee Year event. Walk along the towpath of the Macclesfield Canal, followed by an extended lunch break at the Fools Nook pub at Sutton. Meet outside Macclesfield Station at 10:15. The group will then travel on the Congleton bus, 10:30 departure from Macclesfield Bus Station, alighting in the Buglawton area. Advance notice of anyone intending to join the walk is requested. Please inform Gerald Leach, telephone 01565 654342 or e-mail *Gerald.Leach@btinternet.com* .

West Midlands and North West Group — Saturday 31 May: Railway Ramblers have invited R&CHS members to join them on a visit to the Foxfield Light Railway for an escorted walk along the track bed between Blythe Bridge and Dilhorne, including the connecting spur to the main Stoke – Derby line and the route into the former Foxfield Colliery site (total distance 6.5 miles). Please note that advance booking is required. There will be a charge of £4 (to be paid in advance) and the proceeds will be donated to the Foxfield Railway. All payments to be by cheque made payable to "Phillip Earnshaw". Cheques to be sent (or handed) to Gerald Leach, 5 Tabley Close, Knutsford, WA16 0NP, not later than 1st May. Meet at Caverswall Road Station at 10.30 a.m. following arrival at Blythe Bridge of the 09.07 a.m. train from Crewe (Stoke-on-Trent dep. 09:33). There is also a train from Derby, departing at 09.28 a.m. Bring a packed lunch. Enquiries and bookings to Gerald Leach, telephone 01565 654342 or e-mail *Gerald.Leach@btinternet.com* .

North East and East Midlands Groups —19th June and 14th August: Further Chesterfield Canal towpath walks to view the recent and future restoration projects between Chesterfield and Worksop. Each 6-7 miles; pub lunch. Leader, Brian Slater. These walks are in memory of Dr Arthur Barnett, who led the Groups on the canal when he was around 90 years old.

North West Group — Saturday 21 June: Golden Jubilee Year event. A walk to explore routes of former tramroads in the Mow Cop area. Full details will be provided in the next issue of the *Bulletin*.

North West Group — Sunday 6 July: Golden Jubilee Year event. Cruise along the Manchester Ship Canal. Bookings for this event have now closed.

South West Group — Advance Notice: Cotswold Canals Towpath Walking Week (refer to *Bulletin* 410, page 6). Note that the dates have been altered to: out Monday 15th, return Wednesday 24th September.

MEMBERSHIP CHANGES to 30th January 2008

Notification of address changes, *etc.*, should be sent to the Membership Secretary, Roger Taylor, at 16 Priory Court, Berkhamsted, HP4 2DP, or by e-mail to *membership@rchs.org.uk* .

(Note: The first column below is the Group/Address code in accordance with the key contained in the April 2007 Address List.)

Member Deceased

We are sorry to record the death, on 31st July last year, of former member (1987-2004) Edward Haywood of Rawtenstall (latterly Fleetwood), Lancashire (NW).

(Continued overleaf. . . .)

MEMBERSHIP CHANGES (continued)

New Members

WM JONES, Mr.P.D. 6 Surrey Drive, Finchfield, WOLVERHAMPTON. WV3 9LW
(Canals; Waterway history research)

L LASSON, Mr.R. 48 Ravenswood Gardens, ISLEWORTH. TW7 4JG
(Railways; Canals; Road transport)

NE MARSHALL, Mr.P.F. 4 Ludwood Close, Honley, HOLMFIRTH. HD9 6LE
(Railways, including chronology)

L PEART, Mr.P.B. 187 Bermondsey Street, LONDON. SE1 3UW
(Railways and canals, in particular the contractors)

WM RELF, Mr.P.J. 13 Eardisley Road, KINGTON. HR5 3EA
(Railways; Canals; Road transport; Tramroads; Air transport)

L SCHOLES, Mr.W. 23 The Lawns, Sompting, LANCING. BN15 0DT
(Railways; Road transport; Waterway history research)

Resignations

Aldred, Mr.R.H. and Mrs.J.E. (Bredon, Worcestershire) (SW); Kilsby, Mr.R.E. (Gosport, Hampshire) (L); Lawrence, Mrs.C. (formerly Banbury, Oxfordshire (L), now north of Scotland); Pointer, Dr.M.R. (Salisbury, Wiltshire) (SW); Powell, Mr.T.G. (Wye, Kent) (L); Sankey Canal Restoration Society (NW); Williams, Mrs.B.A. (Chichester, Sussex) (L); Wilson, Mr.R. (Ryde, Isle of Wight) (L).

