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THE COVENANT SCHEME

Soon after the formation of this Society, it was thought that members might sign deeds of covenant to subscribe for a period of years and thus enable the Society to claim repayments of Income Tax from the Inland Revenue. A number of antiquarian societies have found it possible to benefit in this manner, and it was believed that our Society was entitled to adopt the same procedure.

After prolonged discussion with the Inland Revenue authorities, it was agreed that the Society was so constituted as to qualify for these repayments, and the "Covenant Scheme" was announced by the Hon. Treasurer at the A.G.M. last May.

Arrangements to introduce the scheme were almost complete when it was learned that the repayments have lately been withheld from several societies. Simultaneously, the solicitor who had been consulted on the matter advised the Hon. Treasurer not to proceed any further at present.

The position is that following a decision given in the case of the National Book League v. the Commissioners of Inland Revenue, the Board of Inland Revenue is reconsidering the whole question. Meanwhile, a number of members have expressed their interest in the announcement already made and will be expecting to hear further details. The Hon. Treasurer is most grateful to these members for their offers of support for the scheme, and is very sorry to tell them that we cannot supply any further information in the present circumstances.

THE OAKHAM CANAL

(Mr. M. Talbot-Smith has sent some very interesting notes on field work relating to the present conditions of the Oakham Canal, the first part of which appears below. He wishes to acknowledge Mr. M. I. Berrill for much help and encouragement in connexion with these notes.)

On the historical aspect of the Oakham Canal, Mr. D. H. Tew writes as follows:

"This company was incorporated under the name of the Company of the Proprietors of the Oakham Canal in 1793 by Act 33 G. III c.103 (which came into effect on 1 June 1793), and by 1798 the canal was evidently completed as far as Freeby Bridge. The first engineer was Christopher Staveley. In 1798, William Dunn of Sheffield was invited to report on the state of the works from Freeby Bridge to Oakham, and was engaged to complete the works. In 1800 there was a fresh Act to raise money (39 & 40 G. III c.56) and, according to the Leicester Journal of 11 June 1802, the ceremonial opening was to take place within a few days. It looks, however, from William Dunn's correspondence as if the opening may have been delayed through lack of water, which bedevilled the canal throughout its career. The company did become fairly prosperous, and paid regular dividends of £3 per share, or £4 per share towards the end of its career.

"Following the campaign at Saxby between Lord Harborough and the railway surveyors, the committee saw the red light, and negotiated with George Hudson to sell the undertaking to the Midland Railway, by an agreement of 19 April 1845, confirmed by an Act, 9 & 10 Vic. c.255, which received the Royal Assent on 27 July 1846. The date for completion of the purchase was 17 October 1847, but completion seems to have actually taken place on 29 October."

The first definite conditions of the course of the canal at the Melton end are found about 50 yards east of a farm building which stands a few yards to the right of the Saxby Road, and some 300 yards east of the Scalford Brook. There are, actually, traces of the canal for some distance west of this point, but these are no more than faint elevations and depressions in the ground, and slight discolourations in the turf, extending nearly as far as the brook. From the indications near the farm building, the canal runs straight in an E-N-E direction for about half a mile. Much of this section has been used by the Melton Mowbray U.D.C. as a tipping ground, and consequently the canal has been largely filled in, but the right hand bank - the tow-path side - is clearly shown by a hedge as far as the bridge over the River Eye. No. 3 Lock existed some 60 yards on the Melton side of the bridge, but no sign of it can be seen.

No bridge now crosses the canal. The bridge that is there spans the river, which at this point is only a few yards from the canal. The present bridge, of steel and concrete, was built in 1955 to replace an earlier structure which had become unsafe. An interesting conjecture can be made from the fact that this bridge is known locally as the "Swing-bridge", and a nearby farm is called "Swing-Bridge Farm." The obvious inference is that although an incline of earth now carries the road over the canal there was at one time a swing-bridge. From the "swing-bridge" the canal takes a large sweep until it meets the present railway embankment. Immediately to the east of the bridge it appears to open out into a large basin some 16 yards wide and 100 yards long. No indication of a basin is shown at this point on the original survey map, and in fact the widening may not represent a basin in the days of the canal, although the existence of such near the bridge may have been useful. It is more likely, since this section often carries water, that the canal had been widened to provide a drinking pond for cattle in more recent times. It should be mentioned, however, that at two or three places later on, genuine basins have been found of which no indication has been given in the survey map.

No. 4 Lock was on this large bend round to the present railway, near the start of the sweep. The exact position of the lock is not easy to determine since the original literature - the survey map and the table of lengths - appears to give conflicting positions. There is a rather marshy section at the start of the bend, of about the same shape as a lock basin, which suggests that this may mark the site, were it not for the fact that some 100 yards further on there is a definite step in the canal bed, giving a rise of about two feet, and there is an earth bank right across the bed, 80 to 90 feet beyond this, suggesting the collapsed ends of a lock. This is thus the most probable site for No. 4 Lock, which had a rise of only four feet.

The canal is then very easily followed, and is clearly marked as far as the present railway. For a few yards before the railway is reached there is a well-preserved, water-carrying section. A brushwood copse is encroaching on the left-hand side for part of the way between No. 4 Lock and the railway embankment. There is a public right-of-way over the railway on the tow-path side, and this raises the question of whether the tow-path may have been in existence long enough to establish such a right-of-way when the railway was built. However, at other points where the railway cuts through the canal there is, in general, no such path over the line.

For 200 yards or so beyond the railway there is a section which is marshy, but with low banks. About 150 yards from the railway there is a small stream which flows under the canal. 50 yards to the left a footbridge over this stream is a canal bridge in miniature, and was probably built when the canal was constructed. It suggests that the stream it crosses may have

been re-routed by the canal engineers, or that a previous foot-bridge had to be removed to make way for the canal. What are apparently traces of No. 5 Lock may be found two or three hundred yards from the railway. The bed rises by about three feet (No. 5 Lock was scheduled to have a rise of six feet), and there are signs of earth banks across the canal 60 to 80 feet apart. These may well mark the positions of the gates. A granite boulder which lies in the canal bed may have been part of the masonry.

