

JOURNAL

- of the -

RAILWAY AND CANAL HISTORICAL SOCIETY

Vol. 3. No. 5.

September, 1957.

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WANTED - SUPPORT

Members may notice on page 100 of this issue that the Ulverston & Lancaster centenary event in August had to be cancelled, due to "lack of support," and the attempt to have a week-end tour in County Durham has had to be abandoned for the same reason. It is known that Local Group events are often poorly attended.

Taking into account the fact that many members are prevented from taking part in these events owing to illness, work (which for some of us may include weekends), or other interests which clash, is there, we should like to know, any other reason why support for some events is not forthcoming?

With such a widely scattered membership it is not easy to cater for everybody. Too much attention to the north of the country discourages members in the south, on grounds of expense alone, and vice versa. Too high a proportion of railway interest would be frowned upon by those interested in canal history (although it may be remarked in passing that canal trips seem to be better attended).

The same applies to the writing of articles for the Journal. Some members write frequently, and others can, or possibly will, not. It would make it easier for the Society in general (and for the Editor's temper in particular) if some of these problems could be solved. The Council would be only too pleased to hear from any members who would like to make suggestions which would benefit all of us.

SOWERBY BRIDGEBy G. O. Holt

More than fifty years ago, a writer in the Railway Magazine suggested that the best-known place in many small towns was the railway station. Such a claim could hardly be made today, but the fact remains that it was probably true at that time, and anyone writing the history of a town might do well to include some remarks about the station. A description of the building in its earliest days might surprise his readers, whilst its influence upon the locality would probably be found to be quite astonishing. As it is not unlikely that the original station stood some distance from its present site, the reasons for its removal might make an interesting study, and some account of happenings there might add a new chapter to the work of many a local historian.

Lately I chanced to come across several stories which might be told about the station at Sowerby Bridge. When the Manchester & Leeds Railway opened from Normanton to Hebden Bridge on 5 October 1840, the Leeds Mercury reporter went to some length in describing what happened there when the first train arrived. As the line between Hebden Bridge and Littleborough was not completed, the engine and carriages were provided by the North Midland Company, and the train started from Hunslet Lane at 7.53 a.m. Nothing unusual seems to have happened until it reached Brighouse, where a large crowd was waiting to join it. Unable to find room in the carriages, many people climbed on the roofs and sat, as the newspaper says, "not in a very safe position." At Sowerby Bridge another crowd had assembled, and the rush for the carriages was so alarming that, after a brief stop, it was thought absolutely necessary to go on.

"Some rather ridiculous incidents occurred," says the report. "The train had brought the three Revising Barristers from Wakefield to Sowerby Bridge, where they got off to proceed to Halifax for the revision of the lists of the borough. But ere their luggage, containing their books, lists, and we know not what other legal mysteries could be taken off the carriages, the train was obliged to move on. The barristers, alarmed at the prospect of losing their paraphernalia, ran after the train calling 'Stop! Stop!' 'We can't stop,' said one in authority. 'You must stop,' responded Mr. Lutwidge, with a voice that would have overawed a whole court, and very red with wrath and running. But alas! a new race has sprung up in modern days, who know not revising barristers, and have little respect for summonses and precedents. Away the monster moved, insolently puffing back his scorn at his pursuers."

A month or two later, a rather shy and reserved daughter of a Yorkshire parson wrote a letter to a friend in which she said: "A distant relative of mine, one Patrick Boanerges, has set off to seek his fortune in the wild, wandering, adventurous, romantic, knight-errant-like capacity of clerk on the Leeds & Manchester Railroad." Six years later this little lady was to become famous as "Currer Bell", authoress of Jane Eyre, and is now known throughout the world as Charlotte Bronte. The "son of thunder" mentioned in her letter was her brother, the unfortunate Branwell, whose short spell of railway employment began at Sowerby Bridge. He wrote some verses describing

"The bustle of a town-like room,
'Neath skies with smoke-stained vapours hid
By windows made to show their gloom.
The desk that held my ledger book
Beneath the thundering rattle shook
Of engines passing by."

From Sowerby Bridge he was removed to the next station, Luddenden Foot where, at the beginning of 1842, the officers of the Manchester & Leeds found his accounts muddled and neglected. He returned home, dismissed in disgrace.

The episode brought much distress to his sisters at Haworth, and a few years later, when they were on the threshold of literary fame, they must have been poignantly reminded of Sowerby Bridge station upon reading in the newspapers that a serious and rather unusual accident had occurred there.

On 16 September 1847, the 1.0 p.m. express from Manchester to Leeds passed through Luddenden Foot shortly before 2.0 p.m. A high wind was blowing, accompanied by driving rain, and although nothing unusual was noticed, it is probable that the last of its five first-class carriages was off the rails. Two miles further on, the Sowerby Bridge Station Master saw the carriages "leaning out" on the platform side as the express approached, and hoisted a danger signal to stop it. The driver slackened speed, but was unable to stop at the platform, at the further end of which there was an ash-pit between the rails. Into this the derailed carriage dropped violently, but the couplings held, and it was dragged on still attached to the train. The impact tore off the wheels, so it was drawn like a sledge a further 150 yards or so to the viaduct, where the train came to a standstill.

