

JOURNAL

- of the -

RAILWAY AND CANAL HISTORICAL SOCIETY

Vol. 6. No. 6.

November, 1960.

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THE EDENHAM & LITTLE BYTHAM RAILWAYBy Geoffrey Webb

Of all the passenger carrying railways in this country, few can be more obscure than the Edenham & Little Bytham.

It was built by Lord Robert 21st Baron Willoughby d'Eresby to connect his country seat at Grimsthorpe Castle with the Great Northern Railway at Little Bytham.

Although the area was sparsely populated it was intended to run a passenger service, and for this reason the line was inspected by Colonel Yolland of the Board of Trade on 26 June 1856. In his report he described the line at great length and he found much to criticize. The rails were of the bridge type weighing only 22 lb. per yard and spiked directly to longitudinal sleepers or to wooden blocks measuring 1 foot square by 8 inches. In either case the gauge was preserved

only by transverse sleepers 18 feet apart. Before the line could be opened, he said, it would be necessary to lay the rails on transverse sleepers or on longitudinal sleepers with tie bolts and transoms at shorter intervals. The points were of an obsolete and dangerous type and the rail joints required to be properly secured. In some parts the drainage of the track required attention. A platform and station (meaning a station-building) and a distant signal were required at Little Bytham and a station and distant signal at Edenham. In addition gates were required on the Edenham side of the level crossing at Little Bytham.

The report states that it was intended to use horse traction from Little Bytham to a point just beyond the level crossing. For haulage over the remainder of the distance there were two small engines, one weighing 8 or 9 tons for passenger traffic and one weighing 12 tons for goods. From the level crossing the line ascended at a gradient of 1 in 40 for over a mile: similarly steep gradients abounded elsewhere, the worst being 1 in  $36\frac{1}{2}$ . The line was 4 miles 10 chains long and single throughout, with shunting sidings 7 furlongs and 2 miles 1 furlong from Little Bytham. There were turntables at both ends of the line.

On 19 August a further inspection was made. The report states that very little work had been done since the previous inspection, and recommended that heavier rails be used. This recommendation had been carried out using  $41\frac{1}{8}$  lb. bridge rails over the greater part of the line by 4 April 1857 when another inspection was carried out. Part of the line was now on transverse sleepers, with wooden blocks between the sleepers. Where longitudinal sleepers remained the distance between transoms had been reduced to 9 feet. Split chairs were used to fasten the rail joints. The report recommends that the line should be chaired throughout using screw bolts instead of dog bolts. The track still needed consolidation and as a considerable coal traffic was being carried this should be done.

At last, after a further inspection on 22 July 1857 it was reported that the line was "now in fair order" and could be opened subject to certain conditions. The inspector added "the construction of the line is unusual and peculiar and his Lordship would have been able to work the line with greater economy if heavier rails had been used".

Nothing further happened until 6 November when Lord Willoughby's solicitors wrote to the Board of Trade asking on what conditions the line could be opened. The letter states that his Lordship had hoped the Great Northern would work the line. They had declined and he gave up the idea of conveying passengers. But now he had received a memorial praying for a passenger service. The Board of Trade answered promptly, repeating the inspecting officer's conditions which were :

1. One engine only to be in steam at a time.

2. Weight of engine not to exceed 12 tons.
3. Speed not to exceed 15 miles an hour or 8 miles an hour on curves and down the inclines.

Lord Willoughby signed an undertaking to observe these conditions and the line was opened on 8 December 1857. There were five trains (all "mixed") each way on weekdays only. The fares were 9d., 6d., and 4d. for the three classes and there were day return tickets at 1s. and 9d. for the two superior classes. The number of passengers carried in the first half of 1858 were - 1st class 188, 2nd class 476 3rd class 2258. Total receipts from passengers were nearly £63, and from goods, minerals and livestock receipts were £306 during the same period.

In 1860 the Board of Trade required returns of working expenditure and we learn that the railway was being run at a loss even allowing nothing for interest on capital. In fact, during every subsequent year when a return was made, the railway never failed to run at a loss.

In November 1858 a notice was issued for a Parliamentary Bill "for an Act to enable Lord Willoughby De Eresby or a company to be formed by him to construct a line from the Little Bytham station of the Great Northern to Hacconby." This was not, of course, a proposal for an entirely new line, but to extend the existing line from Edenham to Hacconby. The purpose of this proposal is obscure - the line from Bourne to Sleaford through Hacconby did not come into existence until many years later. But no Bill was, in fact, deposited, and nothing more is heard of the matter.

Lord Willoughby died in his 83rd year, after a long illness, on 22 February 1865. He was succeeded by his son, Albermarle, but the railway carried on as before until the latter part of 1866.

Bradshaw had begun to print timetables of the Edenham & Little Bytham line from June 1858 but after September 1866 the timetables are omitted. The Board of Trade returns show that goods trains were run for the first and only time during that year. It seems reasonable, therefore, to suppose that the passenger service was suspended towards the end of the year and that the goods trains were run subsequently.

In 1867 about one third of the usual number of mixed trains was run, the number of passengers of the three classes being 15, 269 and 679 respectively. The amount of goods carried differs little from previous years, so it seems that some sort of service was running for most or all of the year. Similar figures are returned each year until 1871 inclusive, except in 1869 when the undertaking failed to make a return. Bradshaw was evidently not informed of what was happening, because the timetables do not reappear until February 1870. The timetable then shows one afternoon train each way on weekdays

and an additional train from Edenham on Saturday mornings only. The service was increased to two each way on weekdays as from June of that year.

