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FOR LOCAL GROUP SECRETARIES SEE p.10.

LITTLEHAMPTON TO HONFLEUR, BY LONDON
 BRIGHTON & SOUTH COAST RAILWAY SERVICES

By H.W. Hart

In the year 1878, in connexion with traffic passing between England and France for the Paris Exhibition, two vessels, the "Honfleur" and the "Rennes", ran between Littlehampton and Dieppe; by the following year the ships were re-stationed on the Newhaven-Dieppe route where they again became part of the joint fleet of the London Brighton & South Coast Railway and the Western Railway of France.¹

This was the first occasion of a regular passenger service linking Littlehampton with Dieppe but it was by no means the

first occasion that Littlehampton had been the English port for passengers crossing to France, for some ten years earlier such a route had been inaugurated between Littlehampton and Honfleur. This service, at first privately operated and later carried on under railway ownership, was in fact available between 1867 and 1882 after which the facility was based on Newhaven. This paper is, however, concerned only with the service when operated from Littlehampton, but to establish anything in the nature of a complete picture some general notes are needed on the development of that port over the years before the service was opened.

Littlehampton, or Arundel Port, to give its earlier name, was in the later years of the eleventh century a place much in favour with Norman adventurers, soldiers, artisans and traders, whilst much merchandise in the form of Caen stone and timber passed inwards and outwards respectively. The port became a rival to Shoreham and continued in regular use until the vessels of traders calling thereat in time outgrew the limited harbour accommodation provided at the mouth of the Arun.

Following its slow decline after the Norman era in England little was done to remedy the defects of the harbour, the existence of which was indicated on a map of the town executed by William Turner in 1672 where, in addition, only a church, a ~~manor~~ house and fourteen dwellings were shown. The harbour outlet was then 200 yards east of its present position and constant trouble had been experienced despite extensive works which had been carried out along the navigable portion of the Arun and at the harbour mouth in 1628 under the authority of the Earl of Arundel,² the first considered effort to maintain the port after centuries of little if any attention.

In 1657 the provision of a new outlet affording 16 feet of water and fresh river works enabled vessels of upward of 400 tons to reach Arundel, but the bar continued to impede navigation, and by 1730 only 5 feet of water could be obtained. To remedy this undesirable state of affairs an Act³ was passed in 1733 to authorize the cutting of a fresh outlet through the shingle,⁴ the general improvement of the harbour and the erection of a form of pier. At the same time, a Board of Commissioners was instituted with powers to borrow money and levy increased dues until such time as the cost of these works was discharged. The outlet constructed in connexion with this particular scheme was sited facing almost due south and over the location of the present entry to the port whereas the channellings of 1628 and 1657 had followed a south-westerly course. The improvements resulting from the works carried out under the powers given by the Act of 1733 afforded a water depth of 7 feet at half-spring tide and 9 feet at high tide.⁵

In 1793 an Act⁶ was passed to provide funds for carrying out repairs to existing works, the construction of groins and a quay, and for the formation of a proper towing path along the Arun, a fresh scale of dues being authorized to cover the costs involved, whilst in 1825 a further Act⁷ authorized an expenditure of £20,000 on improvements, to be raised by tonnage dues, the port and its facilities thereafter being in a fit state to cope with any trade likely to be offered.

The railway was a late comer to Littlehampton although on 16 March 1846 a station was brought into use at Lyminster $1\frac{1}{4}$ miles away on the main Coast line, this being officially known as Littlehampton & Arundel, whilst a few weeks later when the Arun had been crossed by a drawbridge in connexion with the line's westward progress towards Chichester a station was opened on the site of the present-day Ford (Sussex) and named Arundel.⁸ These facilities were considered by the L.B. & S.C.R. as being sufficient for the needs of Littlehampton for a period of seventeen years, actually until 1863 when during the summer a branch line was opened to the town from Ford station.⁹ At the same time, the Mid-Sussex Junction Railway was opened from Hardham Junction¹⁰ to Ford, a station then being provided¹¹ in the town of Arundel and so named. In 1887 considerable alterations were made in the layout of the lines in the area, a section of the railway between Lyminster and the Arun bridge being abandoned and a new line laid down to allow direct running into Littlehampton from all points.¹²

