

J O U R N A L

- of the -

RAILWAY AND CANAL HISTORICAL SOCIETY

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THE BLACKWALL AND NORTH LONDON RAILWAYS AT POPLARBy H. V. Borley

The Act of 26 August 1846 incorporating the East & West India Docks and Birmingham Junction Railway authorized that Company to construct a railway from a point at or near the Camden Town Station of the London & Birmingham Railway in the parish of St. Pancras to Poplar. Actually the railway started at a point (later known as N.L. limit) in Hampstead parish, on land the property of the London & North Western Company.

The line authorized was to cross the London & Blackwall Railway at two places: at Harrow Lane Poplar and near Prestons Road Poplar, the two branches diverging just north of Poplar High Street. As the railway had to pass under the High Street and almost immediately cross the Blackwall Railway the Act authorized the crossing either by an overbridge or on the level, such crossing to be constructed by agreement with the Blackwall Company and if on the level to be under the absolute control of that company and the Blackwall line protected by strong and effective barriers. The E.& W.I.D.& B.J. Company's trains were to stop five yards before reaching the Blackwall Railway. The other crossing, near Prestons Road, was to be by means of a bridge and as the distance from Poplar High Street

in this case was considerably further than in the case of the crossing by Harrow Lane the gradient would not be abnormal.

As the Blackwall Railway Company were running a 15 minute service of passenger trains they definitely refused to agree to a level crossing so the E. & W.I.D. & B.J. Company (whose title was changed to North London Railway Company as from 1 January 1853) was obliged to build a bridge at Harrow Lane with steep gradients each side, that from High Street to the north side of the bridge being 1 in 34 for about five chains, and that on the south side 1 in 29. Both bridges were completed in 1851 and brought into operation for normal goods and mineral traffic on 1 January 1852. In 1852 a junction was constructed joining the North London and the Blackwall railways near Prestons Road by means of a short spur from the N.L.R. eastwards. This was known as Poplar Junction. The lay out was rearranged in 1870 to facilitate through running of North London passenger trains to and from Blackwall: the junction was taken out in 1890 when the service was withdrawn.

When the railway to Poplar was completed the North London wished to run a service of passenger trains to and from Blackwall but the Blackwall Company declined to agree. The North London Company then constructed a passenger station in East India Dock Road Poplar and worked a service between that station and Broad Street from 1 August 1866. This service was extended to and from Blackwall from 1 September 1870.

As the goods traffic was increasing rapidly further accommodation was necessary and land was acquired on the west side of Harrow Lane, part of this thoroughfare being closed and replaced by a foot-path under the new railway connexion to sidings on the recently acquired land. These sidings, known as Harrow Lane Sidings, were brought into use in 1866.

The steep gradient already mentioned led to considerable difficulties in handling traffic to and from Poplar Docks and both the Railway companies who had goods stations on the N.L.R. at Poplar pressed for better facilities. These companies were the London & North Western from 1852 and the Great Northern from 1868. The North London therefore decided to abolish the direct line from High Street to the Docks, construct an additional bridge over the Blackwall Railway on the east side of and adjoining the existing bridge, thereby providing additional running roads to the goods stations. The company also arranged to increase the siding accommodation at Harrow Lane and to construct a loop line from the sidings to the overbridges. Thenceforth vehicles for the Docks (except those by the Prestons Road route) would go into Harrow Lane Sidings and subsequently taken over the loop line to the Docks. It was also arranged to put in a junction, known as Harrow Lane Junction connecting the North London with the Blackwall Railway just west of Millwall Junction passenger station, but the actual date of the opening of this junction cannot be traced; it was however in use by 1873. The Loop line was brought into use

in 1875 the whole of the work being completed in October of that year. In 1877 the Great Western Company opened a goods station at Poplar the trains being worked by the North London from and to Acton G.W.R.

At one time there were five N.L. signal cabins at Poplar, viz East India Road, High Street, Harrow Lane, Loop Line Junction and Blackwall Bridge, but from 9 September 1888 the first two were concentrated in one new cabin, named Poplar Central, and in March 1909 Harrow Lane cabin was closed, the points and signals on both the High Level and Low Level lines being worked from Blackwall Bridge, at the same time the number of running roads across the two adjoining bridges was reduced the remaining roads being signalled for traffic in either direction. In addition there is a signal hut at Prestons Road.

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THE RAILWAY MAPS OF ZACHARY MACAULAY AND JOHN AIREY

By D. Garnett

(Continued from page 94)

Before proceeding with the early history of the remainder of Airey's maps, an important correction must be made in the last article. The first edition of "RAILWAY MAP OF LANCASHIRE & DISTRICT" was published on 14 February 1873 - not 1871 as stated on page 91.

A glance at the table of known editions, published as a supplement to this month's Journal, will show very large gaps between the first editions of the Staffordshire, Durham and Derbyshire maps and the first known revisions of them. In view of the frequency of revision of the other maps, it seems certain that many more exist and the help of members is requested in filling these gaps. In particular, other undated editions of the first five maps in the series are strongly suspected, over and above those already known. In many cases the difference between one edition and the next is minute and needs diligent comparison.

Thirteen years after the first edition, the first known revision of Durham district map appears - in 1889 - with the title changed to "AIREY'S RAILWAY MAP OF THE DURHAM AND NORTHUMBERLAND DISTRICTS".