The canal is now almost perfect in section for about 200 yards, but it is quite dry. The banks are 6' to 8' high, until an earth blockage is reached. For a few yards previous to this blockage the bed is much disrupted, probably by rabbits. Beyond this blockage the well-shaped section continues for about ten yards, and from there until Brentingby the canal is much filled in, with merely a shallow depression in the ground to mark its course. About two hundred yards further a field lane from Brentingby cuts straight across the canal. There is no trace of a bridge. Beyond the lane, the path of the canal is marked only by a length of marshy ground for about 150 yards until a very well-preserved section is reached. This section carries water, although when visited on 5 April 1956 it was being drained by a trench at the western end which had been dug only a few days previously. The depth of water at this point was from 18" to 2'. There is a quickset hedge on the right of the tow-path, and a similar hedge grows on the left bank. At the end of this section, traces of No. 6 Lock are to be found.

For about a quarter of a mile from here the canal merges into the railway embankment, the tow-path only being visible, and even then not very easily seen. As the canal curves away from the railway it is lost entirely in a trapezium-shaped field, the righthand hedge of which is on the tow-path side, and is probably the hedge which appears to have been set deliberately on the right side of the tow-path over much, if not all, of the canal's length. The remains of No. 7 Lock are found some 80 yards beyond this field, which itself is about 100 yards in length. No masonry is to be seen, but there is a marked rise, a typical narrowing, and a bowed western (lower) end to mark the site of the lower gates. Humps of earth in the position of the upper gate are almost certainly due to the collapse of masonry and gates and consequent overgrowing. From here until the Wyfordby-Stapleford road is reached, a distance of about 200 yards, the canal is well-marked, consisting of a deep cut, with steep banks about 12' high, and carrying some 6" of water. There is no trace of a bridge under the road.

Immediately beyond the road there is a large triangular basin 80 to 100 yards long and 50 yards at the widest point. The banks here are three feet high and are clearly defined. The reason for this is obscure. It may have some connexion with the fact that a deviation from the proposed course of the canal is shown on the survey map, and this triangle appears at the eastern junction of the planned course and the deviation. It may be, therefore, that

some, or all, of the deviation was cut after the original course and when the latter was filled in the triangle was allowed to remain.

No. 8 Lock is found about 200 yards from the Wyfordby-Stapleford road. An earth bank, through which a culvert runs, marks the position of the lower gates, and a stone about one foot square projects ten or twelve inches into the air a couple of yards to the right of this. About 80 feet from here there is a rise of about 6', and a piece of boulder, approximately 2' x 2' x 4' and probably part of the masonry, lies in the bed of the lock. The canal is now in a good condition, but dry, until Saxby station is reached, three quarters of a mile further on. A two-span aqueduct in fairly good condition is found over a stream 300 yards west of Saxby station. East of this aqueduct the canal merges again into the railway embankment after a 100 yards of marshy section. No. 9 Lock is almost certainly lost under Saxby station. As far as can be ascertained from the survey map it would have been somewhere in the couple of hundred yards now lost, and this conclusion is supported by the fact that pieces of brick are found scattered along the tow-path hedge a hundred yards before the railway bridge is reached. (It has been noticed that at several lock sites along the canal fragments of brick are found near.)

The canal reappears about 150 yards east of the railway bridge, and is directly in line with the western section before the latter is lost in the railway. For about 400 yards it is straight, well-defined and marshy, but an earth blockage occurs at the end of the straight part. Immediately beyond this, the canal curves round to the left, and is then intersected by a disused railway embankment. Study of the survey map and comparison with the Ordnance Survey map indicates that No. 10 Lock must have been situated at this point. There is no direct evidence of the lock, but on the other hand, no signs of it elsewhere can be found, and it must be inferred that its location coincided exactly with the railway intersection. In view of the considerable height of the railway embankment it is not easy to decide whether the level of the canal bed rises after the railway, otherwise this could be valuable evidence. 200 yards further on a collapsed aqueduct carried the canal over the stream which flows past Elms Farm. From here to the point where the canal meets again the disused railway embankment it is in fair condition, with banks four to five feet high, but the bed is dry.

200 yards before the disused embankment is met, one of the old mile-posts is found on the left-hand side. It is of iron, three feet high and circular in section. It reads:

SAXBY

MELTON	OAKHAM
5	10½
MILES	MILES

(To be continued)

ANIMAL, VEGETABLE - OR MINERALS

By H. G. Kendall

A curious story always warrants a curious title, and if the intrusion of railway history into the realms of panel games seems quite out of keeping, then let the excuse be that the "panellers" should never have trespassed on railway property with "What's my Line?"

This is a chronicle of certain happenings in that highly interesting patch of Mid-Cornwall colloquially called the "Clay Area." The general history of the railways there was dealt with by Mr. Gordon Biddle in the October 1953 issue of the Railway Magazine, and there will be no need to reiterate the background facts other than to say that the Broad Gauge Newquay & Cornwall Junction Railway was opened from Burngullow to Drinnick on 1 July 1869, that the narrow (standard) gauge Cornwall Minerals Railway line from St. Dennis Junction to Drinnick Mill was opened on 1 June 1874, and that through working between St. Dennis Junction and Burngullow was possible from the conversion of the gauge in May 1892.