The facilities provided by the steamers owned, or jointly owned, by the Brighton Company came into being in 1862 when they obtained powers¹³ to build, own, and operate ships between Newhaven and Dieppe, additional powers being granted in 1864¹⁴ to enable such services to run between Littlehampton and certain other ports in France and to the Channel Islands. The powers of 1862 became operative in the July of 1863 when the services were shared with the Western Railway of France although the working of the ships remained with a certain H.P. Maples of Maples & Moore, a private firm until 1867. Maples had had concessions to operate cross-Channel vessels as early as 1851¹⁵ but shortly afterwards he withdrew from his association with the Brighton Company taking three of the steamers employed on the Newhaven-Dieppe service.¹⁶

Unlike the Dieppe service, the Littlehampton to Honfleur route was throughout its "railway" history operated solely by the L.B. & S.C.R.¹⁷ whose steamers commenced to ply on that route in March 1870. As the London & South Western Railway Company was already operating its own ships between Southampton and Honfleur¹⁸ and was receiving at the latter port all the

benefits of a first comer, the Brighton Company's resolution to send their vessels to tie up in the same Normandy port can be described either as courageous or foolhardy. The Brighton ships also effected a service between Littlehampton and St. Malo as from 1867 and one to Jersey commencing in 1870.

The steamers employed on the Honfleur service in 1874 were the "Ida", "Rennes" and "Viking". A vessel later employed on the service was the "Honfleur",¹⁹ constructed in 1875.

The service was from the first advertised by the Brighton Company as one of 102 miles and "the shortest route to the west and north west of France".²⁰

Single tickets in 1st and 2nd Class were available for four days including day of issue and all return tickets were valid for one month; passengers could book from Brighton, Norwood Junction, Portsmouth, Redhill, St. Leonards and Tunbridge Wells at the same fares as from London.

Additional efforts to popularize the service were made by the introduction of Excursion tickets issued on Fridays and available for one week :

From Brighton	1st Return	22s.9d.	2nd Return	15s.6d.
From Portsmouth	"	24s.2d.	"	16s.0d.

It was certainly unfortunate for the service that so soon after the L.B. & S.C.R. had commenced to operate it, war on the Continent of Europe should hinder its growth. The seventeen outward sailing of January 1870 gave way twelve months later to nine only whilst there were but four each in February and March 1871²¹ but with the advent of spring in that year and the later return in France to some form of normality, the service was stepped up and by the summer of the last mentioned year some 25 outward sailings were made in each four weekly period.

By 1872 the Brighton Company were in a position to report a general increase in traffic due, in the opinion of Mr. J.P. Knight the General Manager, to "progressive and natural development of the intercourse between the two countries and the two ports placed in communication by the service". With the idea not only of retaining this traffic but increasing the quantity passing, a new screw steamer capable of carrying 150 tons of cargo was obtained and placed on station. This was a welcome development as the Littlehampton and St. Malo and Littlehampton and Jersey services had run at a loss and were soon discontinued²², two of the vessels being retained for the Honfleur service and the other used as a relief ship on the Newhaven/Dieppe route.

The hopeful anticipations of Mr. Knight were, however, to receive little realization, for from 1871 until the withdrawal of the service in the autumn of 1882, when it became based in Newhaven, the L.B. & S.C.R. experienced a loss of £20,965, on Steamboat account.²³

Undoubtedly the presence in France of the Prussians in the opening year of the Brighton Company's service brought about an unsatisfactory start to the facility, but there were other features which as regards merchandise contributed to the low tonnage conveyed :

- (a) The already established London & South Western Railway's steamers running to Honfleur from Southampton. ²⁴
- (b) The running of the London & South Western fruit trains to Waterloo which was nearer to Covent Garden market than any station of the Brighton Company's system.
- (c) Ships in competition
 - (i) Great Western Railway Company's steamers plying between Weymouth and Cherbourg which made inroads into the traffic in fruit grown in the department of Manche.
 - (ii) Small ships, e.g. "Spicy" linking Portsmouth, and later Poole, with Cherbourg.
- (d) Consistent poor harvests in France.

There had been a further cloud on the horizon, for the Brighton Company's General Manager had received information that a private English Company intended to introduce a ship or ships on a service between Littlehampton and Cherbourg and possibly to St. Malo, but this form of competition failed to pass the proposal stage.