Changes of Address

NW JEUDA, Mr.B.S. 47 Sandringham Road, Higher Hurdsfield, MACCLESFIELD. SK10 1QB

EM PHILIPPE, Mr.M.R. 4 Meynell Rise, ASHBOURNE. DE6 1RU
(was South Croydon (L))

O SANCHEZ VINTRO, Mr.J. Hazin de Cartagena 13, 30204 CARTAGENA, Spain.

NE WRIGHT, Mrs.T. The Old School House, Storrs Green, Storrs, SHEFFIELD. S6 6GY

Corrections to Addresses

O KIDD, Mr.P.R. 43 Melrose Street, Littlebourne, DUNEDIN **9010**, New Zealand.

WM SEAWARD, Mr.K.P.G. Flat 28, **Hazledyne** Court, Longdon Coleham, SHREWSBURY. SY3 7BS

MORE ON THE SOCIETY'S WEBSITE

Comprehensive lists of the papers issued by Air Transport Group, Road Transport Group and Waterways History Research Group can now be found on the 'members only' part of the website. Copies of past papers may be ordered from the respective group co-ordinators.

By the time this note appears, the Research section should include a page on the use of newspapers as a source for research. This includes mention of an exciting new British Library project launched in October 2007: the 19th Century British Library Newspapers Website. Initially this comprises one million facsimile pages from 46 London national newspapers, English regional newspapers, home country newspapers from Scotland, Wales and Northern Ireland, plus some specialist titles, which can be searched by key-word. This makes these valuable, yet under-used, resources much more easily accessible. The website is not freely available on the internet, but is accessible at many academic libraries, as well as at the British Library. Work is in progress on expanding it to 3 million pages by the end of 2008.

GAB

TRAMROAD GROUP

After a wee slumber compounded by illness and computer failures, this specialist group received a mailing in January. In addition to a members' circular mentioning the Fourth International Early Railways Conference (to b held on 12-15 June 2008 at University College, London), the Corinth Diolkos, the Brinore Tramroad, "The Last Significant Plateway" (at Springfield No 2 fireclay mine, Shibden Dale, Halifax, still in operation on 11 February 1992), Iron rails in Arkengarthdale lead mines, Early Turntables (at Morwellham Quay on the River Tamar), the Stephenson locomotive at Llansamlet, Death by plateway locomotive, and a New Quay Railway, Ceredigion, the following Occasional Papers were published.

180	*An American in Pontypool, 1828*	Michael Lewis	3pp
181	*Old catalogues of early railway literature*	Harry Paar	4pp
182	*Early Railways at Wilsontown Ironworks, South Lanarkshire (NS 951549)*	John van Laun	2pp
183	*A primitive railway in China*	Michael Lewis	2pp
184	*The discovery of a manuscript version dated 1795 of John Curr's* The Coal Viewer *(1797)*	John Liffen	2pp

Details of the group may be obtained from the Co-ordinator, Dr Michael Lewis, 60 Hardwick Street, Hull HU5 3PJ.

RAILWAY CHRONOLOGY GROUP

Co-ordinating Newsletter Number Fiftythree was published in January and contained the following articles:

The Great North of Scotland Railway [a chronology]	Eric Breedee	9pp
Family Trees of the Highland Railway and the Great North of Scotland Railway	Michael Cobb	2pp
The Kilsyth Railway — A Chronology	David Lindsay	2pp
The Kelvin Valley Railway — A Chronology	David Lindsay	
Whitacre	Richard Maund	1p
Biggleswade Bulldozed	John McCrickard	1p

The eight pages of Notes, Queries and Responses dealt with Beam Bridge; Barnsley; the Transport History Collection of Brunel University; Stratford station (London); the Watford High Street – Croxley Green branch closure; Punctuation marks in station names; British railway lines and stations closed in the First War; Accuracy of information; Newport Dock Street; Sheepcote Lane curve and North Pole Eurostar depot; Early closures in Ireland; All Stretton and Mickleton halts; Dunrobin Castle station; Spelling mistakes; Definition of a Passenger Service; the late Ray Cook's and the late Bryan Wilson's unpublished chronological material; the Zetland Hotel platform at Saltburn; Compilation and layout of railway company chronologies; the Brecon & Merthyr Tydfil Junction Railway; Web-sites dealing with the North Staffordshire Railway and closed stations; use of the word "Freight"; Compass points — prefix or suffix?; Castle Grant private station; Chacewater station (Cornwall); Corrections to Newsletter 52; Partick mineral depots; Branches around Possil; and additions to the Group membership list.