On 26 August 1870, Lord Willoughby died, unmarried, at the early age of 48. His two sisters, both of whom were widows of noblemen, survived him, and the elder, Clementine, took the additional name of Willoughby in 1872. The passenger service on the little railway was, according to the Board of Trade return, "discontinued on 17 October 1871".

Henceforward the line was out of the surveillance of the Board of Trade and no further returns were made. However, Bradshaw continued to show a service until the month of February, 1872, when it appeared for the last time. The Locomotive Magazine of 15 December 1908, page 216 states that the locomotives were then beyond repair, but horse drawn goods traffic continued until the early 1880s when it was closed completely and dismantled. The construction of the Bourne to Little Bytham section of the Midland & Great Northern Railway (opened for goods on 5 June 1893 and for passengers on 1 May 1894) has destroyed part of the formation, but the remainder can still be traced.

The article in the Locomotive Magazine just referred to describes the three locomotives which worked on the line. One, Ophir, had been built by George England & Co., for road traction, but it was converted to run on the railway. The Havilah was ordered in December 1855 by Mr. (later Sir) Daniel Gooch on behalf of Lord Willoughby. She had two inside cylinders, 11" by 20" and four coupled wheels 4' in diameter. She was painted bright blue with white lines, and had a bright brass dome and copper capped chimney. These two locomotives are evidently the ones referred to by Colonel Yolland.

The third engine, the Columbia, was ordered in 1858, and was similar to the Havilah except that she lacked the brass boiler mountings and was more roughly built. The Ophir was obviously unsuitable for the heavy gradients, and must have been disposed of at an early date since the number of locomotives shown in the annual returns of the Board of Trade, the first of which relates to 31 December 1860, is invariably two.

According to Rosling Bennett, Ophir was purchased by I.W. Boulton, with two other engines, for £488, at a sale at Grays Chalk Quarries in Essex in March 1866. At this time, she was a saddle tank engine with three inside cylinders 5" by 10", driving the rear wheels which were 5' in diameter. Boulton lost no time in rebuilding the engine as a 0-4-0 with 2' 7½" wheels and two cylinders, and after being hired out once or twice, was sold in April 1867 to Mr. E. Knight, Shirburn, South Milford, and is supposed to have ended her days with him.

The Board of Trade returns also include two passenger carriages which were, according to the Locomotive Magazine, a first- and second-class composite, and a third-class brake, both of which were obtained from the London & North Western Railway. In 1861 the form of the Board of Trade return was modified to include "other vehicles attached to passenger trains" and the undertaking made a return of two of these also. Wagons of all kinds were supplied by the Great Northern.

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WHEN WAS MIREHOUSE JUNCTION WHERE?

(From A. St. G. Walsh)

For a long period, the Furness single line from Whitehaven (Corkickle) to St. Bees had a double line alongside (on the east side) for about a mile, which then curved off as the L.& N.W. and Furness Joint line to Moor Row (originally the Whitehaven, Cleator & Egremont Railway, here called "joint line").

I seek the help of the learned in disentangling the earlier history: considerable study of the evidence available to me from Dr. M.J. Andrews, Mr. M.D. Greville and the late Mr. W. McG. Gradon (a native of Whitehaven and authority on the railways of the district in their later days) have failed to give me a satisfactory reconstruction.