There the matter would have rested but for a chance discovery of a sketch map of 1915 vintage which indicated quite clearly that through working was not possible; indeed, the point at which trains in either direction could proceed no further was specifically marked and labelled "Carpella Break" - as shown. To the writer this caused no little surprise; what - and why - was this break? No one seemed to know the story, and, in fact, most of the local inhabitants disputed that there was any story. Perhaps the break was purely a technical affair, invented by the railway companies, for instance, to cover some obscure point in a charging agreement. Whatever the reason for the annotation on the map, it seemed fated to remain unresolved. And then came one of those curious twists of fortune (which seem to make historical research all the more interesting for their rarity). A folded piece of green paper, used as a book-mark in a 1924 timetable turned out to be a railway circular on the subject of an Engineering Department occupation on the Cornwall Junction Branch.

"Opening of Deviated Line,
New Carpella Siding to Old Carpella Siding
Tuesday, April 18th 1922.
-----"

The new line between New Carpella Siding (290 m.p.) and Old Carpella Siding (290 m. 62 ch.) will be brought into use on Tuesday, April 18th and through working Burngullow to St. Dennis Junction will thereby be established"

The italics are mine! This was indisputable proof that a break existed. But why? Why should the throughout facilities which had been effected in May 1892 have been deliberately destroyed and re-created? Here, clearly, was one of those backwaters of railway history which are so easily sealed off from the main stream and can seep away into nothingness with the passage of time. So enquiries in the Drinnick Mill district were recommenced, and this time the vital clue came to light almost immediately. One of the local railwaymen - a descendant of a long line of men who had spent their lives in the service in the Clay Area - remembered his father telling the story of a hot dispute between the Carpella China Clay Company and the Great Western. It was said that the Clay Company objected to the railway's system of charging "Goods" rates for china clay, contending that the traffic should be regarded as "Minerals" and be thereby subjected to cheaper rates. The railway (according to the story) would not give way on the point, exchanges grew angrier and angrier and "some time about 1916" a gang of clay workers was despatched by the China Clay Company to take up the metals for a considerable distance, in order to show the railway that if the cheaper rates were not forthcoming, the clay should not go by rail at all. This high-handed action (again according to the story) led to much litigation which eventually was adjudged by the House of Lords.

This tale is being told in order to illustrate the pitfalls of historical research where original and unimpeachable sources are not available. Had the story been allowed to rest at this stage, the whole matter would have appeared to have been satisfactorily disposed of, and the "Carpella break" would no doubt have passed into the legends of the curious in railway history time to join such sagas as the Leicester & Swannington steam whistle, or the somewhat more modern "Grampound, Tregony & St. Mawes Railway."

Of the whole story the only real fact was that there had been considerable litigation, and that it had reached the level of the House of Lords! All the remainder of the dispute was pure fabrication (though told in all honesty and good faith by the recounter in the Clay Area, who was merely passing on what he himself had been told.)

Fortunately it was possible to trace the true course of events through the published records of the House of Lords and thus, back through the lower Courts of Jurisdiction involved.

The story really goes back to the Railway Clauses Consolidation Act of 1845, sections 77 and 73 of which deal, inter alia with the question of "minerals" contained in the subsoil of land purchased (under compulsory powers) by a railway company, and which specifically except from the purchase any such "minerals" which may be present. That the land over which the Cornwall

Minerals Railway had been constructed should, at some point or other, be rich in china clay was a fairly reasonable surmise, and it was not therefore surprising when, on 17 April 1907, the Carpella United Clay Company and Viscount Clifden (the former as lessees and the latter as owner) served upon the Great Western Railway as successors (since 1896) of the Cornwall Minerals Railway notice of their intention to "dig, work and mine and search for the China Clay, China Stone and Mica Clay lying under and throughout the land comprised in this notice" under Section 79 of the Act (above) the railway company could within a statutory period agree to treat on the subject of compensation. This they did not do, and instead, in October 1907, applied for an injunction to restrain the Carpella Company from "excavating upon the lands near or adjacent to the railway, so or in such a manner as to let down or otherwise injure the said railway."

This action came before Mr. Justice Eve on 23 June, 1908. The hearing occupied no less than nine days, and was mainly concerned with technical argument on the chemical definition of a "mineral". At the end of this trial it was held that China Clay was clearly a mineral within the meaning of the Act, and that the Carpella Company had every right to extract it from the soil on which the railway had been built.

The Great Western appealed against this decision, and on 18 November 1908 the appeal was dismissed. In passing, some of the comments of Lord Justice Fletcher Moulton are of interest:

"I reject the whole of the evidence which was given at the trial of this case with regard to China Clay being a mineral on two grounds. Firstly I think that such evidence was inadmissible. The question is as to the interpretation of an ordinary English word in its proper legal acceptation and that is for the Court and is not a matter of evidence"

Nevertheless, he (and his colleagues) all held that the decision of Mr. Justice Eve was quite correct, and the Great Western appealed to the House of Lords.

This hearing took place on 16, 19, and 20 July, 1909, and after sifting through the evidence previously dealt with in the lower courts their Lordships reserved their judgment. This reserved judgment was not, in fact, delivered until 16 December 1909: the decision was quite unanimous - the appeal was dismissed and the Carpella Company was at liberty to work the clay as it desired.

What happened then is unrecorded, but it seems that the Great Western removed its line (in 1910) and as the two ends of the branch had always been worked as separate entities this did not entail any particular trouble. The Carpella Company exhausted the working early in 1920 and so the line was replaced (presumably with their permission) on 18 April 1922.

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(I am indebted to Mr. P. Stevenson for four of the above entries).