The Group Co-ordinator may be contacted at 7 Wealden Hatch, Wolverhampton, WV10 8TY, or by e-mail to *chronology@rchs.org.uk* or *RCHSChronology@aol.com* .

AIR TRANSPORT GROUP

This specialist group's mailing in February 2008 comprised Newsletter No 11 and five Occasional Papers, namely:

Brian A. L. Jones	*My First Flight*; and
	A Cradle of Aviation — College Park Aviation Museum [Maryland];
Philip L. Scowcroft	*A Short Note on the Autogiro*;
Gordon Knowles	*Memorials to Aviation Personalities*; and
	My First Flight.

Copies of these and details of the Group may be obtained from Mr P.L.Scowcroft, 8 Rowan Mount, Doncaster, South Yorkshire, DN2 5PJ.

WATERWAYS HISTORY RESEARCH GROUP

With reference to the index of papers available in WORD and listed in *Bulletin* 409, page 9, the following papers have recently been circulated by e-mail to those Group members for whom an e-mail address is known. Requests by Society members for electronic copies of individual items should be sent to the Group Co-ordinator, *jones.panache@btopenworld.com* .

Notes & Queries:

14.1 re 'Single Barrier Navigation Structures', *RCHS Journal* No 198 — Nicholas Hammond.
14.2 re 13.6, 'The reputation of Waterman for Swearing' — Tom Foxon and Mike Clark.
14.3 re 13.4, 'Mersey – Potteries / Birmingham Canal Improvement Scheme 1923-5' — Peter Brown and Mike Clark.
14.4 re 12.13 and 13.2, 'Impressment of River and Canal Boatmen in the Navy' — Paul Vine.
14.5 *Early Navigation on the river Kennet to Reading* — Pat Jones.

Occasional Papers:

68 Briare Canal Bridges — Nicholas Hammond.

Reprints:

20 New "Brindley" find at Castlefield, Manchester — Paul J. Sillitoe .

THE MARKET FOR OLD *JOURNALS*

The Membership Secretary confirms that there is a market for old *Journals* and reminds members that he holds a large collection of back issues for resale. He can by no means provide full sets, coverage being patchy for many periods, but a list of what is available can be obtained from him, either by e-mail to *membership@rchs.org.uk* or 24p s.a.e. (DL or C5) to Roger Taylor, 16 Priory Court, Berkhamsted, HP4 2DP. (Newer members may wish to note that most, but not all, issues from 2000 onwards are currently available). Copies are £1.50 up to March 1995 and £2.50 July 1995 onwards, including postage, with discounts (10%-ish) being offered on large orders (10+) or full year sets where available. He does hold, and is happy to do so, lists of requirements from members trying to complete sets, as occasionally odd journals and even complete sets come back to him. The foregoing is not intended to interfere with such arrangements as mentioned in *Bulletins* 410 and 411, as direct contact and transfer is the best way of dealing with complete or long runs.

GOOD HOME SEEKING OCCUPANTS

Our member, Mr Richard E. Parkinson, writes that he was actually the fourth person to apply to Dr Stephen Bragg (*Bulletin* 410/8) and that he is certainly interested if anyone else should be reducing a collection of R&CHS *Journals* and, in fact, would also be interested in any *Bulletins* up for grabs. He has only been a member for a few years and, although he has some of the back numbers, there are many gaps. Providing he can get to the donor by train, he would be willing to come and collect them, so there would be no hassle with bundling them up for posting. Mr Parkinson's address is 245 Walthall Street, Crewe, Cheshire, CW2 7LE.

BRITISH POSTAL MUSEUM AND ARCHIVE

The archive, located with the museum at Freeling House, Phoenix Place, London WC1X 0DL, contains much detailed information on the arrangements for carrying mail by road and rail. It is open on Mondays to Fridays from 10:00 till 17:00, extended to 19:00 on Thursday evenings. The museum can be contacted on 0207 239 2570 or via *info@postalheritage.org.uk* and their website, *www.postalheritage.org.uk* , incorporates an online catalogue enabling the finding of file numbers. Pat McCarthy says he has had occasion to use the archive only once, but found what he sought.