During these years the Brighton Company, and to an extent the South Western, had experienced difficulties at Honfleur by reason of the fact that the quays where their vessels berthed were not linked with the Western of France Railway system. The need for such facilities was strongly argued by the Brighton Officers and admitted by the Western of France but in November 1876 the French Railway Officers reported that although they themselves were sympathetic in the matter they had encountered strong opposition on the part of the

civic authorities and an influential section of the population at Honfleur. The suggestion was made that the Brighton Company's steamers should tie up in the vicinity of the quay used by the London & South Western ships but this proposal appears to have been made in a somewhat lukewarm manner and when not favourably received was pressed no further.

Two difficulties faced the French Railways in their efforts to rail-link the steamer berth, the first being the French Government's insistence that the rights of the local fishermen should be considered before anything else, the second difficulty being that the rails would be laid in the front of a number of private houses, the owners and residents of which viewed with displeasure the possibility of passing trains. In some attempt to overcome these problems, the Brighton Company, who were paying out approximately £1,000 per annum for cartage between their berth²⁵ and the town station, offered to pay the cost of the rail-link but this was of no avail as the objections of the French Government and residents were still to be removed but towards the end of 1879 the opposition at Honfleur being to some extent overcome²⁶, the Western of France, quick to seize the opportunity, set about laying down the required connexion with their system and, taking up the Brighton Company on their earlier offer, pressed for at least a part payment of the cost of the works. This request the L.B. & S.C.R. countered with the plea that they were already paying a large sum per annum to the town of Honfleur by way of dues on their steamers and these compulsory charges were all they were now prepared to pay. While these negotiations were in progress the London & South Western Company remained to some extent out of the picture, accepting the difficulties which existed in connexion with the rail-link and making their own arrangements with local carriers as regards cartage between the quay and the station until they too were enabled to off-load direct to the railway, their quay being provided at the same time as those of their competitors.²⁷

An examination of the Honfleur traffic for the year 1880, made by Mr. Knight, yielded information the reverse of encouraging for although after deducting sums reserved for insurance and depreciation the receipts stood at £2,096 in excess for those of 1879, expenses had increased by £1,700 and the expenditure of this sum to earn an excess of £396 was not considered justified. Every effort was later made to reduce working expenses, in which connexion the costs incurred in the Honfleur office²⁸ viz: wages, commission, rent, taxes and brokerage, were closely examined. These port expenses had long been considered altogether disproportionate to the earnings on the line but investigations failed to bring forward any satisfactory means for obtaining worth while economies. The Company's Agent had had no direct incentive to the economical working of the service and had in fact direct control over little more than one-tenth of the costs incurred.

Somewhat naturally the question of increasing revenue by raising fares and charges received some attention but it was considered that efforts in this direction could only be considered as first-aid remedies, the difficulties being deep-rooted.

The beginning of the end had been visualized early in 1879 when the proposal was made that following the completion of harbour improvements at Newhaven the Honfleur service should use that port on the English side of the run.²⁹ This suggestion was adopted and by 1882 the ships which had forged the Littlehampton to Honfleur link were running from the larger port.³⁰ The economies effected by this move injected a certain quantity of life blood into the Brighton Company's Honfleur service although there immediately arose the payment of enhanced port dues, those in force in respect of Newhaven being about double those charged at Littlehampton but taken broadly the centralization of the fleet was an object with economic benefits worth the achievement.

The curtain fell on the Littlehampton scene in the Autumn of 1882, the last Honfleur steamer leaving at the end of September and the first from Newhaven departing at the commencement of October.³¹ The curtain fell also upon a dozen years of poor receipts, obstruction, and the opposition of an established competitor.