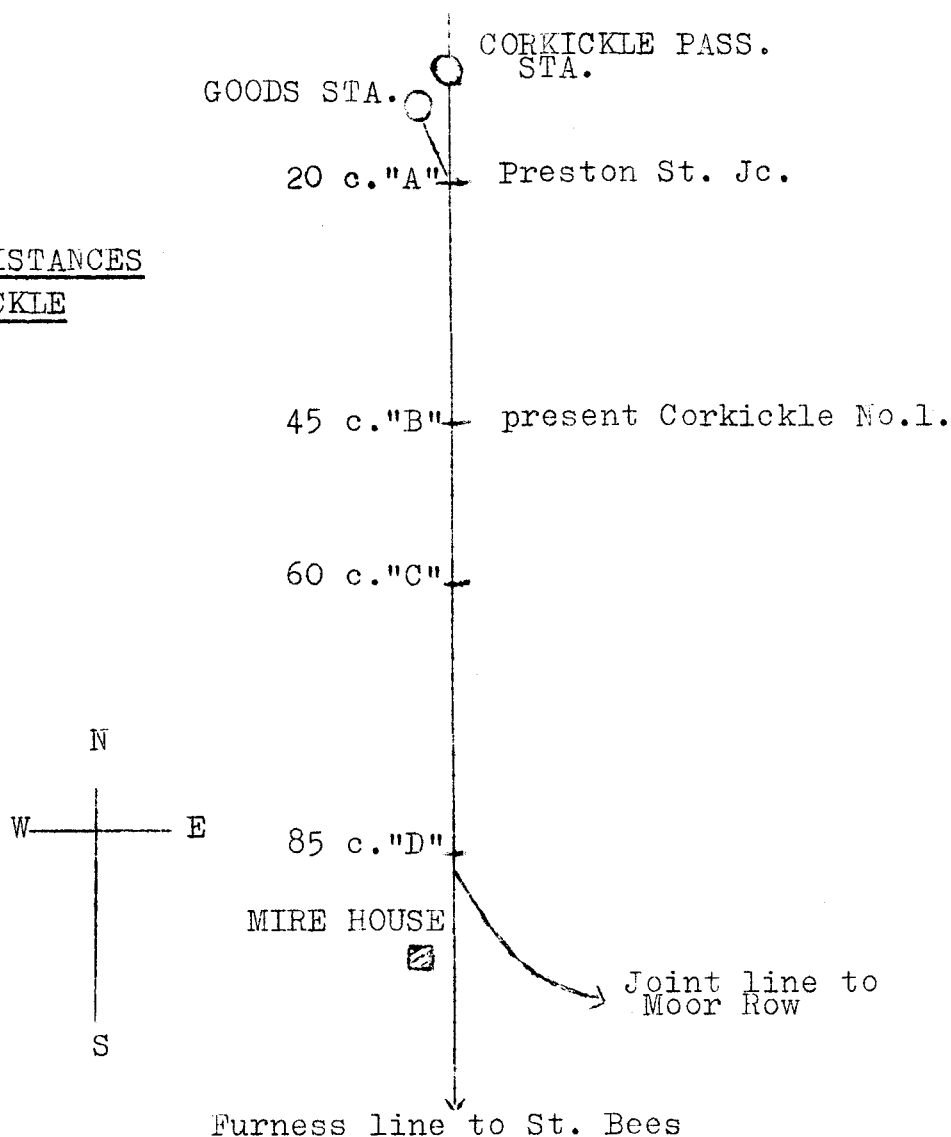
|                   |                                                                                                                                                                                           |
|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| On 1.7.1858:      | Joint line opened from "Mirehouse Jc." (to Egremont) (Greville & Spence)                                                                                                                  |
| By 18.1.1877:     | Joint line was double from Point "C" on map ("Corkickle Branch Jc."), their trains running over a second Furness single line from "A" to "C". (accident report).                          |
| By 1879:          | Joint line ownership started at "D" ("Mirehouse Junction") (Airey map).                                                                                                                   |
| By 1.1.1884:      | "Corkickle Branch Jc." had been re-named "Mirehouse Jc." - whether on same site not known. (Bell signal codes).                                                                           |
| On 12.5.1907:     | New box at "Mirehouse Jc.", site again not known. (per M.J.A.)                                                                                                                            |
| In 1912 and 1922: | Joint line ownership started at Point "D" ("Mirehouse Jc.") (R.C.H. maps)                                                                                                                 |
| By 1914           | Joint line trains were running over the additional Furness double line from "A", and "Mirehouse Jc." was at "B". (W.M.G. and working book).                                               |
| By March 1919*:   | New box "Corkickle No.1 and connexion between double and single lines put in at "D": "Mirehouse Jc." re-named "Corkickle No.2" at "B". (W.M.G. and M.J.A.) (* W.M.G. "during first war.") |

In 1922: Positions of Corkickle Nos. 1 & 2 confirmed (working books).  
 1925 to 1930: Box and connexion at "D" taken out; "Corkickle No.2" renumbered Corkickle No.1". (W.M.G.)  
 By Sept. 1958: Position of box at "B" confirmed. (official list)

Mire House itself is a large house or farm a little south of Point "D".

- (1) Why does ownership boundary move from "C" at 18.1.77 to "D" by 1879 (and ever after)?
- (2) When was the second Furness single line, for use of joint line trains, from "C" to "A" put in, and when was it doubled?
- (3) When, in fact, was "Mirehouse Junction" signal-box where?

APPROXIMATE DISTANCES  
FROM CORKICKLE



THE WYRLEY & ESSINGTON CANALBy C.J. Gilson(continued from p.93)

At the Company meeting of 11 May 1795 the Company rules were drawn up as follows :

Byelaws of the Wyrley & Essington Canal Company

1. All boats going to Wolverhampton are to keep to the towpath side of the canal, and boats going to Lichfield, loaded or unloaded, are to give way to boats going to Wolverhampton. Penalty 5/-.
2. Speed - 2-3 m.p.h. no more, no less, and no overtaking. P.20/-.
3. After loading, a boat must move off within the hour. P.20/-.
4. Horse-drawn boats must be steered. P.10/-.
5. Tow rope must be 4 feet above the side of the boat - on a mast. P.5/-.
6. Unless used for towing, no horse or ass to be on the tow-path. P.5/-.
7. For breaking fences. P. 10/- to 40/-.
8. For boatmen leaving open gates on the towpath. P.10/-.
9. Anyone bathing themselves, or swimming a dog in the canal. P.5/-.
10. All moored boats to be moored at both ends. P. 10/- to 30/-.
11. No-one to search the canal for coal except the owner of coal carried on the canal. P. 20/- to 40/-.
12. No-one to navigate two boats tied together without a steerer in each. P. 20/- to 40/-.
13. In locks a boatman shall examine paddles and water levels before opening the gates and shall guide a boat gently in the lock and be prepared to stop the boat ramming the end of the lock. He shall not use an iron-tipped staff to force the boat out of the lock, nor attempt to flush it out with the paddles nor let the boat out until the lower valves are lowered, and he must shut the lower gates when out of the lock. P. 40/- to £5.
14. No-one to draw more water than necessary to fill a lock, for the convenient carriage of his boat, nor drain water from one lock into another to improve navigation without consent, nor leave paddles and valves up and waste water. P. 40/- to £5.
15. No boatman to bang into a swivel bridge violently, nor leave them open on the side of the canal. P. 20/-.
16. No boat to be drawn by more than one horse, mare, or gelding. Horses not to eat the hedges planted along the side of the canal. P. 20/-.
17. Boats not to be loaded or unloaded on aqueducts or in a lock. P. 10/- to 40/-.
18. Unloading to be at wharfs, as wharfingers direct. P. 40/-.
19. Any boat with no cargo, or less than 20 tons to pay rate as if carrying 20 tons (unless returning after emptying cargo).
20. No timber to be floated on the canal, or cargo dropped in, nor anything to be thrown into the canal. P. not exceeding £5.