It seems likely that the passengers would have been little the worse if some had not attempted to jump out. The carriage had a coupe at each end, that at the leading end being occupied by three gentlemen, one of whom, a Mr. Moon, survived to describe

the terrifying experience to Captain Binstead of the Manchester & Leeds Company. After passing Luddenden Foot, the "uneasy motion" convinced Mr. Moon that the carriage was off the rails, and in this manner it plunged into the darkness of the tunnel at the west end of Sowerby Bridge station. Beyond the tunnel the oscillation seemed less severe and, as the train slowed down, he thought the opportunity to escape from an impending disaster had come. Taking hold of the straps along the ceiling of the coupe, he raised his feet out of the off-side window and dropped. It seems that his fellow-passengers attempted to follow, but opened the door, which was torn off as the carriage was dragged into the ash-pit. Both were thrown out and fatally injured.

The cause of the derailment was traced to a broken rail at the west end of Luddenden Foot station but, according to a contemporary account, it was "clearly shown" at the inquest "that no blame whatever attached to the Officers of the Company." Both guards on the train had applied their brakes upon realizing that the last carriage was derailed, and the coroner's jury expressed their opinion that the last vehicle should have been a brake van, and some system of communication between passengers and guards should be devised.

If anyone visiting Sowerby Bridge today should suppose the station to be the place where Branwell Bronte began his inglorious career with the Manchester & Leeds, he is much mistaken. The account of the accident makes it clear that the viaduct was at the east end of the station, but the station now stands east of the viaduct. Branwell's "town-like room" has been demolished, and the building ceased to serve as a station as long ago as 1 September 1876, when the present station was opened at the junction with the branch to Rishworth.

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NINE MILE POINT AND UPPER MACHEN

A long standing anachronism was removed from the Western Region time tables with the issue of the Summer tables on 16 June last. Table 120B carried a footnote referring to Nine Mile Point as "Station for Upper Machen, 1½ miles." This was a relic of the days when the London & North Western Railway and the Brecon & Merthyr Railway were in hot competition, and it is interesting that it survived so long. Needless to say, it is highly improbable that a passenger would alight at Nine Mile Point for Upper Machen, as the route between the two places is by the roughest of mountain tracks, involving an ascent and descent of some 700 feet, while the Brecon & Merthyr had a station at Upper Machen itself.

(From G. J. Biddle).

"UNDERNEATH THE ARCHES"

By E. A. Course

Although intended primarily as a means of transport, railways are liable to provide other facilities. In closely built areas they must be constructed either above or below the surface, thus leaving space available at surface level. With sub-surface steam lines, the space above the tracks is often left empty, and the numerous openings above the Metropolitan and the District Railways are relics of steam days. (Now a considerable area near Earl's Court is to be used for an airways terminal).

Development in this direction can be taken far, as in New York, but possibilities in London are at present limited by the use of steam traction. This, however, presents no problem for the elevated lines, and the long viaducts of the great cities provide valuable ready-made accommodation.

This was realized by the Board of the London & Greenwich Railway who, before the opening of their line in 1836, proposed to let most of their 878 arches as dwellings. A contemporary illustration shows their line near Deptford with three houses underneath the arches. In fact, these show houses only served to point to the fact that residences of this type were liable to be damp and noisy, and most of the arches had to be let to commercial and industrial undertakings. (Messrs. Stone & Co. of Deptford, famed for their carriage lighting equipment, commenced business under the Greenwich Viaduct). An exception was the "Half Way House", whose bars have been enlarged with each successive widening of the railway viaduct.

Until the Second World War, "arch dwellings" were occupied on the Deptford Wharf branch near Cold Blow Crossing, and are reputed to have been "fairly comfortable." Their chimneys ran up the side of the viaduct, the tops projecting some distance above the parapet. They contained two storeys, although the shape of the arch gave a rather curious form to the ceilings of the upstairs bedrooms. They were approached through short gardens at the side of the viaduct. The line overhead did not carry an intensive traffic, so that the houses were not unduly disturbed by noise and vibration.

Reference is often made to the great influence of railways on housing developments, and to the way that houses tend to congregate around suburban stations. This is sometimes compared with ribbon development on main roads, but if the Greenwich scheme had materialized, the railway would have produced a ribbon of houses over three and a half miles long.

Houses underneath the arches are rare, but there have certainly been others besides the group at Cold Blow Crossing - for instance, on the Cathcart Circle in Glasgow. It would be interesting to hear of other examples.

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RECENT LITERATURE

William J. Skillern

- IVES, W. L. The Problem of our inland waterways:
an address delivered to the Metropolitan
Section of the Institute of Transport on
4 February 1957. 1957. (B.T.C., gratis).
- NOCK, O. S. Branch Lines. 1957. (Batsford, 25/-).
- ROLT, L. T. C. Isambard Kingdom Brunel: a biography.
1957. (Longman's Green, 25/-).
- WYMER, Norman. George Stephenson. [1957]. (Oxford
University Press 1/9).

ARTICLE

50 years ago: milestone in history of
radio: a forgotten little railway line
played its part, [the Marconi Company's
narrow gauge line at Clifden, Co. Galway,
1906-1922], by Walter McGrath.
(In "Cork Weekly Examiner", 13 July 1957.