"AIREY'S RAILWAY MAP OF THE DERBYSHIRE & NOTTINGHAMSHIRE DISTRICTS" was first published on 1 March 1877. This was followed by "CUMBERLAND & WESTNORLAND" on 27 December 1878 but dated 1879.

The next in the series was "SOUTH OF ENGLAND" which appeared in 1881 but Airey failed to deposit the statutory copies of this

map or even to register it at Stationers' Hall, despite claiming that it was so registered in the usual place in the bottom margin! The Register has been searched from November 1880 to February 1882, day by day for the entry but it is not there. Neither the British Museum nor the Bodleian Library has a copy. "WEST OF ENGLAND" followed regularly on 4 February 1884, "EAST OF ENGLAND" on 6 August 1885 and "GLOUCESTER & OXFORD", Airey's last introduction, on 13 February 1893.

We have seen that immediately upon taking over Airey's business The Railway Clearing house commissioned new maps of Scotland (without the point-to-point mileage) and of England & Wales. The latter appeared on 10 January 1896 and the former on 11 September. A companion map of "IRELAND" followed on 8 January 1897 and a new District map, "OFFICIAL RAILWAY MAP OF THE EDINBURGH & GLASGOW DISTRICT" was published on 21 June 1898, to a scale of 1 inch to 2 miles. This map was last revised in 1920 and was thereafter replaced, in 1932 (by which time the Stationers' Hall Register had ceased to be a feature of copyright procedure), by "OFFICIAL RAILWAY MAP OF THE GLASGOW COATBRIDGE AND PAISLEY DISTRICTS". This was to a scale of $\frac{3}{4}$ mile to 1 inch and is the only map in the series not prepared by James P. Emslie. The style is quite different and the draughtsman remains anonymous. The revised Yorkshire District maps of 1903 have been mentioned already. They appeared on 3 November.

One other map remains to be mentioned. Strictly speaking it has no place in this series but was included in the Supplement draft before the Stationers' Hall entry had been found. "MAP OF THE GLASGOW AND SOUTH WESTERN RAILWAY and its connexions. Prepared at the Railway Clearing House London. 1898". This does not appear to have been entered at Stationers' Hall nor do copyright copies appear to have been deposited. Only the G. & S.W.R. is coloured, in a handsome brownish red colour, apparently by lithograph. Joint lines are shown in broken colour and other lines by a series of symbols in black. It is folded into the usual leather cover but without the title on the outside. There appears to have been a revised edition, of which no copy has yet been discovered, in 1906. The Stationers' Hall Register entry on 1 June 1906 shows publication on that date by the G. & S.W.R. and states that McCorquodale & Co. Ltd., were the owners of the copyright!

One or two specially bound or specially mounted maps exist. These were made either to the order of a railway company to include a specified area, or for other specific requirements.

It is interesting to note that when the Railway Clearing House took over the maps, they wanted to discontinue selling them to the public but Parliament required them to continue to do so.

The last map to be prepared by James P. Emslie, who was a railway enthusiast as well as a very clever engraver, was that of the Durham and Northumberland Districts, replacing the earlier one

in 1914. Emslie is understood to have died in 1910 but he must have substantially completed this before his death. He does not appear ever to have entirely re-drawn the Manchester map. Although several editions show quite large alterations, none is entirely without some feature which has been carried over from the previous edition. W.R. Emslie, the brother seems to have been the business manager, rather than an engraver.

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The following corrections and additional notes apply to the first article in this series, dealing with Macaulay's maps, in the May 1959 Journal.

Page 46, third paragraph. Other variations of binding have now been seen. It seemed not unusual for commercial map sellers to mount and bind Macaulay's map and even put their own name on the cover!

Page 48, second paragraph. There is another explanation of two different 7th editions. Reference to H.A. Vallance's History of the Highland Railway shows that there was a delay in opening the line from Dingwall to Inverness due to a truculent landowner desiring the provision of a bridge instead of a crossing. The map showing this line open would be the earlier one and the one showing the line dotted would be a reprint, the correction having been made when the opportunity offered. Apparently Macaulay did not consider this to amount to a new edition and the line of demarcation between a new edition and a reprint with corrections has proved difficult to understand.

Third paragraph. Macaulay's Metropolitan Railway Map was first published on 20 October 1859, nearly a year before his death. His wife, Mary, inherited the copyright of the London and Great Britain maps.

Paragraph four. The correct title of the Ireland map is: "STATION MAP OF THE RAILWAYS IN IRELAND. Corrected by the Companies. (A companion to the Station Map of Great Britain designed by Z. Macaulay.)" The copyright belonged to Smith & Ebbs.

Page 49. Last sentence of initial paragraph: Airey never produced a map of Ireland. Reference to one dated 1893 arose out of a misunderstanding of early correspondence with the Railway Clearing House.