WIDNES LIBRARY

Widnes Library has an extensive collection of railway books. The collection contains over 6000 books, DVDs and periodicals about railways in the UK. Newly published books and DVDs are regularly added. The collection embraces all aspects of railway transport from locomotives, rolling stock, railway histories to personal accounts and memoirs of life on the railways. Until recently space limitations meant that the railway collection was not totally accessible. From September 2007 the collection has been placed in a dedicated room located on the first floor at Widnes library. The room is pleasant and can also be used for study and reference purposes. Titles in the collection are listed on an electronic database that can be accessed at web address: *http://www2.halton.gov.uk/content/tourismandleisure/libraries/librariescatalogue* . The library is open Monday to Thursday from 9.00 a.m. to 9.00 p.m.; Friday 9:00 a.m. to 5.30 p.m. and on Saturday 9:00 a.m. to 4.00 p.m. Widnes Library is located on Victoria Road in the town centre."

DR O'SHAUGHNESSY

Readers of the item 'Making a Time and Place for Everything' (*Bulletin* 410/13) may have missed the significance of Dr O'Shaughnessy's presence on August 9th 1852 on the South Eastern Railway. The Irish born and Edinburgh-educated William Brooke O'Shaughnessy was a forensic scientist and medical doctor, an FRS, Professor of Chemistry in the Medical College of Calcutta, forensic Chemical Examiner to the Indian Government, Secretary of the Asiatic Society of Bengal, and Assay Master of the Calcutta Mint. In his idle moments O'Shaughnessy found time to experiment with the emerging science of the electric telegraph, having laid down at his own expense over 30 miles of telegraph wire backwards and forwards across the Calcutta Botanical Gardens. Having constructed an 82-mile telegraph system for the port of Calcutta, in April 1852 O'Shaughnessy was appointed Superintendent General of Telegraphs by Dalhousie, with a remit to construct telegraph lines all over India. He was promptly sent to London where he arrived on June 20th 1852, in order to report to the Court of Directors of the East India Company, to recruit staff and to arrange for the purchase of materials. The latter included 5600 miles of $^{5}/_{16}$-inch diameter galvanized iron rod in coils ¼ mile long, 700 miles of gutta-percha-covered copper wire and 96 000 stoneware insulators. Like many RCHS members of a later era, O'Shaughnessy obviously took time out from his labours for the occasional 'railway field trip', which is why we find him at the SER on that particular Monday, possibly at Lewisham station, whence the wire from the Royal Observatory had been connected on February 4th 1852. Having completed a tour of the most important English and Continental telegraph systems, O'Shaughnessy returned to India where he was responsible for the construction of some 10 000 miles of telegraph line.

Chris Bartlett

OLD HOUSE WAS NOT PAINTED

Mr Edward Allhusen, of Old House Books, Moretonhampstead (*Bulletin* 411/16), has pointed out that they did not brush out anything from their *London Railways Map 1897*. This is as it appeared on a Bartholomew Atlas at the end of the 19th century.

GREAT WESTERN RAILWAY SHAREHOLDERS

Did your great-great-grandpapa help capitalise the Great Western Railway by buying a couple of shares? If not, who did? Findmypast.com has been working in partnership with the Society of Genealogists (SoG) to publish online records held at the Society's London headquarters. The Great Western Railway Shareholders Index is now live.

This unique index is **not** an index of railway staff, but of shareholders in the Great Western Railway. The index contains details for 77 000 shareholders, with a total number of 292 000 names plus addresses (where given) entered into the registers.

The first release covers the ledgers for the period 1835 to 1910. The indexes to the registers for the period 1911 to 1932 will follow in due course. In almost all entries, the name of the shareholder is given, together with an address, the names of the other parties (executors or legatees for deaths; husbands for marriages) and dates of death, probate, marriage or other event. The majority of events are deaths in England and Wales, but there are significant numbers of marriages, powers of attorney, and changes of name, as well as Scottish, Irish and overseas records.