THE OPENING OF RAILWAYS: CENTENARIES IN 1958

Compiled by M. D. Greville

DATE	RAILWAY	SECTION OPENED	MILES	NOTE BELOW
Jan. 1	PERTH, ALMOND VALLEY & METHVEN	Perth to Methven	6	
Jan. 5	NEWPORT, ABERGAVENNY & HEREFORD	Tredegar Jc. to Quaker's Yard	7	A
Jan. 25	EAST KENT	Chatham to Faversham	17 $\frac{3}{4}$	
Feb. 1	NORTH YORKSHIRE & CLEVELAND	Stokesley to Ingleby	3 $\frac{1}{2}$	
Feb. 1	ST. HELENS CANAL & RAILWAY	St. Helens to Rainford	5 $\frac{1}{2}$	
Feb. 1	SOUTH STAFFORDSHIRE	Walsall to Cannock and Norton Branch	10 $\frac{1}{2}$	
Feb. 25	RHYMNEY	Cardiff (Adam St.) to Crockherb- town Jc., and Walnut Tree to Rhydney	18 $\frac{1}{2}$	B
Mar. 1	EAST LANCASHIRE	Ormskirk to Rainford	6	
Mar. 1	HERTFORD, LUTON & DUNSTABLE	Welwyn Jc. to Hertford	6 $\frac{3}{4}$	C
Mar. 1	MANCHESTER, SHEFFIELD & LINCOLNSHIRE	Hyde Jc. to Hyde	1	
Mar. 15	FIFE & KINROSS	Strathmiglo to Milnathort	7 $\frac{1}{4}$	
Mar. 25	INVERNESS & ABERDEEN Jc.	Dalvey to Elgin	13 $\frac{1}{4}$	
Mar. 29	EAST KENT	Chatham to Strood	1 $\frac{1}{4}$	
Mar. 29	WEST END OF LONDON & CRYSTAL PALACE	Wandsworth Common to Pimlico	3 $\frac{1}{2}$	
Mar. 31	LONDON, TILBURY & SOUTHEND	Gas Factory Jc. to Barking	5	
Apr. 1	BLYTH & TYNE	Bedlington to Morpeth	5	D
Apr. 1	LLANELLY (VALE OF TOWY)	Llandilo to Llandevery	11 $\frac{1}{4}$	
Apr. 1	SCOTTISH CENTRAL	Larbert to Denny	3	
Apr. 5	BORDER COUNTIES	Hexham to Chollerford	4	
Apr. 5	HERTFORD, LUTON & DUNSTABLE	Luton to Dunstable	5 $\frac{1}{4}$	E
Apr. 6	NORTH YORKSHIRE & CLEVELAND	Ingleby to Kildale	2	Tomlinson
Apr. 8	NORTH & SOUTH WESTERN Jc.	Hammersmith Branch	1 $\frac{1}{2}$	F
Apr. 19	SOUTH WALES	Cardiff: Bute Docks Branch	1 $\frac{1}{4}$	Gds. MacDermot
May 3	SOMERSET CENTRAL	Highbridge to Burnham	1 $\frac{1}{2}$	
May 3	WEST END OF LONDON & C.P. (FARNBOROUGH EXT.)	Crystal Palace (Bromley Jc.) to Bromley	3 $\frac{1}{2}$	
May 5	LONDON & NORTH WESTERN	Watford to St. Albans	6 $\frac{1}{2}$	

May 31	GLASGOW, DUMBARTON & HEBERNSBURGH	(Cowlairsto Bowling (Dalrooch to Hebernsburgh)	18 $\frac{3}{4}$	
July 1	DUNBLANE, DOUNE & CALLANDER	Dunblane to Callander	10 $\frac{3}{4}$	
July 1	STOCKTON & DARLINGTON	Hownes Gill to Carr House	2 $\frac{1}{2}$	
July 5	MID KENT (BROMLEY TO ST. MARY CRAY)	Bromley to Southborough Road	2	
July 12	LYMINGTON	Brookenhurst to Lymington	4	
Aug. 18	INVERNESS & ABERDEEN JC.	Elgin to Keith	18	
Aug. 20	FIFE & KINROSS	Milnathort to Kinross	1 $\frac{1}{4}$	
Aug. 23	MORAYSHIRE	Orton to Rothes	3 $\frac{1}{4}$	
Sep. 2	LONDON & NORTH WESTERN	Shrewsbury to Crewe	32 $\frac{1}{4}$	
Oct. 1	ST. GEORGE'S HARBOUR CO	Conway (Llandudno Jc.) to Llandudno	3	
Oct. 5	VALE OF CLWYD	Rhyl to Denbigh	10 $\frac{1}{2}$	
Oct. 18	LONDON, BRIGHTON & SOUTH COAST	Lewes to Uckfield	7 $\frac{1}{4}$	G
Oct. 19	STOCKTON & DARLINGTON	Tunnel Branch	1 $\frac{1}{2}$	H
Nov. 9	EAST SOMERSET	Witham to Shepton Mallet	9	
Nov. 14	OXFORD, WORCESTER & WOLVERHAMPTON	Kingswinford Jc. to Bromley Basin	1 $\frac{1}{2}$	Gds. <u>MacDermot</u>
Nov. 15	NORWICH & SPALDING	Spalding to Holbeach	7 $\frac{1}{2}$	
Dec. 1	GREAT WESTERN	Reading West Jc. to S.E.R.	1 $\frac{1}{2}$	<u>MacDermot</u>
Dec. 23	MORAYSHIRE	Rothes to Craigellachie	2 $\frac{1}{4}$	

The following lines were opened in 1858, but no exact dates obtainable:

FURNESS	Dalton to Goldmire Jc.	$\frac{1}{4}$	
MONMOUTHSHIRE	(Nantyglo Gate to Nantyglo	$\frac{1}{4}$	) Goods
	(Cwmtillery Branch	1	) <u>MacDermot</u>
WELLINGTON & SEVERN JC.	Horsehay to Lightmoor	<u>1$\frac{3}{4}$</u>	J
	Total	298 $\frac{1}{2}$	miles
	Less opened in previous years	<u>19$\frac{1}{2}$</u>	
		279	miles