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NOTES

1. C.F. Dendy Marshall. History of the Southern Railway (1936) p.614.
2. W.G. Goodliffe. "Littlehampton and Arundel with their surroundings" (1903) p.20.
3. 6. Geo. II c.Xii.
4. See 2 above.
5. "The new harbour of Littlehampton, Sussex, was opened on Monday ... and in all likelihood it will prove the best harbour on that coast." - Grub Street Journal, 1 January, 1736.
6. 33. Geo. III c.C.
7. 6. Geo. IV c.Clxx.
8. At the same time, the L.B.& S.C.R. constructed a road, $1\frac{3}{4}$ miles in length, from the town of Arundel to the station - Dendy Marshall - p.273. The original "Littlehampton & Arundel" became just "Littlehampton".
9. 17 August, 1863 - Dendy Marshall, p.297. (but see note at end of article). The L.B.& S.C.R. Half-yearly report, July-December, 1863, mentioned that steamers

- were already running between Littlehampton and the Channel Islands and that they, the Brighton Company, had applied for steamboat powers for the port.
10. South west of Pulborough, at junction of Midhurst branch.
 11. 3 August, 1863.
 12. As from 1 January, 1887 - Dendy Marshall, p.319.
 13. L.B.& S.C.R. (Stations etc.) Act. 25 and 26 Vic.c.lxviii.
 14. L.B.& S.C.R. (Steamboats) Act. 27 and 28 Vic.c.cliv.
This Act laid down the mileage charges and free baggage allowance for each class between ports.
 15. Dendy Marshall, p.612.
 16. Dendy Marshall, p.613.
 17. The question of the possible joint operation of the Newhaven - Hanfleur route was raised by the Brighton Company in January 1885 at a joint Brighton and Western of France traffic conference, but the French representatives countered this proposal by stating that they had two English railway companies using the port (Honfleur) and trading with the same area of France and they could not come to such an arrangement with one and not the other company. (B.T.C. Archives).
 18. This service commenced in 1865.
 19. This vessel was equipped in 1883 for carrying locomotives and rolling stock. During that year it conveyed from Newhaven 63 locomotives and tenders and 50 coaches. These, and 26 locomotives conveyed later, represented an order with Sharp Stewart and Co. This lucrative traffic was soon lost as French and Belgian manufacturers increased their output. (B.T.C. Archives).
 20. "Honfleur is in daily direct communication with Havre by steamer, 30 minutes passage. 1/- 1st class, 7¹/₂d. 2nd class. (L.B.& S.C.R. public time tables.) No information was given as to how third class passengers effected the passage.
 21. Capitulation of Paris, 28 January, 1871.
 22. Some "Summer only" sailings were, however, made to Jersey - "Kelly's Sussex". 1882.
 23. B.T.C. Archives.
 24. See 18 above.
 25. Quai de la Quarantaine.
 26. Some slight extension of the quay was made at this time. (B.T.C. Archives.)
 27. Actually in October 1879.
 28. Energetic steps in this mention were not taken until late in 1883 by which time the service was running from Newhaven. Costs of the Agency during a "profitable" year approximated £1,800. (B.T.C. Archives).
 29. This proposal was again made in April 1880. (B.T.C. Archives).
 30. ss "Honfleur" withdrawn 18 April 1882, ss "Rennes" and "Ida" 31 August 1882, probably only one vessel remaining on station during final weeks.

31. The arrival times in Paris (via Lisieux) by the Newhaven route were for some time the same as advertised by way of Littlehampton.

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EDITOR'S NOTE

The renaming of the stations in this area is rather complicated. The "Arundel" mentioned as on the site of the present-day Ford was actually renamed "Ford" in May 1850, according to Bradshaw, which records the later "Ford Junction" as July 1864, (it was probably earlier). "Littlehampton & Arundel" became "Littlehampton" on 8 June 1846, and "Arundel & Littlehampton" in May 1850 (Bradshaw). This station was presumably closed 17 August 1863 when the Littlehampton branch was brought into use. It has frequently been suggested that the present Arundel station started as "New Arundel" (owing to the existence of a luggage label so named) but there does not appear to be any timetable corroboration. It may, however, have had this name from 3 August (opening of Mid-Sussex to Ford) until 17 August (opening of Littlehampton branch). Perhaps some member can confirm this?

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AN EAST LANCASHIRE STRIKE AND ITS CONSEQUENCES

By M.D. Greville

Strikes, whatever their rights and wrongs, have been all too common in the history of railways, and the cases, claims and settlements have, generally speaking, run to pattern.

One, however, which took place on the East Lancashire Railway in 1849 deserves some record in view of its unusual features, as well as for its results. In the autumn of that year, a good deal of unrest appeared among the drivers and although, at the end of October, agreement was reached as regards hours and pay, they were not satisfied, and in the first week of December went on strike largely for a very uncommon reason, demanding that all orders to them should be from the Locomotive Superintendent (Mr. J. Beattie) and not from Mr. Royale, Superintendent of the Line, on whose unfitness for the post they insisted.