List of known editions. Great Britain. 1851; first published 28 January 1851. Second edition; April 1852. Third entered at Stationers' Hall 13 December 1854. Fourth ditto 30 December 1856. B.T.C. (H.R.) copy shows "Third Edition" on map face under "1856" and "3rd Edition" on cover! It was the fourth to appear. Fifth edition; British Museum deposited copy stamped

31 Dec 1858. Sixth ditto 14 Nov 1860. Seventh, despite the mss note, presumably on a pre-publication release, B.M. date 15 Jan 1863; S.H. (Stationers' Hall) entry 22 Jan 1863. Eighth published 2 Jan 1865 (S.H. Register). Ninth published 10 April 1867 ditto. Tenth, B.M. date 11 Dec 1868; S.H. entry 23 Dec 1868. Eleventh, S.H. entry 23 July 1870 (referred to in Register as 11th edition). Twelfth published 18 May 1871 (S.H. Reg.). Thirteenth, B.M. date 22 Mar 1873. Fourteenth, B.M. date 22 Mar 1875. Fifteenth published 20 December 1876 (S.H. Reg.). DATED in top r.h. corner (1877) (sic). Sixteenth, dated (1879) (sic); B.M. date 16 Apr 1879. Seventeenth dated (1881) (sic); B.M. date 13 Jun 1881. Eighteenth dated 1883 (sic); B.M. date 13 Jul 1883. 18a dated 1884. 19th edition published 16 June 1886 (S.H. Reg.). 20th; B.M. date 1 Apr 1889. 15 (sic) (?) B.M. date 26 Nov. 1891. 22 Lithographed "Nov. 1893" as stated.

Page 50. London. First published 20 October 1859. Deposited copy at The Bodleian Library shows three stations at Bow. Two have been deleted from the lithograph on the author's copy and the word "(Goods)" added after Stcat's Nest station. There are other minor corrections. No.2 edition attributed by B.M. to (1860?); by the author to c. Feb. 1862. No.3 entered at S.H. on 24 February 1863. No. 4 attributed by B.M. to 1863 but probably published in 1864. No. 5 published 15 May 1865 (S.H. Reg.). Nos. 6, 7, 8 & 11 attributed by the B.M. to 1867, 1868 1870? & 1875 respectively.

Page 50. Ireland. Only a few editions, not including the first have been traced in the Stationers' Hall Register. The British Museum have copies of all except the 9th edition and all are date stamped with the date of receipt. The published seem to have been conscientious in sending copies soon after publication but delays up to six months are not unknown. Dates given are the date of receipt of deposited copyright copies at the British Museum unless otherwise stated. All editions are numbered in the top left hand corner and have the year in the right hand corner from No.7 onwards.

No.1 15 July 1863. No.2 8 July 1864. No.3 21 Nov. 1867. No.4 21 May 1870. No.4a 27 March 1875. No.5 28 Nov. 1876. No.6 published Dec. 1878. No.7 published Jany 1881. No.8; three copies in B.M. all apparently the same one dated 29 June 1882, two dated 9 Oct. 1883. No.9 dated on map 1884. No. 10 published 1 July 1885. No.11 dated 1 Apr. 1889. No.12 dated 26 Nov. 1891. No.13 dated 3 Oct. 1893. No.14 published 28 June 1897. No.15 published 3 April 1903. No. 16 dated 13 June 1907.

In conclusion, the author's thanks are due, and gladly given to: Mr. Clinker for the original suggestion and much help; Mr. Spence for his interest and patience; Mr. Skillern for his help and research; Mr. Johnson, the B.T.C. Archivist and his Staff; The Keepers of the Map Rooms at the British Museum and the Bodleian Library; and to the Secretary of The Railway Clearing House and his Staff, particularly Mr. Musson who has taken a great interest and has patiently answered numerous questions.

(Concluded)

SCHEDULE OF ALL KNOWN EDITIONS OF THE MAPS OF JOHN AIREY AND THE RAILWAY CLEARING HOUSE

[illegible]

D. Garnett fecit. July 1959.

REPORT

NORTH WESTERN GROUP. On 12 September this Group visited the Leeds & Liverpool Canal, and the site of the tramway connecting the former south and north ends of the Lancaster Canal between Walton Summit and Preston. Owing to the drought it was necessary to cancel the boat trip from Wigan Top Lock to Johnson's Hillock Locks, and a short tour of the Leeds & Liverpool in the Wigan area was made instead, together with a visit to Top Lock to see the end of the former south end of the Lancaster Canal, and the Springs branch of the L.& N.W.R. The afternoon comprised a coach tour of the connecting tramway. Among the points of interest visited were the canal branch from Johnson's Hillock to Walton Summit, including Whittle-Hills Tunnels; Walton Summit, where the lay-out of the transfer terminal between canal and tramway could be clearly seen; and the track of the tramway between Walton Summit and Preston. An interesting point was the discovery, by Mr. J.I.C. Boyd, at Walton Summit of a turnout plate belonging to the original tramway installation; permission was given for this to be removed and preserved. The Group are indebted to Mr. G.J. Biddle, who was the leader and organizer of this visit, which was the first full-scale visit to be organized by the Group.

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ERRATA. September Journal p.81, para.3, lines 26-7. Some words were omitted between "Johnson's Hillock" and "up into the Leeds & Liverpool". Between these should be inserted: "and Wigan Top Lock, the Lancaster building seven locks from its own canal at Johnson's Hillock."