21. Any malicious damage to canal banks, works, etc. - a felony to be tried by the courts.
22. Mooring ropes and chains not to obstruct the towpath. P. 10/- to 30/-.

These were to be printed and posted up along the line of the canal.

The company proceeded over the next few years to draw in the payments on the shares - with much difficulty in some cases - in 1796 the committee decided that the shares in arrears should pay interest on the arrears and that refusal to pay should lead the company to sell the shares - and also that the company should borrow £5,000.

The opening of the canal is advertised - in Felix Farley's Bristol Journal of 20 May 1797, stressing the link provided between Hull and Bristol, Wolverhampton, Walsall, Lichfield, Coventry, and Oxford. The Hull Advertiser also reports that the canal is now fully navigable on 15 June 1799. No record is available in Coventry papers, destroyed in the war, nor in the Wolverhampton Chronicle.

The first recorded dividend was paid to the two hundred shareholders on 10 May 1798 - £7 a share. However the canal company was still short of money and the committee was empowered to borrow £5,000 to finish the Hayhead and Lord Hayes Branch.

The company soon encountered another and more serious difficulty. Henry Vernon of Hilton Park, owner of the coal mines on the canal branch to Essington seems to have quarrelled with the canal company, for unspecified reasons, and in December 1798 he petitioned Parliament for leave to build a railway from his mines to the Staffordshire & Worcester Canal and thus deprive the Wyrley & Essington of much revenue. His petition was answered by counter petitions - the Staffs. & Worcs. canal company opposed the idea; landowners on the route of the proposed railway opposed; the proprietors of the Wyrley & Essington Canal opposed it, stating that Mr. Vernon was bankrupt in 1789 and had handed his lands over to Mr. Hordern, the Company chairman and a banker, and the canal was built on Mr. Vernon's assurance that his coal should be carried on the canal.

The Bailiffs and citizens of the city of Lichfield petitioned against the Bill in February 1799 - pointing out that they had provided a free wharf to enable cheap coal to be available in Lichfield, and if Mr. Vernon sold his coal away from the canal, coal prices in Lichfield would rise.

The Bill was ordered to be put off for six months, on 12 February 1799, and nothing more was heard of it. However, the Wyrley & Essington had spent a considerable amount of money on opposing the Bill - up to £3,000 had been voted by the committee. Trouble with

Mr. Vernon continued - as late as 1812 the committee had to take him to arbitration to settle outstanding debts. He seems to have been a headstrong man - when a barge sank in the branch to his collieries in 1799 he asked permission to drain the canal in order to raise the boat, and when this was refused, had his servants cut a breach in the bank of the canal - a felony! Part of the problem may have been over the difficulty of filling his part of the canal with water - it had no supply except that which came out of his pits. The Secretary reported in 1799 the difficulty of making Mr. Vernon pay for the cost of building this branch whose opening was to be advertised by handbills in July 1798, to carry boats of 15 tons, and which was presumably therefore, a private one. It was closed by 1829 and traces of its have now almost completely disappeared under a coal tip.

The finances of the Company seem always to have been shaky. The May 1799 Committee meeting reports confiscation of four shares, which were resold at £85 each - cheap for £125 shares. In May 1800 a shareholder refused to take up shares bought earlier - presumably doubting their worth and was released from any obligation to do so. In July 1800 a special meeting was called by some of the leading shareholders to enquire into the fact that the proprietors owed the Company over £3,000 and they asked for a balance sheet - but were out-voted. The minute book is always recording the borrowing of money - many canal companies seriously underestimated the costs of construction and overestimated possible revenues - the tremendous success of some canal companies paying 75% or more on their shares, being partly responsible for this.

The Secretary noted - in rough notes in April 1798 that it would be impossible to complete the Hayhead Branch until there was sufficient money in the Treasurer's hands - also the money had to be given for compensation for land taken by the canal and for damages done by the canal. In 1800, £24 was paid to Messrs. Langfords for damage done to their limeworks by floods in August of the previous year, and in the same year £100 was sent to the County Treasurer for damage done to a bridge - and there were many other expenditures which kept up costs.

The cost of a six-foot lock near Sneyd Junction in 1798 was recorded at £136.1.0.: the canal had 30 locks in the Ogley Flight and ten on the Sneyd Branch, the total cost then, if they were all the same price - £5,442.

By 1800 the main part of the canal was complete, but not the branches. The Lord Hayes branch was ordered to be begun in September 1799 and the branch to Birchills ordered to be completed as soon as possible though there seems to be some doubt as to whether Brown or Pitt was then the Engineer-in-Charge. There is a reference to a survey made by Thomas Telford - to be asked for in January 1799 and noted in May 1799. Messrs. Boulton and Watt were consulted in 1799 as to the cost of a pumping engine to raise water into the canal at Goscote where the canal cut through a colliery.