The Great Western Railway's first engineer was also a shareholder, and appears in the index, together with his executors:

Name	Role/Event	Date	Place	Column
Isambard Kingdom BRUNEL	Death	15 Sep 1859	Westminster, Middlesex, England	3
Isambard BRUNEL	Executor (Son)	10 Oct 1859		7
Mrs Mary Elizabeth BRUNEL	Executor (Widow)	10 Oct 1859		7
Sir Benjamin HAWES	Executor	10 Oct 1859		7
Seth THOMPSON	Executor	10 Oct 1859		7
Mr ELSDALE	Recipient	21 Oct 1859		9

Transcriptions © Society of Genealogists

Brunel isn't the only famous name to be found; Charles Dickens and Lewis Carroll are also included. Carroll can be found under his real name, Charles Lutwidge Dodgson:

Name	Role/Event	Date	Place	Column
Rev Charles Lutwidge DODGSON	Death	14 Jan 1898	Guildford, Surrey, England	3
Wilfred Longley DODGSON	Executor	17 Feb 1898	Bridgnorth, Shropshire, England	7

Transcriptions © Society of Genealogists

If you have an Explorer subscription you can enjoy unlimited access to over 550 million records on findmypast, and have immediate, unlimited access to these new records. When you've found an ancestor in the GWR index, you can order a digital image of the original document from the Society of Genealogists, which will give you the full address of the proprietor, executor(s), and recipient where these were available, as well as additional notes. The set price for SoG's research and copy service for the GWR Shareholders Index is £10 inclusive. SoG's e-mail to you will also include details of how you can pay them. SoG will endeavour to respond to enquiries within 14 days.

Full details of how to search on-line and, if copies of original records are required, the taking out of subscriptions can be found at *www.findmypast.com* or by telephoning the customer helpdesk on 020 7549 0990 between 09:00 and 17:00 on Mondays to Fridays.

THE DANIEL ADAMSON PRESERVATION SOCIETY

A major part of the November 2007 issue of *Tow Line*, the society's journal, is devoted to the structural changes that will have to be made to the former Manchester Ship Canal tug *Daniel Adamson* to comply with current legislation and to enable her to carry passengers, and yet to retain as far as possible the historic nature of the vessel, originally built in 1903. As restoration proceeds generally satisfactorily, the chairman, Tony Hirst, has a vision of sailing her up the River Weaver as far as Anderton. Reminiscences of the Salvage Department of the Port of London Authority occupy another four pages. Details of the society can be found at *www.danieladamson.co.uk* .

WREKIN STUDIES LOCAL FORUM

The *Transactions of the Wrekin Studies Local Forum* for 2007 cover the proceedings of the Thomas Telford Day School held in Madeley in September. Papers include 'Thomas Telford in perspective' by Barrie Trinder, 'Thomas Telford: Rome, roads and bath houses' by Roger White, 'Telford and the improvements to the Holyhead road in East Shropshire' by Neil Clarke, 'St. Michael's Church, Madeley' by Shelagh Lewis and 'Photographing Telford's legacy' by Chris Morris.

Copies of the *Transactions* are available from the editor, Neil Clarke, Cranleigh, Wellington Road, Little Wenlock, Shropshire TF6 5BH, and cost £4.50 (including postage and packing). Cheques should be made payable to 'Wrekin Local Studies Forum'.

This year's Day School, sponsored by Broseley Local History Society, the Ironbridge Gorge Museum Trust and Friends, Shropshire Archives and Wrekin Local Studies Forum, will be held on Saturday 12 July at the Long Warehouse, Coalbrookdale, and will present recent research into the life and achievements of John Wilkinson on the occasion of the 200th anniversary of his death. The planned programme is:

9.45 a.m.	Welcome and introduction, Neil Clarke
10.00 a.m.	*The Wilkinsons at Bersham*, Steve Grenter
10.45 a.m.	Coffee
11.05 a.m.	*Iron Ships in Green Fields: Wilkinson's Legacy, 1777-1833*, Richard Barker
11.50 a.m.	*Wilkinson's Trade Connections*, Eric Alexander
12.35 p.m.	Lunch – not provided (but there are two local pubs and the Museum Café)
1.30 p.m.	Either (1) field trip to local Wilkinson sites (sharing cars)
	or (2) walk to the Iron Bridge (guided)
	or (3) visit Museum of Iron (at extra charge)
3.30 p.m.	Tea
3.45 p.m.	*The Importance of the Women in John Wilkinson's Life*, Frank Dawson
4.30 p.m.	Conclusion

The cost of the day school will be £10.00, which includes tea and coffee and a copy of the day's proceedings when published. Bookings (with cheques made payable to Broseley Local History Society) should be sent to Michael Pope, Rivendell, 2 Dark Lane, Broseley, Shropshire TF12 5LH (tel. 01952 883960)'.