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CORRESPONDENCE

Sir, - Could any member help me on the subject of mineral railways from Benbulbin to Mullaghmore Pier, Co. Sligo, Ireland? It is quite possible that there were references in Department of Mines reports.

Preliminary research seems to indicate that there were three rail areas there - a horse tramway for the building of the pier in the 1830s; a steam railway in the 1870s; and a line worked by petrol engines in the 1920s. Even concerning the latter, information is scarce.

WALTER MCGRATH.

NORTH LONDON RAILWAY TRAINS TO SOUTHEND-ON-SEA

By H. V. Borley

The connexion between the North London and the London, Tilbury & Southend Railways was originally at Stepney, and from 16 October 1854 at Stratford also.

Commencing 1 July 1855, the North London ran two through trains Sundays and weekdays between Hampstead Road and Tilbury via Victoria Park Junction and Forest Gate Junction. These ran up to and including 30 September 1855 and were most probably hauled by Eastern Counties locomotives between Stratford and Tilbury.

There was no further through working until 1 September 1866, when a through service was started between Chalk Farm and Barking by the same route. This service ran only during September and October 1866, engines and carriages being provided by the North London throughout. Hampstead Road station had been renamed Chalk Farm on 1 December 1862.

The North London obtained powers to construct a curve from Bow to Bromley forming a junction with the London, Tilbury & Southend line which had been opened in 1858. This curve was opened for normal passenger traffic on 18 May 1869, a service of through trains between Chalk Farm and Plaistow being operated from that date. The previous day was Whit Monday, and on that day the North London worked two through excursion trains from Chalk Farm to Southend and back, calling at all stations to Bow, then at Tilbury, for Gravesend.

During the summer months, June to September, from 1869 to 1886, the North London ran a through train on Sundays and Mondays to Southend and back, calling at all intermediate North London stations, also at Plaistow and Tilbury, North London engines working throughout. During certain years up to 1886, through North London carriages ran daily in the summer between Chalk Farm and Thames Haven or Chalk Farm and Tilbury in connexion with boats to Margate. These carriages were attached to and detached from London, Tilbury & Southend trains at Plaistow. If the traffic was heavy, the Great Eastern (and subsequently the London, Tilbury & Southend) worked the North London carriages forward specially.

When the railways adopted continuous brakes, that used by the North London differed from that used by the London, Tilbury and Southend. It therefore became impracticable to combine the trains of the two companies, and the Tilbury objected to the North London trains, as serious difficulties might have arisen in the event of a locomotive failure. Consequently, there was no through locomotive working after 1886 until 1907.

Meanwhile, the Chalk Farm and Plaistow service which, as stated, started running on 18 May 1869, ceased on 30 September 1871. From 1 October 1871 the trains worked locally between Bow and Plaistow, but from 1 June 1877 until the end of January 1878 the Plaistow train again ran through from and to Chalk Farm. After this the service was a local one until it finally ceased on and from 1 January 1916. In later years, to avoid confusion, special destination boards reading "Bow (N.L.)" had been provided, and when the London, Tilbury & Southend withdrew second class on 1 April 1893, the North London did likewise on its Plaistow train which consequently was the first North London train on which second class was not provided.

During the summer months, June to September, from 1907 until 1914, the Tilbury ran a through train daily from Chalk Farm to Southend-on-Sea, returning in the evening. This train called at all stations to Bow, at Plaistow or Barking, and at Leigh-on-Sea and Westcliff-on-Sea. In 1909 there was an additional train on Thursday afternoons, returning in the evening, and from 1910 there were two trains each way on Sundays. The through trains did not run on Bank Holidays as the Tilbury was too busy with its own local traffic. When necessary, the North London ran a relief train from Caledonian Road & Barnsbury to Southend, returning to Chalk Farm. The London, Tilbury & Southend provided a pilotman from and to Plaistow, the North London engine running on light to Shoeburyness shed. The last day these trains actually ran is not recorded. On Friday 31 July 1914 both the North London and Tilbury trains ran to schedule. War was then imminent, and on both the following days the North London relief train reached Plaistow, but a pilotman was not available, and the passengers were transferred to London, Tilbury & Southend trains. The through London, Tilbury & Southend trains do not appear to have been run on these days nor subsequently.

There have been no more regularly booked trains of the category detailed above, but on various days in the summer months subsequent to the termination of the first World War, through excursions have been run from Willesden or from Watford to Southend by this route.

From 1 January 1923 there were a few through trains, weekdays only, between Broad Street and Shoeburyness via Upminster, and from 1 October 1923 via Tilbury also. These trains did not call at any intermediate stations on the North London, and the last train ran on 27 April 1935.

Through tickets between North London and Tilbury stations continued to be issued, available via Bow (N.L.) and Bow Road (W. & B.) until 1945, when bookings to stations between Dalston and Poplar were also withdrawn after the train service had been discontinued.

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FIELD WORK: A SEQUEL

By E. A. Wilson

Our previous investigation into the course of the old tramway from the Irenant Slate Quarries to the "Ellesmere Canal" at Pentre'r-felin had been only partly completed. On our next visit to Llangollen we left that problem unsolved as we concentrated our efforts on other local industries, visiting the Dee Mill to learn something about the carding, spinning and weaving of wool; also the Llangollen Tanning Company, where we were initiated into the mysteries of converting sheep skins into leather; and lastly the Corn Mill which was built in 1786, where we saw the large under-shot water-wheel in action, and the stone-grinding of corn. As a variation, we climbed to a height of 1000 feet to see the ruins of Castell Dinas Bran, a beautiful site with wonderful views in all directions.