The price of barges is quoted in 1800, "new boat compleat with high cabins, elm bottom and oak sides - 3" plank £76. The same with low cabin - £73.10.0., with one month's delivery."

The canal company did not itself provide barges to be used on the canal - this was not made legal till 1845, when it was too late. They obtained their income solely from tolls on other people's barges which the canal companies were less interested in providing through long-distance facilities than if they had had their own fleets of barges. The canal was not in 1800 the canal we see to-day, capable of carrying 25 tons of cargo per barge - and it would carry more if dredged - it was narrower, without such neat brick edges - and remains of that early canal may be seen to-day in the cut off section at Pipe Hill. In July 1801 it was reported that barges carrying only 18 tons could navigate only with difficulty, and owing to lack of water 2 boats took 2 days to go from Lichfield to Walsall. This may have been due to a dry summer.

A list of rates chargeable was contained in the original Act. These were supposed to be maximum rates, but by 1800 they had been raised quite considerably. Bricks now cost 2d. per ton per mile, pig iron 1/- per ton, for the whole length of the canal and cast iron 1½d. per ton per mile or 2/6d. for the whole length of the canal.

The list of tolls drawn up by the company was always being changed - the Acts for constructing the tolls gave maximum tolls, and as the state of trade fluctuated, so did the tolls go up and down.

The 1792 Act authorized - for corn, grain, timber, etc.,  
2d. per ton per mile.  
- for coal, coke, etc. 9d. per ton  
per mile.

The 1794 Act authorized - for all coal (except slack or coal used for burning limestone or bricks), iron 9d. per ton per mile.  
- for all goods having paid the 9d. and going down Ogley locks - 1/3d. per ton.  
- for all goods originating between Catshill and Huddlesford - 2/- per ton.  
- for inferior coal, not passing a lock 6d.  
- for inferior coal, passing a lock - 9d.

This illustrates the pre-occupation with water which must characterize a canal - a lockful of water must be replaced, at expense by building a reservoir or pumping engine and maintaining it.

The company also had toll rates for other commodities, and reduced tolls on wheat and flour to nothing in November 1800 because of the high price of provisions. In 1803 the committee was thanked for its work in attending to the prosperity of the canal, then considerable. However, this happy state did not last. A list of debts revealed at a meeting at the Swan Inn, Lichfield on 10 November 1803 showed the companying as owing £5,500, and in November 1804 a dividend was to be paid only if the company could afford it. In 1807 the rates of carriage went up to 1/9d. per ton per mile on coal and limestone.

Soon the company ran into the problem of individual traders seeking special terms, and had to decide how far they could be granted without detriment to the revenue - in 1799 the committee agreed to 3d. per ton toll on lime taken from Linley Lime Works to Aldridge Wharf. In 1800, Mr. Wilkinson wanted an abatement to enable him to navigate the canal, and the Secretary commented in his rough notes "would it be prudent to make him any and what abatement if any can be made and should it not be general?".

The tolls fluctuated with the state of trade, and the depression of the post war years did not help the canal company - by the 1820s they were already thinking of amalgamation with the Birmingham Canal Navigations.

There are few figures of receipts on the canal. The files show that from 1 April to 11 November 1799 revenue was £1,344.14.7½d. which must imply a tonnage of over 20,000 tons in the seven months. The records of the half-yearly committee meetings from 1808 to 1824 are very brief - recording only the re-election of the committee. Many of these members served for a very long time. Additional byelaws were drawn up in 1811 and 1812.

#### Bylaws 11 November 1811

23. No-one to navigate a boat on the canal with limestone loaded or placed higher than the gunnel or sides of the boat.  
Penalty 40/- to £5.
24. No lock to be opened before 6 a.m. or after 8 p.m. from 1 March to 10 October, nor before 6 a.m. or after 6 p.m. from 10 October to 1 March. If so done without permission, penalty £5.
25. Unless owners of sunken vessels raise them immediately the company can do so and keep them until payment be made for the work.  
Ordered that to prevent the great injuries which the traders upon this canal receive from persons fraudulently purchasing from boatmen the property entrusted to their care £5 reward for anyone reporting selling or buying of such property.

#### Byelaws 11 May 1812

26. That watchmen keep an account of loading or discharging of coal, marl, dung, or merchandise where it is not done at the wharf. 10/- fine if such actions be not reported.

27. £5 Reward for anyone informing on fisherman using nets.
28. Every boatman coming from the Birmingham Canal to have a strap 10 yards long fixed to the stem of the boat and round a strap post to be provided to prevent the boat striking the lock gates.
29. 5 guineas and expenses for information about persons damaging the Bridges, locks, banks, posts, rails, Quicksets, and other works of the Company.

(To be continued)

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### RECENT LITERATURE

William J. Skillern

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### SOCIETY'S TRAMROAD PHOTOGRAPHS COLLECTION

The following photographs have been received by Mr. B. Baxter, who is in charge of the Society's collection of tramroad photographs:

Preston and Walton Summit Plateways. Ribble Bridge, two photographs taken 6.6.1960, presented by Mr. P. Norton.  
Croydon, Merstham & Godstone Railway. Eleven photographs (Various) taken in 1958, presented by Mr.G.H. Platt.