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ONE HUNDRED YEARS AGO

Railway Times 19.11.1859. Scottish Central-Scottish North Eastern - The differences between these companies, in regard to the general station at Perth, are at length happily arranged. The Scottish Central, as we ventured to predict, has abandoned its claim to charge the Scottish North-Eastern with toll for the small portion of line which it had induced Parliament to place beyond the limits of the station, but over which the Edinburgh, Perth & Dundee had obtained gratuitous running powers. The limits and extent of the station being thus satisfactorily settled, it has been mutually conceded that the cost of that structure with all its necessary appurtenances shall be borne by the respective parties in the following proportions - namely Scottish Central, 40 ; Scottish North Eastern 40; Edinburgh, Perth & Dundee 20. The alterations, which will require an expenditure of £10,000 are to be contributed in the same proportions. A joint station committee is to be appointed in February. This is a sensible arrangement, and one which, while it recognizes the rights and defines the responsibilities of hitherto conflicting interests, places no embargo upon traffic, or limits in any way the freedom of route to which it is entitled.

THE OPENING OF RAILWAYS: CENTENARIES IN 1960

Compiled by M. D. Greville

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DATE	RAILWAY	SECTION OPENED	MILES	NOTE BELOW
Jan. --	CANNOCK MINERAL	Rugeley to Cannock	7 $\frac{1}{4}$	A
* Jan. --	SCOTTISH CENTRAL	(Denny Branch extension to (Ingliston and Stoneywood)	2 $\frac{1}{2}$	Goods
Jan. 2	HAMPSTEAD JUNCTION	Camden Road to Acton Wells Junction	6 $\frac{1}{4}$	
* Mar. 1	CARMARTHEN & CARDIGAN	Myrtle Hill Jc. to Carmarthen	1	
Apr. 9	CALEDONIAN	Grahamston to Grangemouth	2 $\frac{3}{4}$	B
Apr. 12	EAST SUFFOLK	Leiston to Aldeburgh	4 $\frac{1}{2}$	
Apr. 16	COLNE VALLEY & HALSTEAD	Chappel to Halstead	6	
Apr. 18	FINDHORN	Kinloss to Findhorn	3	
May 1	GREAT WESTERN & BRENTFORD	Southall to Brentford	4	C
May 1	OSWESTRY & NEWTOWN	Oswestry to Pool Quay	11	
May 7	SALISBURY & YEOVIL	Gillingham to Sherborne	13	
May 16	BOURNE & ESSENDINE	Bourne to Essendine	6 $\frac{1}{2}$	
May 17	WORCESTER & HEREFORD	Henwick to Worc.(Tunnel Jc.)	1 $\frac{1}{2}$	
May 24	MAYBOLE & GIRVAN	Maybole to Girvan	13 $\frac{1}{4}$	
May 25	WORCESTER & HEREFORD	Malvern Link to Malvern Wells	2 $\frac{1}{4}$	
June 1	BRISTOL & EXETER	Hendford to Yeovil (S&Y)	1	
June 1	SALISBURY & YEOVIL	Sherborne to Yeovil	6 $\frac{1}{4}$	
June 4	BANFF, MACDUFF & TURRIFF EXTENSION	Turriff to Banff and Macduff	11 $\frac{1}{2}$	
June 20	KINROSS-SHIRE	(Lumphannans Jc. to Kinross) (Kingseat Branch)	7 3 $\frac{1}{4}$	
July 8	LONDON, CHATHAM & DOVER	Faversham to Canterbury	9 $\frac{3}{4}$	
July 19	LONDON & SOUTH WESTERN	Yeovil Jc. to Exeter	49	D
July 19	SITTINGBOURNE & SHEERNESS	Sittingbourne to Sheerness	7	
July 23	WORCESTER & HEREFORD	Shrub Hill to Rainbow Hill Junction	$\frac{1}{4}$	E
Aug. 1	MARGATE	Faversham to Whitstable	6 $\frac{1}{2}$	
* Aug. 2	ELY VALLEY	Llantrisant to Tonyrefail	5	F
Aug. 6	HAMILTON & STRATHAVEN	Hamilton to Quarter Road	6 $\frac{1}{2}$	G
Aug. 14	OSWESTRY & NEWTOWN	Pool Quay to Welshpool	4 $\frac{3}{4}$	H
Sep. 1	HERTFORD, LUTON & DUNSTABLE	Luton to Welwyn Junction	12 $\frac{1}{2}$	

* Sep.	3	CARMARTHEN & CARDIGAN	Carmarthen to Conwil	6	
* Oct.	1	KNIGHTON	Craven Arms to Bucknell	8	
Oct.	1	LONDON, BRIGHTON & SOUTH COAST	Stewarts Lane Jc. to Victoria	1 $\frac{1}{2}$	
Oct.	10	STRATFORD-ON-AVON	Stratford to Hatton	9 $\frac{1}{2}$	
* Oct.	22	CALEDONIAN	Auchengray to Wilsontown	2 $\frac{3}{4}$	J
Oct.	31	BLYTH & TYNE	Dairy House to Tynemouth	5	
Nov.	1	DORSET CENTRAL	Wimborne to Blandford	11 $\frac{1}{4}$	
Nov.	2	WAVENEY VALLEY	Harleston to Bungay	6 $\frac{1}{2}$	
Nov.	6	SYMINGTON, BIGGAR & BROUGHTON	Symington to Broughton	8	
Dec.	3	LONDON, CHATHAM & DOVER	Bickley to Rochester	21	
Dec.	27	LISKEARD & LOOE	Moorswater to Looe	7	K
				Total	301 $\frac{1}{4}$ miles
				Less opened in previous years	11 $\frac{1}{4}$
				290 miles	

NOTES:

A Passengers: for goods in 1858. B Goods: for passengers in 1861. C Passengers: for goods in 1859. D Passengers: for goods 1.8.60. E Exact date unobtainable; approximate within a few days. F Goods: for passengers in 1901. G Goods: for passengers in 1863. H Formal opening: public probably next day, but exact date unobtainable. J Goods: for passengers in 1869. K Goods: for passengers in 1879.