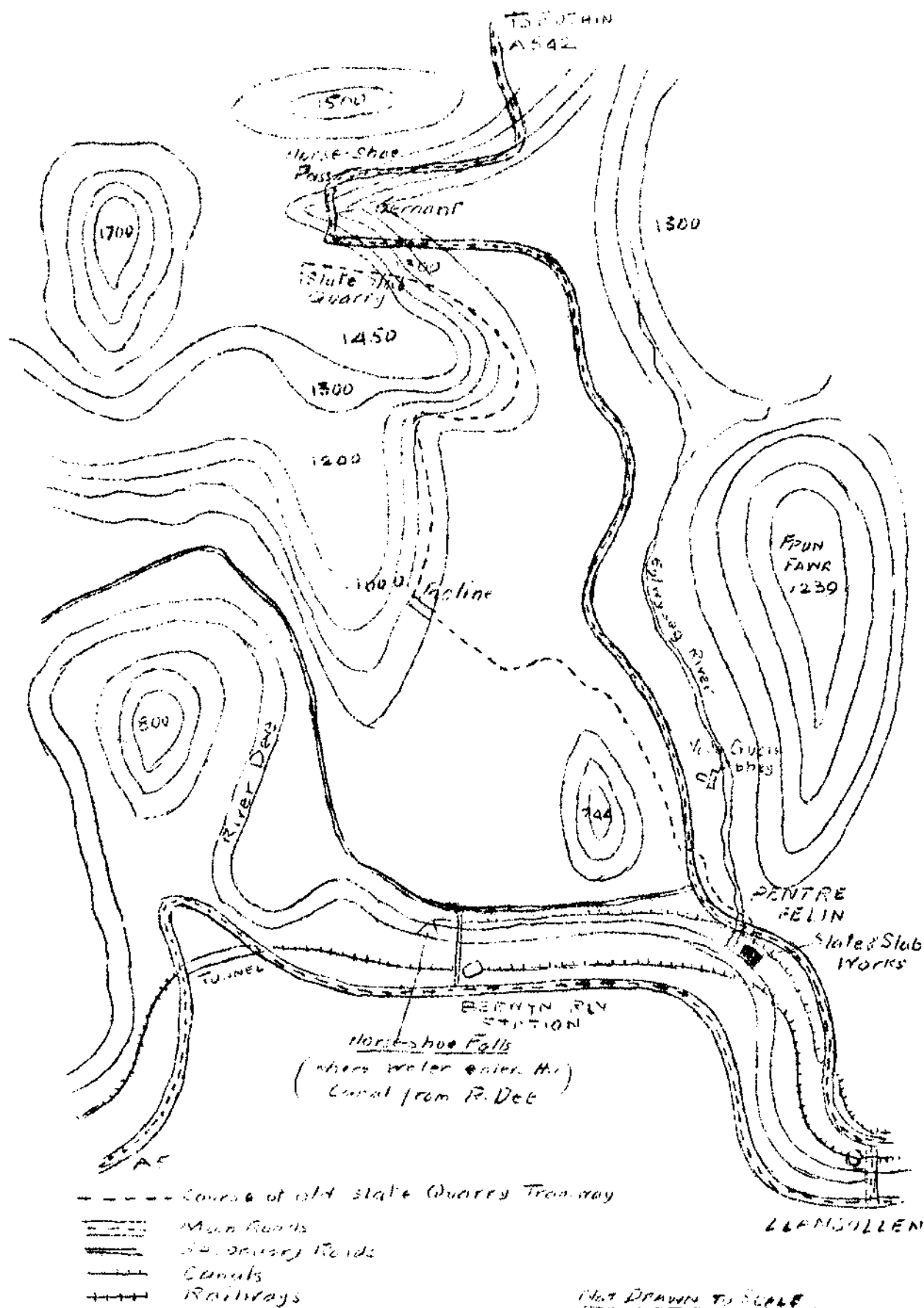
Chance can sometimes bring help when our investigations seem to have come to a standstill, and we had just completed a most useful and enjoyable day when I saw a large framed map set up on supports for the benefit of visitors. What made this more helpful than usual was the fact that the map consisted of four sections of Ordnance Survey maps on the 6" to the mile scale; moreover, they were quite old.

I could hardly believe my luck when I saw, clearly set but, the course of the old tramway site which we had followed previously, including the incline. Apparently, when we left the head of the incline we had walked some way along the upper tramway before descending again to road level.

The rest of this tramway was shown leading to the main quarries which were situated at the bend of the well-known "Horse Shoe Pass", One or two disused quarries and many pathways were also shown.

As soon as the opportunity arose, we were on the road again from Ellesmere to the far end of the tramway, where it came almost to road level. As it was some 800 feet above road level at the top of the incline, we had a long slow climb up the Horse Shoe Pass.