Any member who has any old records of early tramroads is asked to get in touch with Mr. Baxter. Photographs of canals should go to Mr. Charles Hadfield.

THE ARPLEY BRANCHBy P.A. Norton

Since the publication of the article on the Warrington & Stockport Railway in the Journal for January 1960, the author has found more information in the files of the Warrington Guardian, and in Board of Trade records.

The Warrington & Stockport Company's bridge over the river and canal at Lower Walton (next to "Twelve Arches") is described as an iron bridge with a single span 400 feet long, and arrangements were made to change the design should the masts of the canal boats require it. The iron work came from the Bank Quay Foundry, as did that for the bridges at Wilderspool and Broadheath. The rails were laid on longitudinal sleepers, whereas on the rest of the branch they were laid on lateral sleepers. The bridge was tested by running two trains of wagons loaded with sand, each with two locomotives, on the centre of the bridge, giving an estimated total load of 300 tons.

The inspecting officer (Captain Douglas Galton, R.E.) was satisfied with the construction of the branch itself, but was not satisfied with the signalling arrangements at the junction at Lower Walton (now Walton Old Junction). So, in March 1855, permission to open the branch for traffic was withheld, in the first instance, for one month.

Arrangements were not made to the satisfaction of the Board of Trade, so in June 1855 a set of signalling requirements was issued, it being pointed out that lines of three companies (the Cheshire Junction, London & North Western and the Warrington & Stockport) came together at one point. The Warrington had to pay the cost of extra signals on the Cheshire Junction's line near the junction, and the L. & N.W. were to provide the pointsmen at the joint expense of themselves and the Warrington. It was further required that trains approaching the junction were to give one or three whistles according to the route required (or to show one or three blue lights at night) and the pointsman would then "pull off".

It was not until 8 November 1855 that permission was granted to open the branch, and then it was subject to "certain modifications". The Cheshire Junction promptly objected as they were not satisfied with the arrangements which they considered confusing. On 28 November, Lt. Col. Yolland of the Board of Trade replied to the effect that he had nothing to add to his letter of 8 November, and requested the Cheshire Junction to instruct their drivers accordingly.

It is interesting to note that most of the correspondence on behalf of the Warrington & Stockport was conducted by Arthur Sinclair who was also secretary of the St. Helens Company.

The author is indebted to Mr. H. Parris for drawing his attention to the relevant Board of Trade Parliamentary papers.

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### BANK RIDERS

With further reference to the correspondence on "Indefinable Railway Terms" and the expression "bankriders" in the Journal for July last (pp.77-8): regulations concerning bankriders on the London & Birmingham Railway have now come to light and are reproduced below:

1. To have the entire control and management of the inclined Plane, and of every thing passing either up or down.
2. To attach the rope to every Train of Carriages drawn up the Plane, and suffer nothing to descend, except conducted by him; every man upon the train implicitly following his directions.
3. To carefully inspect the condition of every Train, and never attempt to move it till he is perfectly satisfied of the safety of every part.
4. To see that the rope and sheaves are kept in proper condition, and the sheave-axles well greased.
5. To use vigilance to prevent any rubbish being placed on the inclined Plane, or obstruction of any sort.
6. To report any omission to convey the requisite Signals at the top or bottom of the inclined Plane, by the persons employed.
7. To give constant attention, not only to the breaks, but to the wheels, grease-boxes, and other parts of the machinery of the Carriages coming under his notice; and report any negligence or imperfection he may observe.
8. To be constantly provided with Signal-flags, and Signal-lamps, properly trimmed.

Mr. C.R. Clinker writes:

"The L.& N.W.R. Rule Book dated 11 September 1847 with revisions to 15 June 1852, includes a similar code under the heading 'Regulations for Bankriders at the Euston Incline'. There are, however, certain differences. By 1852 they are concerned with trains passing DOWN the Incline, though they still have 'the control, management and responsibility of the Inclined Plane'.

"Cable haulage on Camden (Euston) Incline was discontinued in July 1844, but it would appear that descending trains were regulated by the bankrider and breaksmen. Presumably the locomotive was detached at Camden. It would be interesting to know when the locomotives of up trains started working through to Euston. Assisting down trains in the rear by bank engine throughout from Euston to Camden ceased from 20 May 1889; thereafter the assistant engine was attached in front as far as Willesden.

"Regulation 5 of the 1852 revision limits speed to 10 m.p.h., and lower 'when the Train is heavy, or the Rails in bad order,' presumably wet or greasy. The origin of the word 'bankrider' is not clear. The use of 'inclined plane' suggests 'planerider' as more appropriate.

"The 1852 book also includes regulations for working the Edge Hill - Lime Street and Wapping Tunnel sections at Liverpool. Here, almost identical functions were performed by the 'Tunnel-breaksman', though the top of the descent to Wapping is called 'the bank head of the Tunnel'. The maximum load of an up train between Lime Street and Edge Hill was 15 coaches, 'any Train exceeding that number must be taken up at twice'. Trains to Wapping might be made up to 35 loaded wagons, with a break wagon in front".

(See also Correspondence on p. 118)

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#### THE MIDLAND RAILWAY AT STAMFORD

Recent research by Mr.R.A. Dane in the Stamford Mercury has shown that the accepted opening date, 2 October 1846, between Peterborough and Stamford (the present Town station) requires some qualification.