* From best available sources -
no contemporary information.

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PRINCIPAL RAILWAY ACTS OF PARLIAMENT PASSED IN 1860Compiled by C.R. Clinker

<u>Company</u>	<u>Particulars</u>
SOUTH DEVON	s.3 enlargement Millbay station, Plymouth, and bridge connecting part on S.side Millbay Road with that on N.side. Widenings Exeter-Dawlish, Teignmouth-Newton Abbot, W.end Slade Viaduct-Plymouth and improvement St. Thomas, Exminster, Star Cross, Newton and Brent stations. (cap. 10, May 15)
CALNE	s.3 Inc.(directors included 4 of the Harris family) s.16 cons.Chippenham (jcn.G.W.R.) to Calne.
MARPLE, NEW MILLS AND HAYFIELD JUNCTION	s.4 Inc. s.18 cons.Marple (jcn.M.S.& L.R.) to Hayfield (ph.Glossop) s.31 jcn. may be made with Disley & Hayfield Rly. is that Bill passed and (s.32) common line between jcn.and Hayfield s.49 M.S. & L.may subscribe up to £70,000. (cap. 15, May 15)
STOCKPORT AND WOODLEY JUNCTION	s.4 Inc. s.19 cons.Brinnington to Bredbury (jcn. M.S.& L.) s.47 that Co. may guarantee interest and (s.48) subscribe up to £40,000. (cap.16, May 15)
LISKEARD AND CARADON	s.3 reincorporation under same title s.44 alteration and improvement of line Moorswater-S.Caradon Mine s.51 power agree with Cheesewring Granite Co.(Ltd) for purchase of their Kilmar Railway. (cap.20, May 15)
AMBERGATE, NOTTINGHAM, BOSTON AND EASTERN JUNCTION	s.2 change of name to "Nottingham and Grantham Railway and Canal Company" from date of Act. (cap.36, May 15)
MIDLAND	s.1 power to agree with North London, Eastern Counties, London and Blackwall and L.T.& S. for use of their lines in counties Middlesex and Essex and the City of London. (cap.52, May 15)
MIDLAND	s.7 cons.Rowsley (jcn.M.B.M.& M.Jcn.) to Buxton and connecting lines there. (cap.66, May 25)

<u>Company</u>	<u>Particulars</u>
MIDLAND	s.3 lands for St. Pancras sta. s.7 as to jcn.with North London s.16 confirming Articles of Contract June 1, 1858 with G.N. as to use of Hitchin station and line thence to London, traffic arrgts. in London, &c. (cap.67, May 25)
SIRHOWY TRAMROAD COMPANY) SIRHOWY RAILWAY COMPANY)	s.5 change of name to S.Rly.Co."after the passing of this Act" s.25 numerous deviations between 11 mp. from Newport and N.end of line, jcns.with N.A.& H. and M.T.& A.lines s.32 erection of passr.stas.Sirhowy and Blackwood s.66 Co. to be Common Carriers within 3 yrs. date of this Act s.58 Monmouthshire Co. to run passr. trains Risca-Nine Mile Point and Sirhowy Co.thence, to connect with them. (cap.71, May 25)
TEWKESBURY AND MALVERN	s.4 Inc. s.27 cons.Tewkesbury (jcn.Mid.) to Great Malvern (jcn.W.& H.) s.36 bridge over R. Severn to have drawbridge s.73 confirming sched.agreement with Mid. and W.& H.Cos., former to work line at 500 net receipts. (cap.72, May 25)
LONDON AND NORTH WESTERN) ST.HELENS CANAL AND RAILWAY)	s.1 St.H.Co.to lease to L.N.W. their Warrington-Garston (passr.sta.)section and St.H.share of lease of Warrington & Stockport Rly.at Warrington sta. for 21 years. s.2 lease to date from July 1, 1860, rent £5,000 for half-year ending December 31 and £12,000 yearly thereafter. s.3 leased railway must be kept open for public tfc. s.6 L.N.W. to have use Garston Dk. (cap.79, June 14)
NEWPORT ABERGAVENNY AND) HEREFORD. WORCESTER AND) HEREFORD. OXFORD WORCESTER) AND WOLVERHAMPTON. WEST) MIDLAND)	s.1 Act to take effect on July 1, 1860 s.4 N.A.& H. and W.& H. dissolved and vested in O.W.& W. upon and from above date and name of O.W.& W. changed to "West Midland Railway" from same date. (cap.81, June 14)
BOURTON-ON-THE-WATER	s.3 Inc.s.21 cons.Chipping Norton Junction sta. (jcn.O.W.& W.) to Bourton-on-the-Water.(cap.82, June 14)
DUMFRIES, LOCHMABEN AND LOCKERBY JUNCTION	s.4 Inc. s.21 Company domiciled at Dumfries s.23 cons. as title (cap 83, June 14)