NOTES: A. (1) Various alternative dates have been given by MacDermot and others. 5 Jan. is date reported by the Manager (Minutes of 13 Jan.) (2) 2 miles of line opened for mineral traffic on 28.12.57 - see Journal for Jan. 1957. B. (1) Goods: for passengers 31 March. (2) 9 $\frac{1}{2}$ miles of line opened for mineral traffic on 28.12.57 - See Journal for Jan. 1957. (3) Adam Street to Crockherbtown Jc. opened for mineral traffic in Sept. 1857 - $\frac{1}{2}$ mile. C. Possibly opened earlier for goods. D. Passengers: for goods 1.10.57. E. Goods: for

When Broad Street station was opened on 1 November 1865, the North London trains ran between Fenchurch Street and Broad Street, but from 1 August 1866, the North London service was between Fenchurch Street and Bow. These trains commenced to call at Shadwell on 1 October 1866. (The timetables are not very clear, but this information has been verified from other sources). The last North London trains from and to Fenchurch Street ran on 31 December 1868, but in lieu thereof the Gt. Eastern worked a local service between the same points every 15 minutes. From 1 March 1877 this service was half hourly, and ceased on and from 4 April 1892, on which date a covered footway and gallery connecting Bow (N.L.) with Bow Road (G.E.) was opened. This footway was closed in 1917 and later removed. The North London had their own tickets from Fenchurch Street, and probably from Stepney also, until 1868, but it was not then the practice to print the name of the railway on the tickets.

When the Poplar line of the North London was under construction in 1851 the North London sought permission for a junction at Poplar, but the Blackwall Company would not agree. In 1852 this consent was given, and a single line junction made, facing towards Blackwall, with the London & Blackwall down line only. The North London then requested permission for their trains to run to Blackwall, but this was refused. The Blackwall Company did, however, construct an overbridge and improve facilities for the exchange of passengers at Stepney (previously passengers crossed on the level). From 1 September 1870, North London passenger trains ran to and from Blackwall, the junction having been rearranged for through working. North London tickets were issued from Blackwall, and at first there was a North London staff at that place. The North London trains passed through but did not stop at the London & Blackwall Company's station at Poplar. Through bookings from North London stations to Woolwich and Greenwich by boat from Blackwall were arranged, but these were withdrawn on and from 1 October 1886 owing to curtailments in the boat services. In consequence, the number of passengers to Blackwall declined, and the North London ceased to run through to that place on and from 1 July 1890. The junction was removed by the Great Eastern in August 1890. (Some accounts give the date as 1900, but both North London and London & Blackwall records give August 1890, and there is no record of the junction being reinstated and subsequently removed).

An additional station, Millwall Junction, was opened on 18 December 1871 at the same time as a service of trains, chiefly for dock workers, commenced to run on the Millwall Extension Railway between Millwall Junction and Millwall Docks (Glengall Road). The service was improved and extended to North Greenwich on 29 July 1872. A portion of this line was opened by the Dock Companies, and as the bridges were not strong enough for locomotives, horse traction was used for part of the journey. The carriages were provided by the Great Eastern. Subsequently the bridges were strengthened, and from 23 August 1880 the trains were hauled by Dock Companies' locomotives. A service on Sundays commenced on 29 August 1880.

In connexion with the opening of the Millwall Extension additional sidings were provided by both the Great Eastern and the North London Railways for the exchange of merchandise traffic between the two systems at Millwall Junction (Harrow Lane) as well as for transfer of trucks to the Docks lines.

In 1874, the Great Eastern and London & Blackwall acquired Potters Ferry which ran between North Greenwich and Greenwich Town. The ferry service was discontinued on and from 1 November 1902 owing to the opening of a tunnel by the London County Council. The Council paid £8000 compensation to the railways, who thereby surrendered all rights to the L.C.C. including the landing places.

Burdett Road station was opened in 1871, Bow Road on 1 October 1876, and Leman Street in 1877. The construction of the latter was started in 1872 but the work was left in abeyance. The Midland Company's branch to Poplar Dock was opened in 1882.

In 1874, it was necessary to reconstruct the bridge over Commercial Road, Stepney, and the work was commenced in 1875. Stepney station was closed (except for trains to and from Blackwall); down trains normally calling at Stepney called instead at Burdett Road, and up trains at Burdett Road or Shadwell. The work was completed and normal service resumed on 17 July 1876.

An interesting, but short-lived, service started on 1 January 1880 between Palace Gates and Fenchurch Street. The Limehouse curve was opened 5 April 1880 and, from 1 September 1880, the Palace Gates service was diverted to and from Blackwall. This service was withdrawn on and from 1 March 1881. There were also some through trains between Blackwall and Southend and Southminster on Sundays in the summer months in 1890 and 1891. Midland Railway goods trains also used the Limehouse curve.

(Concluded)

* * * * *

CORRESPONDENCE

Sir, - With reference to the article headed "North London Railway Express Trains from Fenchurch Street" in the Journal for May 1956: some members have expressed doubt as to whether the trains were actually divided on Bow bank, as there would be some risk that the brakes would not hold the rear portion on the falling gradient. No further information can be obtained, but it is possible that during part of the time these trains were operated, the dividing took place in Bow station, the express carriages being beyond the platform.

As regards the article on North London trains to Southend in the Journal for September 1957, it may be added that during the years 1907 to 1914 the trains ran via Upminster. As it was the standard practice for all North London trains to carry an indication of their destination, a supply of "Southend" boards was kept for these trains. The London, Tilbury & Southend Railway also had "Chalk Farm" boards.

H. V. BORLEY.

Sir, - In the September issue of the Journal Mr. Biddle drew attention to the removal from the timetables of the footnote "for Upper Machen." This is an example of a station name which has had a distinguishing suffix or footnote added by Bradshaw. This particular one did not appear in the L. & N.W. official timetables and seems, like so many others, to have been invented by Bradshaw. It would be interesting to know how these additions came to be inserted and on what inspiration they were based. The appearance of this rather far-fetched footnote to Nine Mile Point is explained by the use of Bradshaw format by the former G.V.R. and Western Region who thus inherited it, probably unnoticed.