Other events in the area related to the Wilkinson Bicentenary are a meeting of the Newcomen Society (Midland Branch), open to the public, in the Thinktank Theatre, Birmingham Science Museum, at 7.00 p.m. on Wednesday, 5th March, when our member Neil Clarke will give a talk on *John Wilkinson and his transport interests*; a Wilkinson Pageant on 10, 11, 12 and 13 July at the Lawns, Broseley (contact Dot Cox, tel. 01952 883568); and a trip to Brymbo on Sunday, 13 July (contact David Lake, tel. 01746 762813).

TOWER POWERED DOWN

In the second half of January 2008 an era ended in Wales. No more would men descend hundreds of feet down a narrow shaft and then dig sideways in equally narrow passages for Welsh anthracite, possibly the world's finest quality coal. Tower Colliery, near Hirwaun at the head of the Dare valley, the last deep coal mine in Wales, owned for the last thirteen of its 202-year history by its workforce, has finally closed. Coal will still be dug in Wales, by a handful of men in huge oil-fuelled machines at the bottom of holes equally deep but literally miles in diameter. The deep-mined coal brought riches to a small number of mine owners and danger and often misery to the men who breathed the dust all their working lives. But it also fuelled the great metal foundries of south Wales, whose products were trammed and shipped around the world. Now all these heavy and grimy industries have vanished, remembered only by the old folks and fleetingly noticed by visitors to squeaky-clean heritage museums. Progress and discuss.

LIVERPOOL AND MANCHESTER RAILWAY BIAS AND PROGRESS

On 30 November 1830 the *Manchester Guardian* wondered about getting from Liverpool to Manchester in an hour and found that on a local railway line it was indeed possible.

> It has long been a subject of doubt whether the distance from Liverpool to Manchester could be travelled by a locomotive engine in the space of an hour.
>
> This extraordinary feat was performed on Tuesday morning by the Planet, one of Mr Stephenson's most approved engines, the time occupied only 60 minutes, of which two minutes was taken up in oiling and examining the machinery about midday.
>
> There were no carriages attached to the engine, the only persons on the tender being the engineer, the fireman, and Mr Williams, the principal clerk in the Liverpool Crown-street station. The occasion of this rapid passage was the necessity for the engine being in Manchester by nine o'clock, it having been engaged by Mr Ewart's committee to bring down the duke's train of carriages with the Manchester voters; and some alteration in her machinery being unexpectedly required, she was prevented setting out until the latest moment, and the engines at the Manchester end were all occupied with the regular business of the road.

This elicited a letter of complaint to the Editor as follows:

> Stephenson's Locomotive Engines: Sir — Having read the different notices of the locomotive engines which have appeared in the *Mechanics' Magazine* I could not fail to perceive the evident disposition in those articles to decry the engines of Messrs. Braithwaite and Erickson.
>
> To one living as I do on the line of the Manchester to Liverpool rail road, and day after day witnessing the performances of the engines of Messrs. Stephenson, the misrepresentations are palpable. I have myself often seen it convey 20, and in one instance 25 wagons, weighing 4½ tons each, at a speed of from 15 to 16 miles an hour. I state this as an incontrovertible fact, a fact not known to me alone but to hundreds, perhaps thousands.
>
> It may be asked, why are the directors [of the line] still deficient in the number of engines? To which the short but true answer is that they abstained from ordering many on The Rocket principle under the hope that Messrs. Braithwaite and Erickson would complete their contract: a hope that has not yet been fulfilled. Had it been otherwise, the directors would have had the power of determining the relative merits of the two principles and, doubtless, have given their orders to the most deserving.
>
> I fear to trespass longer on your columns, or I could quote other instances of distorted facts, erroneous inferences and presumptions calculated. Your obedt. servant, R.

Wonderment at this early nineteenth-century feat of speed prompted a person well known to many RCHS members, a P. Justin McCarthy II of Crewe, to note that towards the end of that century the 1881 timetable allowed trains between Manchester and Liverpool, albeit by a different route and generally calling only at Warrington and Widnes, just 45 minutes at hourly intervals between 08:30 and 21:30. Furthermore the 13:45 (Thursday only) and 21:55 trains would do the non-stop journey in just 40 minutes. According to today's National Rail Enquiries, 177 years after Mr Williams was whisked from Liverpool Crown Street to Manchester Liverpool Road in an hour, a train between Liverpool and Manchester is timed to take an average of fifty minutes. Is that what we in the twenty-first century mean by the speed at which we progress?