In the Minutes for 28 November it was reported that the Enginemakers' Club was in a position to supply drivers in place of those going on strike, the Directors promising permanent situations to such as appeared suitable.

THE SIR JOHN RAMSDEN CANAL

By Neil Fraser

In 1766 Robert Whitworth surveyed a canal route from the River Calder at Coopers Bridge to Kings Mill, Huddersfield. A further survey by Luke Holt took place in 1773. The canal which takes the name of its promoter was authorized by Act of Parliament 14 Geo. III cap. xiii 13 January 1774. Sir John Ramsden (1755-1839) the 4th Baronet was still a minor at this time. A copy of Holt's plan was illustrated in the Gentleman's Magazine May 1774, page 200. One of the stipulations of the Act was that the profit should not exceed 6% per annum. Further, any boat causing obstruction at Coopers Bridge Dam would forfeit not more than 10/- and not less than 5/- per hour of obstruction; offending boats would, if necessary be unloaded and removed.

As made, the canal has only slight differences compared with the plan :- (a) the siting of a lock at Hall Wood about 100 yards west from where shown on the plan; this was to be near Woodhouse Bridge and designated "Turnpike Road", (b) the canal terminated at Aspley instead of Kings Mill. Originally water was supplied from the River Colne, which reached the canal via the Shaw Foot Mill Tail Goit, but with the opening of the Huddersfield Canal, that waterway became the main source of supply. A road bridge over the canal at Colne Bridge bears the date 1775 and is one of the original nine bridges, four of which were foot bridges only.

A 6" Ordnance map dated 1851 shows a number of differences when compared with one dated 1904 (survey of 1887-9). These differences are all located on the North side of the navigation. A dock was located between Aspley Basin and Turnbridge. The site is now used as a timber yard and no trace remains. A recess marked "Boat House" was on the present site of a bus depot. Nearby, a small reservoir came in to the canal and the junction can be seen to-day, although it now forms part of Hebble Beck. Tramroads leading to the canal were to be found in two places: (1) opposite Bradley Jct., leading to Coln Bridge Colliery, (2) between the first two locks leading to Upper Staith Coal Pit. Although not shown on the map, there is good reason to believe that another Tramway or plateway reached the canal from Fieldhouse colliery.

There are nine locks on the canal which is generally acknowledged as having a total rise of 93', but Holt's plan shows a rise of no more than 56'10" with a total length of 3 miles, 7 furlongs and 1.17 chains.

LOCKS

<u>As shown on Holt's plan</u>	<u>No.</u>	<u>As known through usage</u>
Coopers Bridge	1	Cooper Bridge.
Coln Bridge	2	Colne Bridge.
Ladgrave	3	Johnsons
Longlands	4	Vernon.
Turnpike Road	5	Hall Wood.
Riding	6	Riddings.
Fieldhouse Green	7	Fieldhouse.
Falls	8	Annesley.
Red Doles	9	Red Doles.

The variation in spelling will be noticed.

Shaw Foot Mill Tail Coit, which joined the canal on the south side, continued beyond on the north side before turning east, and passed under Wakefield Road near Cut Bridge and re-entered the canal and finally left it on the same side as it entered, and thence returned to the Colne. Part of this is filled with rubbish to-day. The Ramsden canal became part of the Huddersfield & Manchester Railway and Canal Company by Act of Parliament 8 & 9 Vic. cap. cv 21 July 1845. It passed into L.N.W.R. ownership with the foregoing company by Act of Parliament 10 & 11 Vic. cap. clix 9 July 1847. During the making of the railway between Huddersfield and Heaton Lodge the canal was crossed by a fine cast iron bridge located near Colne Bridge. The Leeds Mercury of 21 November 1846 notes that on the thirteenth of that month, one of the girders for this bridge was cast at the ironworks of Messrs. Henry Hirst & Co., Leeds Road, Huddersfield, and was 36' long and weighed 8 tons, "one of the largest castings ever made in Huddersfield". One side of this is visible to-day, while the other was removed during track widening in April 1884. The canal passes through the third arch of the newest structure to span the canal, the Midland Railway Viaduct at Bradley, which forms part of the Mirfield to Huddersfield branch opened on 1 November 1910.