C. R. CLINKER.

Sir, - For a long time I have thought it might be helpful if each member could compile a list of historical items of railway and canal interest in his or her local library - items which might not readily be available elsewhere - and send them in to the Society. Any member seeking information about a particular company could then be told where this was available. In one of our local libraries there is a MS sheet of information about the Edinburgh & Dalkeith Railway which may possibly shed some new light on its history, and there is a North British Shareholders' Address Book of about 1835, besides a pamphlet issued by a Committee appointed by Edinburgh & Glasgow Railway shareholders to safeguard their interests at the time of the merger with the North British; also a pamphlet issued by "A Public Accountant" on the finances of the Caledonian Railway (1866). I would exclude items such as descriptive guides, but would include half-yearly reports of the various companies, also Acts of Parliament.

A. N. MACFARLANE

Sir, - I have twice come across a story to the effect that one of the railway carriages which fell with the Tay Bridge drifted across the North Sea and was recovered on the Continent. May I, Sir, use your columns to enquire what standing this story has today? Is it well-authenticated, or disproved, or subject to controversy, or waiting for investigation? I enquire because I have no wish to investigate a matter which may already have been settled. As the moment I am intrigued and puzzled by two conflicting factors. On

the one hand, the version which I came across recently, although as yet unauthenticated, purported to be true, was circumstantial, was not obviously impossible, and contained some internal evidence which in my opinion carries some weight. On the other hand, a recent book on the Tay Bridge disaster, written by a journalist and containing a wealth of detail, makes no mention of the matter; it seems barely possible that he would have overlooked such a dramatic incident if it is well known to have happened. Can any member give me a lead on this matter? If there is scope for investigation, I should be glad to cooperate with anyone else who is interested.

N. B. PEATFIELD, Major, R.E.

THE ROSEDALE INCLINE

By D. Garnett

An interesting letter came into my hands recently. It is written in ink on a quarto sheet, folded the narrow way so as to give four octavo pages. Page one bears the printed heading: "North Eastern Rly. Engineer's Office, Newcastle. _____ 185 ____". The date has been filled in as "5th September 1859" and the letter reads:

"My dear Tom,

Oliver who is at present taking cross sections on the Pately Branch has got the section of the Rosedale Incline put by somewhere where it cannot be found. I have got the undermentioned particulars from one of the rough sections which I think are not far from the truth & will most probably be near enough for your purpose. I cannot lay my hands on the calculation I made as to the Power of the Engine." (Continued at the top of page three.)

"Will you be good enough to bring your calculations of the power of the Engine with you on Saturday." (The remainder of page three is taken up by a calculation, written apparently by the same hand but with a different pen and ink. The letter continues at the top of page two.)

"Particulars of the Rosedale Incline

Length of Incline	-	-	2700 ft.
Height do.	-	-	450 "
Two loaded wagons : 26 tons :	-	-	53240 lbs.
Time	-	-	300 seconds.
Weight of wire rope $4\frac{1}{2}$ " in circumference			
equals 10 lbs. per yard-			

"As you would most probably have the assistance of the empty wagons the weight would be 22,40 lbs.

"I hope the Contract will be given to a good man. I do not think Smith & Wright could execute it by the time mentioned.

Yours very truly,

Robert Hodgson"

On the back are some more calculations, written some the right way up, some upside down and some sideways, as though the back had been used as scrap paper. The principal calculation is partly duplicated and appears to involve multiplying 5 tons 8 cwt. in pounds by 450 and dividing by 33,000. Two results are achieved, 204 and 205.

Accompanying the letter was a half sheet upon which the particulars on page two were copied, apparently by the same hand, using the same pen and ink. The details are the same except that the rope is given as $4 \frac{5}{8}$ " in circumference and 9 lbs. to the yard. The calculation on page three is as follows:

Wagons	-	-	-	lbs	
				58,240	
Gravity	-	$\frac{58,240}{6}$			9,706
Friction	-	$\frac{58,240}{200}$			<u>291</u>
					9,997
Rope 450 x 20 lbs	-	9000 lbs			
Gravity		$\frac{9000}{6}$	equals 1500		
Friction 1/10			$\frac{900}{2400}$		$\frac{2,400}{12,397}$
2 light wagons: equals 22,400					
Gravity	-	3722			
Friction		$\frac{112}{7621}$	1/2 applicable		$\frac{1,810}{10,587}$
10,600 lbs making 540 feet in 1 minute					
5,724000 lbs moved 1 foot in a minute					
Consequently $\frac{5,724000}{33000}$			equals 172 Horse Power		

Robert Hodgson was the North Eastern Railway Company's Engineer for New Works and it seems likely that 'Tom' was Thomas E. Harrison, the Company's Engineer-in-Chief. Oliver may never have achieved fame.

Smith & Wright were the contractors for part, at least, of the North Yorkshire & Cleveland Railway and were then making heavy weather of the extension from Kildale to Castleton. They became insolvent a few months later. Just how they came into the picture at all is not clear since the Ingleby Mineral Railway was built by Trowsdale and Son and the contract for the Rosedale Branch was let, in October 1859, i.e. a month later, to a Mr. Peter Stuart, who was superseded within a few weeks by Mr. Richard Cail.

At first glance it might seem that the engine was for the incline at Ingleby, where the Rosedale Branch began. As is well known, the incline was a self-acting one, but some means of getting eleven miles of permanent way to the high ground would have been a great asset. Furthermore, there is some mystery about the cutting which leads from the incline, about 200 feet below its summit, and curves away towards the ironstone mine at the head of the original tramway incline. Could there have been a plan to provide standard gauge access to the mine? If so, it would have involved a pretty problem, in working an incline with a branch leading from it. But if not, what was the purpose of the cutting?