I thought I could detect the course of the tramway and its former terminus on the hillside just below the slate works; and an indication of a short incline from the works to this terminus. We decided to visit the works and make enquiries. Our first informant told us that the old tramway used to run through the works, although these were at a higher level; but on returning to the works later on, he said one of the older employees had told him that what we had worked out was correct!



Before starting out on the tramway course we first visited the slate quarry. This was at a slightly higher level still, so we walked up a short incline which was still in use, having rails and wire hawsers along its length; a short level stretch led us through a narrow vertical-sided cutting through the rock, where a large haulage drum was fixed.

Turning the corner we came upon the main quarry, a most impressive sight, with jagged slate sides towering up above and around us. In one bay we found two men at work, one using a pneumatic drill, whilst the other was driving iron wedges into a very large smooth slab in order to split it and bring it down. From these workmen we learned that this rock was not slate such as is used for preparing roofing slates, but "slate rock" from which slabs an inch or two in thickness were obtained and used for making mantelpieces, doorsteps, slate tanks and even the beds of billiard tables.

On returning to the works we watched the planing, cutting and drilling of these slabs, and then set out along the tramroad. It was slightly cut into the hillside, and quite easy to follow as it was more grassy than the gorse-covered slopes on either side.

As we walked along its almost level course, the road descended to lower levels until hidden by the convex slope of the hill. We kept a keen lookout for any traces of sleeper or rail impressions, but none was found, nor any other remains, although the course of the tramway was remarkably clear. When we rounded a curve we could see its course for over half a mile ahead where it crossed the head of the valley down which we had descended on our previous visit, and continued along the opposite side, disappearing round another bend before it finally arrived at the head of the incline.

As usual, time was running out, so we continued only as far as the head of the valley (passing a disused slate quarry nearby) before making our return by a wide sweep across the mountain with its gorse, bilberry bushes and innumerable sheep tracks.

There was much broken slate on the high ground to our right, and to check up we went up a wide smooth grass path and found a back way into the same quarry which we had visited earlier. Our progress was stopped by a precipitous drop to the quarry bottom, and although there were some sheep getting through on the loose scree to one side, we were not sheep! Thus we had to retreat and make a further detour before arriving back at our starting point.

What had we learned? We had traced the tramway in its entirety on foot. No mere statement of its course, or delineation on a map could ever conjure up the wonderful mountain scenery in which the tramway was situated, or the determination of our forebears in over-

coming the difficulties of the terrain with much more primitive means at their disposal than we have today.

We had also seen something of the industry which was in being when the canal was completed in 1805, and the derelict buildings and the succession of "bays" where the slate slab was formerly sawn and worked with hand tools.

But Field Work alone is only a beginning; it just whets the appetite for further knowledge. We were told that the works had been closed for some forty years, and then reopened recently with more modern machinery; but no definite dates were given.

I want to know when the slate was first quarried here; when the tramway was first made and opened; what volume of traffic in slate was carried on the canal; when the Slate and Slab Works at Pentre'r-felin were erected; the number of men employed in the quarries; the date of the closing of the tramway; the date of the closing of the quarries; the date of their reopening; and dates, dates, dates - and more dates.

Also personalities; for without these any story becomes lacking in humanity, and loses much of value. I would dearly like to know who started this industry, and who was connected with it later on. In Dodd's Industrial Revolution in North Wales it is stated that William Hazledine (at whose foundry the iron work of the Pontcysyllte Aqueduct was cast) acquired slate quarries at Glyn Ceiriog, but no information is given about the ownership of the Irenant Quarries.

And I still do not know whether the laden trucks were let down that frightening incline! But knowledge is never complete, and the thrill is in the chase.

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IMPORTANT NOTE

There is no material in hand for the November issue.

As the Editor expects to be away on official duties from time to time, he would be glad if articles or other matters for the Journal could be sent to him as soon as possible.

A RAILWAY THREAT TO SOUTHWARK CATHEDRAL

Some years ago, a remark in the Southwark Diocesan Gazette that the South Eastern Railway at one time intended to "pull down" Southwark Cathedral, showed that this was still an oft-repeated legend.

Plans for the Charing Cross Railway Company, an independent line absorbed into the South Eastern in 1863 and opened on 11 January 1864, do not record any intention of pulling down the cathedral. The exceptional curvature of the line between London Bridge Station and Borough Market Junction signal-box, and the line to Cannon Street therefrom (opened 1 September 1866) which has been so tightly squeezed in, is such an obviously indirect line between these points, that it seems unlikely that the railway had any intention of destroying the cathedral to make way for the line.

The South Eastern did deposit plans in November 1896 for widening the line between London Bridge and Charing Cross. According to the plans, this widening would have been done on the north, or cathedral, side of the line, and would have brought the viaduct right up to its southern wall. The plans were later amended, the widening taking place on the south side.

The London, Brighton & South Coast, some years earlier, had shown a marked disinclination to carry their city passengers to London Bridge, only to turn them over to the South Eastern for conveyance into Cannon Street. There is an unpublished plan dated 20 March 1859 in which there was a proposal to build their own line to Cannon Street. This was to leave the eastern approach to London Bridge station on a viaduct and, crossing the north east corner of Southwark Cathedral, terminate alongside the South Eastern's Cannon Street terminus.