The opening took place from a temporary station at the bottom of Water Street, occupying part of the site of the later Stamford & Essendine Railway's goods yard, the tunnel between that point and the permanent station being still under construction. On 20 March 1848 the section between Melton Mowbray and Stamford (permanent station) was brought into use for goods and coal traffic. The tunnel was by then sufficiently completed to allow passage of through coal trains to Peterborough.

Through passenger trains between Melton Mowbray and Peterborough, calling at the temporary station, started on 1 May 1848; on 19 June following, the permanent (present Town) station, already in use for goods and coal, was opened to passengers, from which date the temporary station was closed and subsequently dismantled.

C.R. CLINKER  
R.A. DANE

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BOOK REVIEWS

"THE RAILWAYS OF BOLTON" by J.R. Bardsley. (Obtainable from the author at 24, Chorley New Road, Bolton, Lancs. 2/6 per copy).

In his book, Mr. Bardsley has recorded the result of his researches in local records of the growth of railways in the Bolton area, starting with a reference to the Manchester & Bolton Railroad Company in 1825, and finishing with a note of an alteration in 1959 to the roof over the main concourse of Trinity Street, Bolton station. In between these two dates, the author builds up the picture of the development of the two main companies that existed in the Bolton area prior to grouping. This is done by dealing separately with the growth of the Lancashire & Yorkshire Company's activities and those of the London & North Western Railway. The book also contains 8 illustrations taken by the author of the two systems covered, and a map at the end of the book shows the layout of the railways concerned. This book is a record of information that was found in the local archives of the town; of the local papers over the years; and the facts revealed from records of the local authority and firms in the district. It is an example of the wealth of information that can be found locally, and the author is to be congratulated on putting his findings into print, and thus ensuring that other interested persons can see what local opinion was in years gone by on the railways of the district. Perhaps the only point of criticism one can make is that unfortunately the sources of information used by the author were limited, but this is somewhat outweighed by the fact that the book is intended to present the story from the viewpoint of the local records. In this respect Mr. Bardsley shows that one should not be put off because the national record offices are beyond travelling distance, and that there is still a lot of work to be done in seeking out and publishing the information to be found in one's own locality relating to railway and canal history.

A.P.V.

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"GEORGE AND ROBERT STEPHENSON. THE RAILWAY REVOLUTION" By L.T.C. Rolt. (Longmans, Green & Co.Ltd., 6 Clifford Street, London, W.1. 30s.)

To those members of the Railway & Canal Historical Society who are acquainted with Mr. Rolt's previous works on Brunel and Telford (which probably is, and **certainly** should be, the great majority of them) it is only necessary to say that this third volume of the trilogy is a thoroughly worthy successor to the other two. Much has been written about the Stephensons, but the great value of this book, as of the others, is the fresh appraisal which Mr. Rolt has made of the characters and achievements of the great engineers concerned. He himself described it as an attempt to correct the bias of the general historical picture by **trying** to breathe some life into a

few of the most important leaders of the Industrial Revolution, and it is just this that he has so successfully and satisfactorily achieved.

He is scrupulously fair, not only to the Stephensons, but to their allies and opponents, though he does not hesitate to criticize where necessary, and to put a new face on some previously accepted ideas. In particular he brings out the undoubted fact that, in the past, Robert has been rather unfairly overshadowed by his father, who has received much credit that was really due to the son - a circumstance no doubt partly consequent on the self-confidence and self-esteem of the one, and the diffidence and modesty of the other.

The book is well produced and illustrated and - so important in a book of this kind - adequately indexed. It only remains to add that - like all Mr. Rolt's work - it is not only informative and factual, but eminently readable. It is to be hoped that Mr. Rolt will continue the good work, and recreate for us the lives of some more of the great engineers ; perhaps, for me, Joseph Locke.

M.D.G.

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"THE CANALS OF SOUTH WALES AND THE BORDER" by Charles Hadfield.  
(Phoenix House and the University of Wales Press, 30s.)

This book is a model of the kind of study which our Society was formed to promote. Coming as it does from one of the Society's founders this is very right and proper. It would be difficult to find its equal in any library of transport history, and if this sounds like faint praise to those who know how slim the bibliography of canals is, I hasten to add that for scholarship, accuracy and painstaking thoroughness in research few railway histories measure up to it. The book is more than a valuable contribution to our particular interest; no future study of the social or economic history of the South Wales valleys can possibly be adequate without reference to the facts with which these chapters are packed. This is the true measure of the value of the work the Society is doing.

Contemporary maps of South Wales show us a network of railways clawing their way up the mountain valleys from the palm of the Bristol Channel like the extended fingers of a hand. We too readily assume from this that the coal and iron industry of the area was a railway creation whereas in fact Charles Hadfield shows that it was the canals that created industrial Wales by giving her minerals an outlet to the sea. Moreover, railways in the modern sense of the term were comparatively late comers to most of the area. The canals and the fascinating network of tramways associated with them were

so successful that they destroyed themselves. The infant industries they nursed grew so swiftly into giants that such slender pipe-lines could no longer handle the traffic with the result that the same great industrial dynasties which had promoted them promoted the railways which replaced them.

The story of these canals and tramways and of the men who conceived and built them lay buried deep in old records and might easily have sunk without trace. That so much valuable material has been rescued from oblivion and preserved for posterity between one pair of covers is a splendid achievement deserving the highest praise.