Closer study of the figures given for the incline suggests that they refer to the incline tramway between the end of the Rosedale Branch at Rosedale Bank Top, and the mine at Hollins. Since the mine, together with another at Thor Gill, was the sole purpose of the railway, it would seem reasonable that the railway company should give help with planning the best way of loading ore. The incline tramway survived until 1888 when the West (Low) Mine was finally abandoned. Nowhere, however, have I ever seen any details of it recorded and should be interested to hear from any one who has.

There is perhaps another reason why the railway company should carry out negotiations for the Mining Company, who probably had no competent person of their own to do it for them. George Leeman, the Vice-Chairman of the North Eastern Railway, was also one of the proprietors of the Rosedale Iron Company. Another was A.C. Sherriff, formerly Goods Manager for the North Eastern at Hull, but by his time General Manager of the Oxford, Worcester & Wolverhampton Railway.

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TRANSPORT TREASURES

The Mobile Exhibition Train of the B.T.C. will be on show as follows: Guildford from 29 January to 4 February; Salisbury from 12 February to 18 February; Hove from 26 February to 4 March. Further dates will be announced in the March Journal.

"UNDERNEATH THE ARCHES" - 2By Gordon Biddle

Mr. Course's notes in the September Journal on homes beneath railway viaducts prompt me to mention another, but rather different, use of railway arches. Leeds New station, formerly belonging to the North Eastern and London and North Western Railways, and now part of Leeds City, is built upon two series of arches running at right angles to one another, thus producing some fine brick vaulting supporting the station. In common with other elevated stations, the arches are let off for a variety of commercial purposes, such as garages, workshops, warehouses, and so on. In addition, Neville Street, the River Aire and the Leeds and Liverpool Canal all pass under the station.

Walking down Neville Street from City Square, a garage and filling station may be observed on the right at the entrance to one of the tunnels leading off from under the bridge, parallel to the lines overhead. Turning into this cavern, one soon leaves the bright lights of the inhabited portion and after about 50 yards of intermittently gas-lit gloom, one hears a dull roaring noise. If the day be bright a shaft of sunlight can be seen piercing the tunnel ahead, and one comes to an iron bridge spanning the River Aire which at this point flows beneath the station through three lengthy arches at right angles to the tracks. The sound of the water rushing down its artificial bed of stone setts amidst the semi-darkness, together with the constant booming of trains overhead, makes it a truly awesome place.

Beyond the bridge one surprisingly comes across a silent arm of the Leeds and Liverpool Canal, this time lying parallel to the roadway and the station above. In fact, unless one is careful, one nearly walks into it. At the time of my visit the arm contained a dumb barge tied up at the wharf beside the road. The arm is only short, leading out of yet another arm. This latter runs out of the canal proper just above the entrance lock from the river, passes under the station at right angles where it throws off the former arm, and by means of a lock also under the station, descends into the River Aire on the far side which at this point forms the basin to another wharf. The river itself is neither navigable above the basin nor below it, where it enters the arches, and the basin can therefore only be used by Leeds and Liverpool short boats.

This labyrinth, with its "underground" lock, may possibly be unique now that the Rochdale Canal arms underneath Manchester Central are no longer used. At all events, it is a most interesting place, although not quite in the same class as Mr. Course's arches as, presumably, the canal was there first and the railway built over them.

NEWS FROM THE SOCIETYHON. SECRETARY'S NOTES

Hon. Secretary's Address. The permanent address of the Hon. Secretary is now: 22 Wallace Road, Keresley, Coventry.

New Members

FAULKNER, C.E.	14 Noakes Avenue, Chelmsford, Essex.
GILLHAM, J.C.	209, Gunnersbury Park, Baling, London, W.5.
MASON, J.J.	78, Charlotte Street, Walsall, Staffs.
NICHOLSON, L.H.R.	151, Pickhurst Lane, Hayes, Bromley, Kent.
ROBERTS, D.J.	65, Hampton Road, Forest Gate, London, E.7.
SHAW, J.E.	2, Bank Street, Rawtenstall, Rossendale, Lancs.
SHEARING, Dr. E.A.	1, Cranleigh Drive, Brooklands, Sale, Cheshire.

Change of Address

NORRIS, J.E.	9, Oakleigh Park South, London, N.20.
VOCE, A.T.	10, Danesbury Road, Bolton, Lancs.

Hon. Assistant Secretary

Mr. L. J. Perrill has kindly undertaken to act as Hon. Asst. Secretary, and he has therefore been co-opted to the Council.

Hon. Programme Secretary

Some time ago, the Council decided to form a small committee to plan and carry out the Society's annual programme of events, a task hitherto carried out by the Officers and Council themselves. The Committee will consist of a Programme Secretary, the Local Group Secretaries, and four other members. The Officers of the Society will be ex-officio members. As a preliminary step it was necessary to appoint a Programme Secretary, and the Council are grateful to Miss K. M. Stephens of 20, Colwyn Avenue, Derby, for agreeing to serve in this capacity. Miss Stephens, who has been co-opted to the Council, will gradually take over the programme work from the Hon. Secretary in the New Year, and will be assisted by her brother, Mr. T. J. Stephens.

Annual Programme

The 1958 Programme of main Society events is enclosed with this number of the Journal. It will be seen that the number of meetings compared with last year's has been reduced. The attendance at some of the 1957 events was not good, and it is hoped that by reducing the number, but continuing to hold them in various parts of the country, members will be encouraged to attend at least one of them during the year. Details of forthcoming Local Group activities will be published in the Journal from time to time.