The line was to rise on a gradient of 1 in 67 and 1 in 100 to a bridge over the South Eastern at Borough Market Junction, dropping thence to the river bridge at 1 in 83. The bridge was to be of the girder type of five spans, one centre span of 300 feet in length, and two smaller spans on either side of 106 feet each in length. There were to be four tracks, two up and two down. At Cannon Street there were to be five platforms, with ten faces. The estimate of the cost was as follows:-

£

Alterations to London Bridge station, and	
viaduct to river	...
Bridge	...
New Station at Cannon Street, with gas,	
water and lavatories	...
Permanent way	...
	122,130. 0. 0
	157,520. 0. 0
	129,093. 0. 0
	12,620. 0. 0

	£	s	d
Signals ...	15,000.	0.	0
Diversion of curves, gas and water mains	2,000.	0.	0
Temporary works at London Bridge and Cannon Street	4,000.	0.	0
New Cannon Street Hotel ...	80,000.	0.	0
Paving and flagging of two new streets	5,037.	0.	0
Extension of London Bridge Hotel	8,500.	0.	0
Total	535,900-	0-	0

The above estimate did not include "land and contingencies", and it is likely that the ecclesiastical authorities had not been consulted. Despite the fact that extra tracks to Cannon Street would be very useful today to help deal with the intensive traffic, it is, perhaps, fortunate that this glaring piece of vandalism was not proceeded with.

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UNIVERSITY COURSES, 1957-8.

The Department of Extra-Mural Studies, University of London, advises us of a number of Extension courses on transport subjects that are arranged for the coming winter.

Railway Trade Union Studies: Mondays (7.30 - 9.30 p.m.) begins 23 September. Fee for admission 16/-.

The Port of London: a comparative survey: Thursdays (6.30 - 8.30 p.m.) Begins 26 September. Fee for admission 24/- (24 meetings and six field visits).

(Both the above at City Literary Institute, Stukeley Street, W.C.2. Application to the Principal).

Contemporary Transport Economics: Tuesdays (6.30 - 8.30 p.m.) Begins 8 October. Fee for admission £1 (20 meetings). At London School of Economics. Application to Deputy Director (Extension), Dept. of Extra-Mural Studies, University of London, Senate House, W.C.1.

Railway Regional Studies (West Wales, Tyneside, Staffordshire, Tees-side, Fife coalfield). Tuesdays (6.30 - 8.30 p.m.) Begins 1 October. Fee for admission £1 (24 meetings, two field visits). At Railway Clearing House, Eversholt Street, N.W.1. Application to A. Hurst, R.C. & T.S., 94 The Fairway, Wembley, Middlesex.

The Changing Transport Scene in East London, 1850-1950: Tuesdays, (8.0 - 9.30 p.m.) Begins 1 October. Fee for admission 10/- (10 meetings, two field visits). At Valence House, Becontree Avenue, Dagenham, Essex. Application to R. L. Riddle, 36 Vernon Road, Seven Kings, Essex.

Information about further courses to be arranged will be published in the November Journal. Enquiries can be made to G. F. A. Wilmot, Esq., Dept. of Extra-Mural Studies, University of London, Senate House, London, W.C.1.

EAST LANCASHIRE RAILWAY NOTES

By M. D. Creville

Two incidents from the history of the East Lancashire Railway are of interest as illustrations of the extraordinarily haphazard methods of operation in the first half of the nineteenth century.

For some time after the opening - on 1 February 1849 - of the line from Burnley to Colne, the contractor, Richard Hattersley, maintained the permanent way, and executed other work on the branch. He had the use of a locomotive belonging to the East Lancashire but, in consequence of differences - cause unknown - the Company, without notice, took it away on Saturday 31 March. Thereupon, Hattersley immediately hired, from a local firm, an engine, with a driver and fireman who, together with another man to act as guard, proceeded to Colne. They followed the "luggage train" in the afternoon, no other being due for two and a half hours, and the guard of the luggage train even availed himself of the engine's assistance to push his train up the incline.

Nevertheless, on arrival, the Company's Agent caused the three men to be taken into custody, handcuffed and taken to Burnley Gaol; here they languished until the Monday, when they were charged with trespass. The Bench dismissed the charge and reprimanded the railway, cautioning it not to resort again to this method of settling differences. As to Hattersley, they contented themselves with requesting that he should caution his men not to commit a breach of the peace.

The second incident was of a more serious nature. On 26 July 1856, the 1.50 p.m. train from Bury to Manchester collided with an engine which was being brought on to the line from the locomotive shed. The driver of the light engine stated afterwards that he had forgotten that a train started from Bury at that time, although he had worked over the line for six years. As a result, a number of passengers were injured, one of whom, Edward Moxon, Goods Manager of the East Lancashire, died of his injuries.

At the subsequent enquiry, it was brought to light that the man in charge of the signal at the engine shed had no means of knowing when the station signal was off for an approaching train, that he had no timetable to inform him when trains were to be expected, and that even if he had one he would have been no better off as he had no watch. The inspector, Captain Tyler, not unreasonably recommended that these omissions should be remedied.

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"TRANSPORT TREASURES"

In 1951 for the first time in the history of British railways, a special department was established by the British Transport Commission for the purpose of collecting and preserving relics of historical value which would provide a permanent illustration of the growth and development of public transport in Britain. Generous support has been given by enthusiasts and interested bodies, and the collections now contain many thousands of transport treasures.