At Bradley the L.N.W.R.'s Whitacre Mill viaduct passes over, and the Huddersfield Examiner dated 17 February 1866 records that during the early hours of the fifteenth the first two arches of this erection, which had just been completed, fell down "with a crash that was heard over two miles away". The debris from this was cleared and the canal was in operation 24 hours later. The most interesting bridge of all is to be seen near the finish of the canal, known universally as Turnbridge, but inscribed "Locomotive Bridge 1865" which is a hand operated lifting bridge. A bridge was here in 1851 and the Huddersfield Examiner dated 27 June 1863 observes that "Richard Armitage ran a steam locomotive from his works over

Turnbridge which had to be specially strengthened for the purpose". This would appear from contemporary evidence to have been a regular practise, all manner of machinery passing over the canal in this way. Apparently its safety was now in jeopardy due to want of repairs, which had been promised by the L.N.W.R. canal authority. Meanwhile, foot passengers were exasperated at the delay. The company indicated that about 18 to 25 barges per day passed under the bridge. The footbridge alongside is of more recent date.

At Aspley considerable wharf space is available, with barges being able to enter warehouses. The Canal office here bears the date 1872. The Huddersfield Examiner of 29 April 1871 mentions some proposed L.N.W.R. parliamentary business, and adds "that powers to sell or exchange lands formerly the property of the Sir John Ramsden Canal which have not been used for some time are to be abandoned". A thorough search of contemporary documents fails to indicate what part this referred to, and the author holds the opinion that this refers to the Dock. The L.N.W.R. promoted a bill to legalize the sale of canal water to manufacturers, etc., and the Huddersfield Chronicle of 15 May 1875 reports that 199,222 gallons per day were used for this purpose.

The canal was used for commercial traffic until October 1953, and since then only odd pleasure craft have used it. The canal became blocked in August 1955 when hundreds of tons of chemical residue entered the canal via the Cinderfield Dyke after a fire, but happily this was removed in the early months of 1961, and on 7 May last, under the auspices of the Inland Waterways Association, a boat rally was held and two vessels travelled the entire length.

The writer is glad to acknowledge the help and facilities received in preparing this article, from the staff of the Huddersfield and Leeds Reference Libraries.

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LOCAL GROUP SECRETARIES

LONDON: J.H. Boyes, 129 Endlebury Road, Chingford, London, E.4.
 NORTH WESTERN: A.W. Brackenbury, Woodlands, Adlington Cheshire.
 NORTH EASTERN: G.E. Brown, 7 North Bank Rd., Birkby, Huddersfield.
 EAST MIDLANDS: P. Chadwick, 149 Vicarage Rd., Nickleover, Derby.
 WEST MIDLANDS: J.H. Denton, Marchmont House, Church Road, Codsall, Wolverhampton.

ANNUAL GENERAL MEETING AND CONFERENCE, BIRMINGHAM

The 8th Annual General Meeting of the Society took place at the Imperial Hotel, Birmingham on 11 November 1961. The meeting was followed by an informal luncheon and, in the afternoon, by a conference at which three short papers were read by the President, Mr. George Dow and Dr. T.C. Barker. On the following morning an informal programme of visits was arranged for those members living locally, or who had stayed overnight, when a party explored some of the canal systems near the centre of the city and were privileged to be shown round the early station buildings at Curzon Street.

The arrangements for the Annual General Meeting represented a break with previous practice, and it was apparent that the combining of the Society's main business meeting with a luncheon and an afternoon conference gave more time, not only for the discussion of the Society business and policy but also for members to get together for informal exchanges of views.

During the morning's proceedings, at which some 50 members were present, oral reports were given to the meeting by the Hon. Research Secretary and the Hon. Treasurer, in addition to the reports which had been circulated to all members beforehand. The Hon. Research Secretary outlined the progress that was being made by the Research Sub-committee towards building up a national register of canal and railway record material for the benefit and use of the members of the Society. The Hon. Treasurer in presenting the accounts, gave the meeting an analysis of the reasons leading to the excess of Expenditure over Income in the previous financial year, and outlined steps that had already been taken with a view to overcoming the deficit.