L.T.C.R.

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### CORRESPONDENCE

Layout at Stratford, G.E.

Sir, - I would be glad to know if any member can help me in working out the chronological development of the layout in the Stratford (G.E.R.) area. After consulting all the authorities available to me when recently in England, I am still doubtful about some of the spurs.

H.P. WHITE  
University College, Ibadan,  
Nigeria.

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### BANKS

Sir, - May I add a gradient officially called a "bank" to Mr. Clinker's Wellington (Journal, July 1960). Chequerbent is so called in the 1911 Appendix: though the text also speaks of Chequerbent Incline, it speaks of Bank Head and Bank Riders (as well as Bank Engine). The signal box is, and has been since 1912, at least, "Chequerbent Bank". Mr. Clinker agrees that the name qualifies for inclusion and has kindly added earlier and later references to its official use.

----- A.ST.G. WALSH

Euston Station

Sir, - With reference to Mr. Lynton Smith's letter on Euston station, it may be of interest that I have recently received, from the Deputy Director of the National Buildings Record, a letter in which he gives the assurance that a reasonable photographic record of the Great Hall and Shareholders' Room will be made before they are taken down.

M.D. GREVILLE

### Third Class Travel in Early Days

Sir, - In the second issue of the Journal (Vol. 1., No.2. April 1955) there was a note by Mr. C.R. Clinker, with the above title, in which he observed that third-class travel (in open carriages) apparently began on the London & Birmingham Railway on 5 October 1840. Has anyone established when and where on British Railways ran the last train to convey third-class passengers in open vehicles, as a normal service? I was under the impression that somewhere in the Journal this was stated (or presumed, for want of a later date) but a fairly detailed search has failed to locate any such reference.

J.FOSTER PETREE

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### ONE HUNDRED YEARS AGO

From Liverpool Weekly Mercury, 23 November 1860: "SMOKING ON THE RAILWAY. - The directors of the London and South Western Railway, through their Secretary, have made an appeal to the common sense of the smoking public. They have determined to stop the practice of smoking in carriages, in consequence of the annoyance inflicted by those who disregard the rules on a great majority of travellers, not only while smoking, but also from the offensive state of the carriages to those who enter afterwards. The directors have invited the co-operation of passengers in discountenancing the practice of smoking on the railway, and they trust that those who, without due consideration for the convenience of others have violated the published regulations, will in future abstain from a habit which so much interferes with general comfort."

From Liverpool Weekly Mercury, 17 November 1860: "AN APPARITION IN A RAILWAY CARRIAGE IN EDGE HILL TUNNEL. - A railway traveller writing to The Times, says: I left Bristol by the ten minutes past three train for Liverpool, and took my seat in a first-class carriage. The only occupants of the carriage were a barrister from London, another gentleman and myself. We stopped at the usual stations en route, my friend the barrister getting out at Wolverhampton, and the other gentleman at Warrington; from which last station I journeyed by myself, and presently fell asleep. On arriving at Edge-hill station, which is immediately outside the tunnel by which you approach the Lime Street station, the collector took my ticket. The trains, as you are aware, are pulled through the tunnel by a rope attached to an engine, and as we began to move slowly I heard a noise on the floor of the carriage, which I supposed to be occasioned by the rope, but on turning round to sit down (I had been standing at the window) I discovered to my amazement a man sitting in the very seat I had occupied all the journey. Startled at the apparition, I immediately faced him and asked him how he came to be there. He said he had secreted

himself under the seat along the floor of the carriage, and had been there for four hours. I immediately felt for my watch and purse, and looked at my luggage, but fortunately had lost nothing. Before I had time to decide what to do, the fellow opened the door on the offside of the train and was about to jump out, but found the speed too fast, and on reaching Lime Street station got out and disappeared. I think you will agree with me, Sir, that having travelled from Warrington to Edge-hill entirely alone, a distance, I believe, of about 30 miles, and being asleep all that time, I was exposed to very great danger. Suppose a lady to have been situated as I was, the fright of such an apparition, to say nothing of personal safety, might have been very serious."

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### SEVERN & WYE JOINT RAILWAY

The Severn & Wye and Severn Bridge Railway Company's undertaking was vested in the Great Western and Midland Companies "jointly and equally" from 1 July 1894. Under the Act confirming this arrangement - 57 and 58 Vic. ch. clxxxix, 17 August 1894 - the S.& W. and S.B. Company was wound up and the two owning companies set up a "Great Western & Midland Railways Joint Committee" to manage the S.& W. and other joint interests.

I observed in July last that one of the comparatively few remaining S.& W. cast-iron notices, over the name of "Jno. A. Carter, Traffic Manager, Lydney" but undated, was headed "Severn and Wye Joint Railway", the name by which it was commonly known. The text of the notice included the words "The Severn and Wye Joint Railway Company give notice ...." The use of the word "Company" was obviously an error, since no such company existed at any time. Carter was Traffic Manager from 3 August 1898 to 31 December 1919. He was replaced by a Joint Traffic Inspector and some re-organization of the owning companies' responsibilities.

From C.R. Clinker

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The article, "Too much over-specialization?" by Dr. Barker, which appeared in the September Journal, has aroused considerable interest, and was discussed by the Council at a recent meeting. It is possible that a debate may be arranged at some future date. In the meantime, the Editor would welcome any correspondence on the subject.