<u>Company</u>	<u>Particulars</u>
BUCKLEY	s.4 Inc.s.21 cons.Buckley to Connah's Quay, R.Dee and 'diverging line' there-out to join L.N.W. in ph. Northop s.34 Wepre Tramway (leased to Northop Hall & Dublin Coal Co.) not to be taken after 1 yr. from date this Act. s.46 Co. not to convey passengers. (cap.89, June 14)
CHESHIRE MIDLAND	s.3 Inc.s.26 cons.Altrincham (jcn.M.S.J. & A.187 yds. N. of 8 mp. from London Rd., Manchester) to Northwich. (cap.90, June 14)
NUNEATON AND HINCKLEY) SOUTH LEICESTERSHIRE)	s.4 name changed to "South Leicestershire" from and after passing this Act. s.10 cons.extn.Hinckley to Wigston Magna (jcn. Mid.Rly.) s.37 r.p. to S.Leics. and L.N. W.Cos.over Mid.Wigston Magna to N.end Leicester sta.ss.41-2 Mid.r.p. over S. Leics.Wigston to Nuneaton and thence over L.N.W. to Coventry. s.47 L.N.W. to construct direct jcn.line Nuneaton from Hinckley line to Coventry line s.48 S. Leics.extn. may be single line but to be doubled if Mid.require this within 3 yrs. of opening. (cap.91, June 14)
STOURBRIDGE	s.4 Inc. s.22 cons.from 13ch.S.of Stour-bridge passr.sta.(jcn.O.W.& W.) to Old Hill and branches Lye to Cradley Pk. and ph.Rowley Regis to Corngreaves Iron Works. (cap.94, June 14)
OSWESTRY WELCHPOOL AND) NEWTOWN) OSWESTRY AND NEWTOWN)	s.2 change of name to "Oswestry and New-town". s.35 r.p. to L.N.W. Buttington Jcn.-Welchpool s.36 ditto. to Shrewsbury & Welchpool Co. s.41 this section to be built as double line by January 1, 1861. s.51 power to lease rly. to David Davies and Thomas Savin max.21 yrs. (cap.101, July 3)
LONDON AND SOUTH WESTERN) BRISTOL AND EXETER)	s.11 cons. to L.S.W., Exeter (Queen St.) to Exeter (St. Davids,jcn.B.& E.) s.32 confirming shed.agreement March 14,1860 whereby B.& E. undertake to lay N.G.rails from jcn. at St. Davids to 100 yds.on Crediton side of Cowley Bridge Jcn.(Article 11 r.p. to LSW between St. Davids and C. Bridge Jcn.) Agreement deals fully with use of St.Davids station and contingent arrangements. (cap.103, July 3)

<u>Company</u>	<u>Particulars</u>
WATFORD AND HICKMANSWORTH	s.3 Inc.s.19 cons.Watford (jcn.L.N.W.) to Hick'wth. s.37 to be worked and used by L.N.W. who (s.38) may subscribe up to £10,000. (cap.111, July 3)
MORAYSHIRE	s.4 cons.Elgin (jcn.own Losseimouth line) to Rothes (jcn.Orton-Craigellachie section) (cap.116, July 3)
SYMINGTON, BIGGAR AND BROUGHTON	s.4 cons.extn.Broughton to Peebles s.18 Cal.Co. to contribute £15,000 to cost thereof (cap.120, July 3)
DISLEY AND HAYFIELD	s.3 Inc. s.17 cons.ph.Stockport (jcn. S.D.& W.B. Rly.) to Hayfield (cap.122, July 3)
TENBURY AND BEWDLEY	s.3 Inc. s.21 cons.Tenbury (jcn. Tenbury Rly.) to jcn. Severn Valley Rly. at Ribbenhall s.31 S.& H. to sell part Leominster Canal to Co. between Rose & Crown p.h. (ph.Burford) to end at Sousnet Wharf s.33 canal may be discontinued and (s.34) surplus parts sold within 10 yrs. of vesting in Co. (cap.128, July 3)
INVERNESS AND ROSS-SHIRE	s.4 Inc. s.31 cons.Inverness (jcn.I.& N.) to Invergordon s.35 bridge over Caledonian Canal to have "moveable Leaf or Leaves" s.40 as to bridge over Dingwall Canal. (cap.131, July 3)
MID-WALES	s.12 cons.Newbridge to ph.Aberllynfi, passing under H.H.& B.Rly to double jcn. therewith, and thence to near E.end of Talyllyn Tunnel, Hay Rly. (cap.133, July 3)
OSWESTRY AND NEWTOWN	s.3 cons.ph.Llanyblodwell (jcn.own line) to Porthywaen Lime Rocks. s.5 tramway Porthywaen to Crickheath (held on lease by the Misses Newell) not to be interfered with. (cap.139, July 3)
JEDBURGH	s.1 from and after 31st July, 1860, Jedburgh Railway amalgamated with North British Rly.(cap.140, July 3)
CENTRAL WALES EXTENSION	s.3 Inc.s.18 cons.Llandrindod Wells (from authorised Cen.Wales Rly.) to Llandovery (jcn.Vale of Towy Rly.) (cap.141, July 3)