Starting this autumn, two ex-Lancashire & Yorkshire vans, converted for display purposes, will be on show at certain stations throughout the country. Models will be prominently featured. Amongst them is one of the locomotive "Wildfire", built in 1837 for the Grand Junction Railway, a model of a Humber Keel, and a "knifeboard" horse omnibus.

There are many other items of interest, fittings from canal boats, medallions and set of seals, railway police truncheons and signal post finials. There is also a collection of coloured lithographs and fittings from Royal Saloons.

In addition, there is a completely restored dining carriage built at Derby Works in 1914 for the Midland & Glasgow & South Western Joint service. The kitchen contains the original gas range and plate heater and many contemporary utensils. A portion of this carriage has been fitted up to display silver, china and glass belonging to former railway companies, including such items as a plate of the Chester & Holyhead Railway, and glass, china and toilet set specially made for the use of Queen Victoria when she broke her journey at Perth. The carriage has been restored by the Carriage and Wagon Works at Derby under the direction of the Curator of Historical Relics, 1957.

Details of the itinerary will be published in the Journal as soon as they are available.

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Grand Junction Canal and the London & North Western Railway -

We understand that this Company having suffered much in their traffic from the London and North Western Railway, have determined to expend £100,000 in stations, better horses, &c., to go more rapidly and compete with the railway. They talk of having eight or ten-mile stages, and travelling ten miles an hour. We expect the fruits of this competition will be something like those of the labour of trying to wash poor blackie white.

(Herapaths Railway Journal, 19 August 1848).

ONE HUNDRED YEARS AGOAugust-September 1957

Railway Times, 1 August. "EUSTON SQUARE ON ITSELF AND ON THE GREAT NORTHERN. The announcement in our advertising columns that the London and North-Western are, on the 1st August, to reduce the time between London and Manchester to the extent of one hour, is a pretty strong proof that the authorities at Euston Square do not intend to give up any portion of their through passenger traffic without a very severe struggle. Their present morning express train runs over the distance between Euston-square (sic) terminus and Manchester in five hours and forty-five minutes. From the 1st of August the 197 miles will be performed in four hours and forty-five minutes, or at an average speed, including stoppages, of nearly forty-one and a half miles per hour. The Great Northern, and the Manchester, Sheffield, and Lincolnshire in their approaching competition for the Manchester traffic will labour under two disadvantages. It is true that at the present the Great Northern express train to Retford runs the entire distance of 138 miles in three hours and seventeen minutes, or at the rate of forty-two miles per hour but they and the Manchester, Sheffield, and Lincolnshire have the longer route to pass over, and the gradients of the latter company's line are of a character that will not admit of very high speeds being maintained over them. The express train between Retford and Manchester averages a little over twenty-six miles per hour; and although the late relations between the Manchester, Sheffield, and Lincolnshire and the London and North-Western may have had something to do with this low rate of speed, yet we are satisfied that, even with the reduction of the number of stoppages between the two points, the trains cannot run over the line within several miles per hour at the rate that the London and North-Western propose to proceed The Great Northern, looking at the antecedent quarrels between themselves and the London and North-Western may, as they must labour under the disadvantage to which we have adverted, reduce their fares; but, of course, the London and North-Western will make a similar reduction; so that, carry on the competition as the belligerents may, there will be a superiority of accommodation in favour of the latter....."

(The issue of 3 August remarks that the Great Northern intended to put on a faster train after 15 August, by "putting in a shorter junction at Retford.")

Railway Times, 1 August. "MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE. We regret to observe that Mr. Watkin has been unseated on account of bribery on the part of his agents. We had flattered ourselves that the presence of this gentleman in the house would have been exceedingly useful, but we must console ourselves with the reflection that there is ample employment for his energies in the competition which begins on Monday. Vigilance, combined with prudence -

courage in strict alliance with rectitude - are required at his hands. Let him 'Be just, and fear not.' As the race is not always to the swift, so neither may the dangerous speeds brought to bear against his Company lead into fortune."

(The reference is to Edward Watkin, born 1819, appointed General Manager of the M.S. & L. in 1854. He was Chairman of the South Eastern Railway from 1866 to 1894. He was elected, but unseated, in 1857 as M.P. for Stockport. He was elected in 1861, re-elected in 1865 and rejected in 1868, and eventually became M.P. for Hythe and Folkestone in 1874, when his London, Chatham & Dover adversary, J. S. Forbes, contested Dover (unsuccessfully) at the General Election of January 1874.)

Railway Times, 1 August. "PROGRESS OF WORKS: LEOMINSTER AND KINGTON RAILWAY. This railway was formally opened on Monday. The line has been completed for some time, and has been used for the conveyance of coal over a considerable part of it, but until Monday its use was confined to the contractor The opening was celebrated with great rejoicing and festivity. A special train conveying the directors and their friends left Leominster for Kington, where there was a public déjeuner Trains are intended to run four times a-day each way from this day in connexion with trains on the Shrewsbury and Hereford; but the Government inspector has made objections to a crossing on the level that ought, according to the parliamentary plans, to have been carried over the railway by means of a bridge."