The President then put before the meeting the two items on the agenda for general discussion: the relationship between the Society and its Local Groups in the organization of visits and talks, and consideration of what the Society could do to take account of the interests of members in transport history other than that of railways and canals. In introducing these items the President explained that the Officers of the Society wanted to hear the views of the membership on these two matters. Both brought forward an energetic response in the discussion which followed and, from the President's summing up, it was apparent that the general opinion of the meeting was close to the Council's own view on both matters.

The meeting concluded by unanimously adopting a motion put forward by Dr. T.C. Barker, expressing the concern of the Society at the possibility that the transport manuscripts now carefully housed at the Historical Records Department of the B.T.C. might be disturbed by the pending reorganization of the nationalized transport undertakings, and which also urged the Council to take

as it saw fit, in conjunction with other interested parties, to prevent this from happening.

At the afternoon conference, which took place with the President in the chair, three short papers were read and each was followed by an interval for the questioning of the speaker, and for general discussion on the topic of the paper. The President, in his paper "Research for Beginners" gave the conference a detailed insight into some of the systems and methods that could be adopted as a basis for successful research into canal history. Mr. George Dow favoured the Society with what will be a complete chapter in the forthcoming second volume of his book Great Central, by delivering a remarkable account, under the title of "The Blackpool Railway", of a railway scheme promoted by Sir Edward Watkin and the Manchester, Sheffield & Lincolnshire Railway. By a forceful description of some of the tactics used by the Board of this company in spreading its empire Mr. Dow related how £300,000 was spent on a railway that was never even built. Lastly, Dr. T.C. Barker delivered a paper entitled "Reflections on Transport History" as a further development of the theme of "what sort of transport history do we want?" This paper provoked considerable thought on the subject and brought forward a lively discussion from the conference which was, without any doubt, what the author had intended that it should do.

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RECENT LITERATURE

William J. Skillern

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| BRITISH WATERWAYS, | South Western Division: Bristol ports and the Severn ports to the Midlands. <u>[1961]</u> . (Pyramid Press, 6/-) |
| GREVILLE, M.D. &) | The Lancaster & Preston Junction Railway. |
| HOLT, G.O.) | 1961. (David & Charles, 9/6). |
| MURPHY, J.S. | Canals. 1961. (O.U.P., 10/6). (How They Were Built Series). |
| NOCK, C.S. | The South Eastern & Chatham Railway. <u>[1961]</u> (Ian Allan, 30/-). |
| SPENCER, Herbert | London's Canal: the history of the Regent's Canal. 1961. (Putnam, 30/-). |
| WHITE, H.P. | Southern England. 1961. (Phoenix House, 30/-) (Regional History of the Railways of Great Britain, Vol. 2). |

Threatened heritage: (a discussion on the merits of keeping Derbyshire's canals open) by B. Bunker. (In "Derbyshire Countryside," Vol.26, No.5, Aug/Sept 1961.)
The Chesterfield Canal, by B. Bunker. (In "Derbyshire Countryside," Vol.26, No.6, Oct/Nov. 1961).)

The following older work has recently come to my knowledge and I am indebted to the City Librarian of Carlisle for sight of it. It is an anonymous 8-page pamphlet dealing only with parliamentary and financial history and exposing the unsound finances of the following company:

HISTORICAL sketch of the Carlisle & Silloth Bay Railway & Dock Company, dedicated to the shareholders. [1871?]. (Birmingham: printed and published by Alfred Simonds).

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A further note has been received from Mr. M.D. Greville, concerning the 1962 Centenaries List. This is as follows :-

Wycombe Railway. The opening date was given as 4 August, on what should have been the reliable authority of contemporary reports in the Times and the Railway Times. It has since, however, come to light, from the evidence of both Oxford and Buckinghamshire papers that it was undoubtedly opened on 1 August.

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BOOK REVIEW

"A Railway Chronology of the Sheffield Area: Local History Leaflet No.5". Published by the Sheffield City Libraries. 12 pp. and 2 sketch maps. Paper covers. Size 8" x 6 $\frac{1}{2}$ ". Obtainable from Sheffield City Libraries free on receipt of S.A.E.