<u>Company</u>	<u>Particulars</u>
MONTROSE AND BERVIE	s.3 Inc. s.17 cons. Bervie, or Inverbervie (300 yds. from parish Church) to Montrose (jcn.Sc.N.Eastern Rly.350 yds. S. of Victoria Bridge) (cap.142, July 3)
CALEDONIAN	s.5 powers to acquire branch rly. to Lanark from near 76 mp. "which has been formed by certain Persons without the Authority of Parliament" and cons. connecting curve from main line at 75 $\frac{3}{4}$ mp, also branch from Lanark branch to Douglas and branch from 100 $\frac{1}{2}$ mp. near Dalry engine shed to Granton branch of Co. (cap. 144, July 23)
CONWAY AND LLANWRST	s.4 Inc. s.23 cons. from jcn C.&H.Rly. opposite 49 mp. to Llanwrst s.57 if construction causes any delay to Irish Mail C.& L. shall repay loss or penalties to Co.concerned. (cap.149, July 23)
MILFORD HAVEN DOCK AND RAILWAY	s.4 Inc. s.23 cons.rly. from near end of Milford Rly. to pier at M.Haven, also pier and other works there. (cap. 156, July 23)
ISLE OF WIGHT EASTERN SECTION	s.3 Inc.s.16 cons.Ryde to Ventnor and branches to Brading Quay and Sandown s.52 L.S.W. and L.B.S.C. may each subscribe up to £20,000. (cap.162, July 23)
SUDBURY AND CLARE	s.3 Inc. s.19 cons.Sudbury (C.S.V.& H.Rly.) to Clare (the Bailey) (cap. 163, July 23)
DENBIGH, RUTHIA AND CORWEN	s.3 Inc.s.18 cons. as title (cap.164, July 23)
HAYLING RAILWAYS	s.3 Inc. s.15 cons. Havant (jcn.L.B. S.C.26ch.E. of sta.) to S. Hayling (near Cumberland Ferry) and connecting line to Direct Portsmouth Rly.52 ch.N. of its jcn. with L.B.S.C. (cap.166, July 23)
LONDON BRIGHTON AND SOUTH COAST	s.8 cons.Ford deviation and new line thence to jcn. Mid-Sussex Jcn. in ph. Hardham, Arundel Tramway (to wharves on E.side R.Arun), Littlehampton (near Ferry Rd.) to jcn. Ford deviation,

CompanyParticulars

Southover deviation. s.41 Arundel Tramway not to be used by locos. or be worked by atmospheric or stationary engine and rope. (cap.171, July 23)

PETERSFIELD

s.3 Inc. s.26 cons.from jcn. Mid-Sussex & Midhurst Jcn. at Midhurst (370 yds.W. of Baptist Chapel) to Petersfield but (s.28) jcn. with Direct London & Portsmouth Rly. only with consent L.S.W.Co. (cap.173, July 23)

MANCHESTER AND MILFORD

s.4 Inc. s.20 cons.Pencader (jcn.authorised Carmarthen & Cardigan Rly.) to ph. Llanidloes (jcn.Llanidloes & Newtown) via Tregaron and Llangurig. (cap.175, July 23)

HAY
HEREFORD HAY AND BRECON)

s.7 "after the commencement of this Act ..." Hay Rly. vested in H.H. & B. and (s.24) Hay Co. dissolved. s.26 H.H. & B. may not discontinue use parts Hay Rly., except between Hay and B.& A Canal wharf until alternative communication available s.28 parts of Hay Rly. required by Mid-Wales Co.to be transferred to them. s.29 ditto. B.& M.T.Jcn.Rly. Scheduled Heads of Arrgt. (confirmed by s.6 of Act) - consideration to be exchange £100 Hay shares for two £20 H.H.& B. shares fully paid-up. (cap. 179, August 6)

HORSHAM AND GUILDFORD
DISTRICT

s.3 Inc. s.23 cons. from double jcn. Mid-Sussex Rly in phs.Horsham and Itchingfield to Guildford (jcn. L.S.W. 5ch.N. of Guildford-Godalming road bridge). Length 15m.46ch. s.38 L.B.S.C. may subscribe up to £75,000. (cap.180, August 6)

BEDFORD AND CAMBRIDGE

s.4 Inc. s.20 power to "purchase, compulsorily or otherwise" Capt.Peel's Rly between Sandy (jcn.G.N.) and Potton s. 24 cons. Bedford (jcn.L.N.W. at passr. sta.) to Cambridge (jcn.E.Cties Rly.) and jcn.line threout to G.N. at Sandy 6 ch.S. of sta. to G.N. at 43m.70ch. from London s.62 power to agree with L.N.W. and/or G.N. to work line. (cap. 183, August 6)