Railway Times, 22 August. Under the heading of "The Late Thunderstorm" there is a description of a severe storm of 14 August which was "one of the most destructive to railway property" all over the country. On the L. & N.W. Standedge Tunnel was three feet deep in water. The L. & Y. was impassable between Brockholes and Honley. The M.S. & L. was blocked between Gainsborough and Clareborough, and trains were diverted by the G.N. Saxilby branch. "Many local lines out of Derby were blocked at Fiskerton" where the line was under water for two miles. On the North Staffs., the line was washed away at Harecastle; the Ripley branch was "almost wholly submerged." On the South Yorkshire, a cutting at Warmsworth was blocked The G.N. was blocked between Carlton and Newark, and a fish train and passenger train fell into the flood caused by a wash-out, and several passengers were injured. The roof of the goods shed at the South Eastern's Bricklayers Arms station was struck by lightning, and more than 300 feet of it, together with iron girders, collapsed.

(The reference to the "Ripley branch" presumably refers to the Midland's Derby-Ripley line).

NEWS FROM THE SOCIETY

HON. SECRETARY'S NOTES

Hon. Secretary's Address. Members are asked to note that from 1 September until further notice the temporary address of the Hon. Secretary will be 124, Prince of Wales Road, Chapelfields, Coventry, Warwickshire. Letters should not, therefore, be sent to his Bingley address.

New Members

BARNES, P.	Festiniog, Horseman Lane, Copmanthorpe, York.
BETTS, C. H.	40, Grove Road, Chadwell Heath, Romford, Essex.
DENTON, J. H.	Marchmont House, Codsall, Wolverhampton, Staffs.

Change of Address

ANDREWS, Dr. M. J.	Miller General Hospital, Greenwich, London, S.E.10.
COURSE, E. A.	7, Fordington Avenue, Winchester, Hants.
DAVIES, J. K.	11, Spring Garden Lane, Gosport, Hants.
HUTTON, C. T.	7, Cliff Avenue, Swanage, Dorset.
SMITH, J. V.	36, Leicester Road, Syston, Leicestershire.

Constitution and Rules

A copy of the Constitution and Rules as revised at the Annual General Meeting in May is enclosed with this Journal.

REPORTS ON EVENTS

Oxford Canal, 22 June. This tour was most successful. Starting from Nuneaton, the party travelled to the junction of the Oxford and Coventry Canals at Hawkesbury, where the old beam pumping engine was inspected, by kind permission of the Curator of Historical Relics, British Transport Commission. The party then proceeded to Brinklow to see the old aqueduct and portions of the former line of the canal before it was straightened in 1834. Proceeding via Cathiron, where the coach had some difficulty in squeezing across the narrow bridge over the old canal bed, Newbold was reached where a stop for lunch was made at The Boat Inn. Close by were the old and new tunnels, the former running beneath the churchyard, its course being marked by a definite line of subsidence on the ground. Another interesting aqueduct was seen on the abandoned Cosford loop, and the party then left the Oxford Canal and proceeded to Foxton on the Grand Union, near Market Harborough. Here members inspected the flight of ten locks and the site of the inclined plane which replaced them between 1900 and 1910. The tour ended at Rugby.

Hereford Weekend, 27 and 28 July. This was another enjoyable weekend for those members able to take part. On Saturday, 27th, a tour of the Kington and Presteign lines was made by special train from Tenbury Wells, in conjunction with the Stephenson Locomotive Society (Midland Area). The original terminus at Kington was visited, and the New Radnor branch explored as far as, or rather slightly beyond, Dolyhir. On the Presteign branch, the sight of the first loaded passenger train for some considerable time caused a stir amongst the local population and even startled the players in a cricket match, temporarily holding up the game.

On the following day, a tour was made of the site of the Leominster and Stourport Canal. This included many very interesting features, the Putnel Tunnel, the Teme and Rea aqueducts, and Southnet Tunnel. The Teme Aqueduct in particular was worth a visit, set as it is in a delightful part of the countryside. The Society's thanks are due to Mr. Cohen for his admirable leadership in a visit which one hopes will be repeated.

Ulverston & Lancaster Centenary. Due to lack of support this event had to be cancelled.

Guildford, 17 August. Members visited the South Eastern Railway abandoned spur between Shalford and Godalming, and the old station at Godalming.

FORTHCOMING EVENTS

Co. Durham Weekend, 7 and 8 September. It is regretted that it has been necessary to cancel this event, owing to lack of support. It is hoped to revive it next spring.

East Midlands, 12 October. Mr. C. R. Clinker will give a talk on the Ambergate, Nottingham & Boston & Eastern Junction Railway at the Adult Education Centre, Shakespeare Street, Nottingham, at 7 p.m. It is hoped there will be a visit to the Belvoir Tramway this weekend, and members interested should apply to Mr. P. Stevenson.

Mr. A. D. R. Williams will talk on the Birmingham & Gloucester Railway at 7 p.m. on Friday, 29 November, at the British Railways Staff Training College, London Road, Derby.

SUBSCRIPTIONS

The annual subscriptions of members fall due on 1 October, and a renewal form is enclosed with this Journal. Members are asked to send their remittances to the Hon. Treasurer, Greystoke View, Newlands Place, Fenrith, Cumberland, as soon as possible. New members elected since 31 July this year are not required to renew their subscriptions until next year.