FORTHCOMING EVENTS

London, 11 January. Through the good offices of the London Transport Executive, the Society once again has the use of their Library at 55, Broadway, S.W.1, when the Chairman, Mr. Charles F. Klapper, will speak on "The Mid-Kent line." The meeting will commence at 6 p.m., and the paper at 6.30 p.m.

Annual General Meeting.

The 1958 A.G.M. will be held in London during the weekend 26 and 27 April. On the Saturday, visits will be made to the sites of the Surrey Iron and Croydon, Norstham & Godstone Railways, followed by the business meeting in the afternoon. In the evening a dinner will be held, as last year, but with the special object of celebrating the 200th anniversary of the passing of the first railway Act of Parliament - that for Brandling's Railway (Middletton Colliery) on 9 June 1758. A commemorative visit to the line at Leeds is being arranged as near as possible to the actual date (see Annual Programme). On the Sunday, 27 April, a visit will be paid to the Lee and Stort Navigations.

REPORTS ON EVENTS

London. On 21 September, a number of members, together with visitors, made a tour of the London & Greenwich Railway. Starting from London Bridge, the site of the old Greenwich terminus and the facade of the original London & Croydon Railway terminus were inspected. Along Tooley Street, opposite the S.E.R. offices, "English Ground" was passed - this was reputed to be the alley in which some of the labourers who built the arches lived; the neighbouring "Irish Ground", shown on a map of 1845, disappeared many years ago. The next points of interest were the Bermondsey Street and Tower Bridge Road bridges, both built c.1900 during street improvements; the old Spa Road station site, in existence from 1843 until 1867, followed shortly by the booking office in Pritter Way of the S.E. & C.R. Spa Road of the early 1900s. An interesting feature of the line for the first 1½ miles was the number of wide road bridges where five distinct widenings of the line (including two L.B.S.C. widenings, could be clearly seen; some of these bridges have the original two rows of Doric columns supporting the Greenwich and Croydon arches, set along the kerbs. Near Rolt Street the North Kent line diverges for New Cross, leaving the original Greenwich viaduct to continue to Deptford station. Here, by Hamilton and Edward Streets are lengths of the original footpaths, with their low brick walls, and at the station itself is the inclined plane leading down to the High Street. The bridge over High Street, Deptford, of cast iron and supported by iron columns, still bears the name of Hervey, who erected it for £100 in 1893. From here, Mechanic's Passage led towards the Ravensbourne Lifting Bridge. Through the kindness of the Superintendent of Deptford Pumping Station, the party was permitted to enter the grounds of that establishment and to get within a few yards of the bridge on the south side, in order to inspect the structure closely. The survivors of the afternoon's expedition, joined by two or three more guests, then returned to London to the Railway Tavern at Liverpool Street where, after a brief interval for tea, they inspected a number of photographs, plans, acts and other documentary material relating to the Greenwich Railway. This was followed by a paper on recent researches into the history of the line.

(Mr. R.H.G. Thomas, to whom the Editor is indebted for these notes, would like to advise members that Mr. H.V. Borley has drawn his attention to an error in the

Historical Notes issued in connexion with the above: on page 3, line 10, the date should be "24 December 1838" and not "4 December" as printed.

London. On 4 October the President read a paper entitled "Railway History through Acts of Parliament" to members of the London Group at the Railway Tavern, Liverpool Street. One of the many interesting points made by the speaker was that much of the history of a company is to be found embodied in the preambles to its Acts, and that these often give the only clue remaining of the existence of agreements and other legal instruments which, for one reason or another, are now lost. Many examples were cited to illustrate the classes into which the Acts generally fall: incorporation, further powers, financial reconstruction, etc. About 25 members and visitors were present, and several joined in the discussion following the paper.

East Midlands. A very successful weekend was held at Nottingham on 12-13 October. On the first day, the largest gathering of the Group to date heard the President detail the early life of the Nottingham & Grantham Railway. Having obtained control of this company, the Great Northern was later able to attack the Midland empire at its heart in the Leen and Erewash Valleys, and reached as far west as Stafford. The early struggles of the Ambergate, Nottingham & Boston & Eastern Junction Railway & Canal Company was ably explained, and presented an absorbing and often amusing study. During the afternoon the party had travelled over the line and inspected the erstwhile termini at Grantham (Ambergate Wharf, and Nottingham (London Road Low Level). The original plans for the line in 1845 were on view at the Central Library, Nottingham, by kind permission of the Librarian, Mr. Tighe. Thanks were also due to Mr. M.B. Thomas, P.R. & P.O. E.R., and Mr. A.D. Cochran, D.O.S., Eastern Area, and their staffs for permission to visit the depots.

On the following day, a similar party visited the Belvoir Castle Railway, by kind permission of Mr. J.P. Mudd, of the Castle Estate Office. A considerable portion of the line is preserved in the Castle grounds in its original form of 1855, and its site can still be traced to the wharf on the Grantham Canal where, until recently, the crane and weighbridge were to be seen. Photographs of these items were kindly loaned by Mr. J. Wallbank, and Mr. G.R. Clinker provided the notes. The party returned via Latham-on-the-Wold to view the passenger station, which appears to have been used solely for special traffic to Croxton Park Racecourse from Scalford.

UNIVERSITY COURSE

A course of 7 lectures entitled "Transport Pioneers" is being arranged by Liverpool University at the Wade Denison Grammar School, Widnes, commencing 23 January, given by Mr. J. A. Patmore, B.A. The fee is 8/6. The course will include work on the lives of Brindley, Telford, the Stephansons, Locke, Brunel, Brassey and Hudson. Details may be obtained from the Hon. Secretary upon receipt of a stamped addressed envelope, or from the University, Director of Extra-Mural Studies, 9 Abercromby Square, Liverpool, 7.

PHOTOGRAPHIC COMPETITION

The proposed rules for a photographic competition, made at the suggestion of Mr. P. A. Norton, are enclosed with this issue.