<u>Company</u>	<u>Particulars</u>
BURNHAM TIDAL HARBOUR COMPANY	s.4 Inc. s.23 conversion part R.Brue at Highbridge into tidal harbour and (optionally) a railway, B.G., N.G., or both, to connect with Somerset Centl. Rly. who (s.82) may subscribe up to £12,000 and (s.96) appoint a director. (cap.191, August 6)
AYLESBURY AND BUCKINGHAM	s.3 Inc. s.20. cons.Aylesbury (jcn. L.N.W.) to Claydon Jcn. (Bucks.Rly.), 12m.58ch. (cap.192, August 6)
BORDER COUNTIES) NORTH BRITISH)	s.1 the two companies are "hereby amal- gamated" s.32 r.p. to N.B. over N.& C. from jcn. into and use of Hexham sta. (cap.195, August 13)
FARINGDON	s.4 Inc. s.25 cons. from jcn.with G.W. at or near 66½ mp. from London to Faring- don (Butt's Close) (cap.196, August 13)
LONDON RAILWAY DEPOT AND) STOREHOUSE COMPANY)	s.5 Inc. s. 19 cons.railway under new street to be made from Victoria St. to new Smithfield Meat Market s.36 power to contract with Met.Rly. for use of rly. s.37 to be same gauge as Met.Rly. (cap. 197, August 13)

Ninety-nine Local and Personal Statutes affecting railways were passed in 1860, six more than in 1859. The above list includes all those incorporating new companies, with the addition of more important and interesting ones granting powers to companies already incorporated.

The first 12 Acts are 23 Vic., and the remainder 23 & 24 Vic. Chapter numbers are shown in Arabic for convenience.

Where different from current usage, spellings are those found in the Acts.

Abbreviations :

cons.	construction powers	rly.	railway
Inc.	incorporation of company	B.G.	broad gauge (7'0½")
jcn.	junction	N.G.	narrow gauge (4'8½")
arrgts.	arrangements	ph.	parish
sched.	schedule(d)	p.h.	public house
r.p.	running powers	mp.	milepost

CORRESPONDENCE

G.W. and Mid. Railways v. Board of Trade, 1876.

Sir, - Mr. Clinker's interesting article in your July issue should, I think, be read with the official account of the lawsuit, which is to be found in Law Reports, Ch.Div. IV (1876-7), 735-48. From such a comparison, the following points emerge:

(a) the case (Attorney-General v. G.W.R.Co.) was instituted by the Board, not the companies. The injunction which was successfully applied for restrained the companies, not the Board. In the words of the Report, the "writ asked for an injunction to restrain the companies from opening the railway until the expiration of the period for which the Board of Trade had postponed, or might postpone such opening." (p.737)

(b) it was the company, not the Board, which appealed. (p.740). The words quoted, "in finding these works" etc., give a very different impression when read in their context. The sequence was as follows : first, Sir William James delivered the judgment of the Court, the essence of which was "I am of the opinion that the judgment of the Master of the Rolls in this case cannot be disturbed." (p.743). Then one of the judges who had sat with him (Baggally) spoke in support: "I entirely assent to what has fallen from the Lord Justice." (p.746). Lastly, the third judge (Bramwell) spoke: he began by saying "I am of the same opinion," and used the words quoted only at the very close of his remarks. (p.748). Noteworthy as they are, therefore, they can have afforded small comfort to the companies, since they had lost the case.

The effect seems to have been to strengthen the Board's authority, rather than to weaken it. I should be very interested to hear how these conflicting accounts of a very important case are to be reconciled.

HENRY PARRIS.

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Railway Cottages

Sir, - I am impressed by the sale on which the L.& N.W.R. provided cottages for its staff on the Bethesda branch, beside which I am now living. At Felin Hen there is a pair of cottages. At Tre-garth there is another pair, and a separate house, presumably for the stationmaster. At Bethesda there is a large station house as part of the station buildings on the platform, and I saw no fewer than nine cottages on the approach road. These are all substantial two-storey cottages in red brick, which stand out rather incongruously in a district where most other buildings are of the local dark grey stone. Accommodation for staff on this scale was, I think, unusual and must have added noticeably to the cost of what

was in any case an expensive branch. Its five miles include a tall eight-arch stone viaduct over the river Cegin, two tunnels followed by a two-arch stone bridge over the Ogwen south of Tregarth, and some deep cuttings. Though its terminus is near the Penrhyn slate quarries (served by the Penrhyn Railway) it does not connect with them, so that its traffic was passenger and local goods only. It was opened in 1884, and closed to passengers 3 December 1951. It was, of course, customary for most companies to provide a house for the stationmaster, either on the platform or in the station yard. In remote districts (a description which does not apply to that traversed by the Bethesda branch) cottages for staff were naturally provided. Cottages were also built for crossing-keepers. I suggest that members working on the history of particular companies should take note of what housing was provided for employees by the companies concerned.

C.L. MOWAT.

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"The Evolution of the Railway Network"

Sir, - As a number of members may know, last year I completed a thesis on "The Evolution of the Railway Network of South-East England" which is available in the libraries of the University of London and of the London School of Economics. May I ask that if any members find errors or doubtful points they will let me know? Although I checked the work most carefully I have already discovered two typographical errors, one of them in a date, and there may well be others. As only two copies of the thesis are available it will be possible to make alterations as required, so that future students may use it with confidence.

EDWIN COURSE.

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The Editor has one or two pieces of material in hand which have not yet been published as it has not yet been found possible to place them to fit in with other material which has been sent in. It does not mean, therefore, that they have been overlooked or considered unsuitable. In the meantime, he would appreciate it if he could receive more fresh material from which to make a choice for the January issue of the Journal. Members will understand that unless articles, book reviews, correspondence, etc., are forthcoming, it will not be possible to publish the Journal. In the meantime, he would like to thank those members who have turned up fairly regularly with material.