TRAINS STARTING FROM PADDINGTON PASSENGER STATION —
ENGINES NOT TO EMIT SMOKE UNDER STATION ROOF

"When a train stands in a position which necessitates the train engine going under the station roof, the engine on arrival at the departure platform must stand at the platform starting signal outside the roof, and not back on to the coaches until five minutes before starting time. Whilst standing on the train the enginemen must see that the emission of smoke is reduced to a minimum." — From Great Western Service Time Tables . . . October 2nd, 1944. It would seem the railway companies were leaders in discouraging smoking in enclosed public places in England.

ALAN GODFREY MAPS

More than 2100 titles have now been published in this series. Each map currently costs £2.25 but discounts are available for those subscribing in advance for all issues or for all of particular areas. For the new 32-page 2008 catalogue of available maps send a stamped addressed envelope to the publisher, Alan Godfrey Maps, Prospect Business Park, Leadgate, Consett, DH8 7PW, or visit the website at *www.alangodfreymaps.co.uk* . The following titles have been published since late November 2007. (International Standard Book Numbers should prefixed with 978-1-84784-).

Large Scale Plans (1 : 1056 reduced to 1 : 1760; a yard to the mile)			ISBN
Kingston upon Hull	11	Hull (Railway Dock & Paragon Stn), 1853	100-1
Regular Godfrey Edition (1 : 2500 reduced to about 1 : 4340)			
Buckinghamshire	2.15	Olney, 1899	088-2
		(with part of sheet 5.03 on rear, showing southern part of Olney, including Market Place, Silver End and Near Town, and Clifton Reynes)	
Denbighshire	28.07	New Broughton & Stansty Hall, 1909	083-7
	28.08	Wrexham (North), 1909	099-8
Edinburghshire	8.07	Dalkeith (East), 1905	092-9
Essex (New Series)	54.15	Chelmsford, 1919	098-1
	86.07	East Ham & Barking (South), 1915	081-3
	88.02	Woodford, 1915	089-9
Glamorgan	16.09	Neath, 1935	091-2
Lancashire	30.05	Morecambe, 1931	084-4
		(includes part of Lancashire 30.01, showing Shell Bed Flat, Central Pier, Fartle Barrow and (at low tide) Batting Knot)	
	88.08	Rochdale (SW) & Sudden, 1908	086-8
		(with part of Six-Inch Lancashire sheet 88.NE on rear, showing Rochdale and Heywood Cemeteries, Sudden, Marland, Crimble, Passmonds, Greave, Spotland Bridge and Fallinge Park)	
	95.05	Plodder Lane, 1908	087-5
		(with part of Six-Inch sheet 95.NW or rear, showing Farnworth, Moses Gate, Dixon Green and Highfield, and west to quarry at Edge Fold and south to Brackley Colliery)	
London	36	Willesden Green & Brondesbury, 1935	097-4
		(original O.S. publication was as London Sheet IV.3 and Middlesex Sheet XVI.3)	
	56	Ealing, 1934	095-0
		(original O.S. publication was as Middlesex Sheet XV.12)	
	57	Ealing Common & West Acton, 1934	082-0
		(original O.S. publication was as Middlesex Sheet XVI.9.)	
	70	South Ealing, 1934	090-5
		(original O.S. publication was as Middlesex Sheet XV.16)	
	71	South Acton & Gunnersbury Park, 1935	094-3
		(original O.S. publication was as Middlesex Sheet XVI.13)	
	85	Chiswick & West Hammersmith, 1935	096-7
		(original O.S. publication was as London Sheet 8.02 and Middlesex Sheet XXI.2)	
Sussex	66.09	Brighton, 1909	085-1
Small Scale Map (an inch to the mile, 1 : 63360, with reduced 1 : 2500 extract on rear)			
One Inch Sheets	37 & 47	Ravenglass & Sellafield, 1875	093-6
		(parts of two maps, otherwise mostly sea; 47 is Bootle; with part of Cumberland 78.06, Gosforth, 1898 on rear)	
One Inch Sheet	184	Warwick & Rugby, 1897 (coloured edition)	080-6
		(with part of Warwickshire 40.07, Southam, on rear)	
	203	Bedford & Milton Keynes, 1895 (coloured edition)	079-0
		(with parts of Buckinghamshire 10.14 and 10.15, Milton Keynes, 1898, on rear)	