This is a most useful reference work and a valuable foundation for anyone essaying a fuller history of the district. The area covered is "South Yorkshire and North Derbyshire and includes lines which converge on Sheffield, Rotherham, Barnsley and Chesterfield, together with some links with lines on the periphery." It consists of a chronological table of the lines - 52 in all - on which passenger services

have run, arranged in order of opening, with dates of opening, and of closing where this has occurred, with notes on the train services inaugurated or concerned; there is a preliminary survey of the growth of the railway system in the area, and some interesting notes on the stations at Sheffield, Barnsley and Rotherham.

The essential feature required in such a work is a high standard of accuracy, and a careful inspection reveals that this is attained; this is only to be expected when it is noted that acknowledgment is made to Dr. A.L. Barnett for much of the information.

A very few small slips, among the mass of information given, may be mentioned for adjustment in any future edition. On p.6 it states that the M.S. & L.R. took the name of G.C.R. in 1897, when the route to Marylebone was completed. 1897 is correct, but the London Extension was not completed until 1899. Line No. 44 is given as follows: "G.N.R., L. & Y.R., N.M.R. (should be Y. & N.M.R.) - Doncaster to York - opened Sept. 1850 - via end-on junction at Askern with L. & Y.R. - completed London to York run." This is rather misleading. The actual completion of the London-York connexion was achieved by the opening, in 1850, of the Y. & N.M. line, Knottingley to Burton Salmon, in April, and on 7 August of the G.N. line, London to Werrington Junction, and the M.S. & L., Sykes Junction to Clarborough Junction. The Askern Junction was made on 5 June 1848. Line 50 - Kirk Sandall Junction should read Potteric Carr Junction, as the passenger services ran to Doncaster this way, the line northwards to Kirk Sandall Junction being used for goods only.

The Sheffield City Libraries are to be congratulated on this excellent and comprehensive work, and for the amount of valuable information which has been assembled and compressed into so small a space. It is hoped that other municipalities will be encouraged to follow suit.

M.D.G.

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ONE HUNDRED YEARS AGO

From Herapath's Journal, 14.12.1861: South Eastern, the Hospital Award. - "Mr. Stewart the Board of Trade Umpire has awarded £296,000 for St. James's Hospital, while the claim for it was £750,000. No doubt the £296,000 is the full value of the hospital."

From Herapath's Journal, 21.12.1861: Grand Junction Canal. - (Half-yearly meeting held on 3 December at the offices, Surrey Street, Strand with Mr. Anderson in the Chair). The report

stated that the receipts from traders during the half year amounted to £24,882 and from the carrying establishment £2,948, a total of £27,830 as compared with £35,529 at the corresponding period last year. The Company experienced great loss in consequence of the severe frost in the previous January which closed the canal for a period of three weeks.

From Herapath's Journal, 28.12.1861: "Railway Engine-Driver's short-time movement. - On Wednesday 25 December, the engine-drivers and firemen connected with the various railways in the kingdom, to the number of about 200, assembled at dinner in the Belle Vue Gardens, Manchester, with a view of conferring together on the subject of the movement recently established amongst them for regulating the hours of their labour. The subject has been mooted for some time, and an effort is about to be made to enlist public sympathy and legislative interference, the argument being that the welfare and convenience of the men, as well as the safety of the public, is concerned. An engineer belonging to the Lancashire & Yorkshire Company presided, and all the principal railways in the country, it was stated, were represented."

From the Railway Times, 25.1.1862: "Norwich and Spalding. - The extension from Holbeach to Long Sutton will, it is again stated, be opened for traffic on 1 March. A temporary station has been commenced at Long Sutton."

From the Railway Times, 25.1.1862: "Gas in carriages. - Mr. Newall, of Bury has recently applied to several of the passenger trains of the Lancashire & Yorkshire his method of lighting carriages with gas. The trains to which the lights have been applied include the fast trains between Manchester and Bradford and Manchester and Blackpool. The London & North Western are about to avail themselves of this mode of lighting some of their fast trains ... Mr. Newall is now fitting up carriages at Bury. By means of compression of hydraulic power the quantity of gas required for one of these trains is contained in a box of small size in the guard's van, and the advantage and comfort derived by the passengers are spoken of in high terms."

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The Editor would like to compile a list of ceremonies of "cutting the first sod" of railways or canals. He would be glad to hear from any member who has any knowledge of these matters, or who may come across them in the course of research work. The information required consists of company, date of ceremony, place and by whom performed. The source of information should also be given where possible.