In 1853 Lieutenant Elphinstone noted that the Railway Station at the end of Paragon Street had two platforms and five tracks under its overall roof, though one of the latter, like the platforms, did not venture out into the open air beyond. Halfway along the station a row of five turntables connected the tracks and another pair linked the outermost platform lines at their eastern ends. A three-road "Engine House" adjoins the northern platform and a large covered "Cab Stand" adjacent suggests that this was the arrival platform, a hypothesis strengthened by the presence of a long but very narrow platform alongside the approach track outside the station, where a small army of inspectors could apprehend the tickets of incoming passengers or the passengers themselves if a valid ticket was not forthcoming. That trains in 1853 did not have conveniences could explain the size and internal subdivision of the "Urinal" rooms on the arrival platform. According to the local Post Office directory, this place of passenger throughput was mastered by Thomas Lofthouse and superintended by George Locking. Across the eastern end of the station was the "Railway Hotel" or, if the Post Office is to be believed, the "Station Hotel", John Brodie's house wherein he looked after families and commercial travellers and could arrange posting horses, as well as purveying coffee and refreshments in the adjacent rooms at the arrival platform end. A few hundred yards south-east of the North Eastern station was Railway Dock, built in 1846, and appropriately surrounded on three sides by two lines of rails, those on the south side being largely within warehouses. No engine could penetrate this watery fastness, however, as the two approach tracks from the "Goods Terminus" south of Kingston Street ended in tiny turntables and rotation on further tables was necessary for trucks to navigate the western and northern quaysides. In addition to an impressive layout of sidings, appearing only in part of Hull sheet 11, south of Kingston Street, the purpose of a number of surrounding buildings is designated: Iron Store: Locomotive Store; Engine Fitting and Waggon Shops; Engine House (for a stationary engine powering machinery); and Smithy.

One may jib slightly at the standard £2.25 charge for the Ravenglass & Sellafield map but careful amalgamation of two of the Ordnance Survey's non-overlapping rectangles has enabled the blank sea area to be reduced to about 70%; land would occupy just 2.5% of the original Sheet 47 and about 40% of Sheet 37. But as on many of the reproductions of this series, the essay on local sights and history makes up for lack of interest in the empty sea. The Furness Railway is shown from south of Bootle to north of Nethertown, with the Beckermet line branching off at Sellafield. Mention of this last place, divided into "High" and "Low" on the map, and the nearby Calder Hall lead the essay, written by Alan Godfrey himself, into a brief history of the area's military explosives manufacturing plants that, post-war, provided land for the fledgling nuclear industry. Further south, Ravenglass has "Stations" in the plural and a line wondering north-eastwards past "Muncaster Station Mill", as the map engraver appears to have written. The existence of this railway, added to the map since it was first published, enables Mr Godfrey to pithy quotations from earlier authors that would certainly not suit today's 15-inch descendant of the 3ft-gauge railway of 1875.

"Milton Keynes is a village and parish separated from Great and Little Woolstone by the river Ouzel, 3½ miles south from the Newport Pagnell terminal station on a branch of the London, Midland and Scottish Railway, and 3½ north from Fenny Stratford station on the Bedford and Bletchley branch of the same line." Not surprisingly, Kelly's *Directory of Buckinghamshire* for 1924 doesn't mention that 60 years later Milton Keynes would have a station named after it, strangely suffixed "Central" though still 3½ crow-flying miles distant from the village. By the local road layout even of the early 1960s this station would have been almost twice as far off but, New Towns being planted where they were, the M1 motorway already passed within a mile of the village. In bucolic 1895, however, such motorised scurrying was unnecessary — 3½ miles was, after all, only an hour's walk along the "Second Class Metalled Road" via Cottonvalley Farm and Willen, with open fields stretching away to the horizon on all sides. Nevertheless, this coloured (though blue and orange only) edition of the one-inch map has a modern feel: single and multiple track railways use today's symbols, roads are classified as First, Second and Third, which was the basis of the Ministry of Transport's numbering system in the 1920s, and in the margins there is a beginning of a grid reference network. It is only the "Midland Ry" and "L.& N.W.R." that reminds the reader that the twentieth century has yet to start and, if in the twenty-first of that ilk, one years for peace and quietude, turn the sheet over and look at Milton Keynes when it was the real Milton Keynes, clustered around its mediæval All Saints' church.