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FOR LOCAL GROUP SECRETARIES SEE PAGE 54.

TICKETS OF THE NORTH LONDON RAILWAY

By H.V. Borley

The first tickets of the North London Railway were printed on stiff paper, square, about half the size of the present single ticket. Only one can be traced. It is pale blue in colour, and

HACKNEY
TO
LONDON
SECOND CLASS
03

the colour of the reverse side is light brown with date 26 SEPT. No year is given but this is most probably 1850, the date of opening of the line. At this time the fares were 6d. and 4d. single, 9d. and 6d. return between any two stations.

Parliamentary tickets were issued by one train each way at 1d. per mile, where less than the second fare of 4d.

Through tickets to other lines were presumably of standard size, and a few years after opening of the railway, tickets of normal size were adopted for local journeys.

From 1 January 1864 the fares between any pair of adjacent stations were made 3d. first, 2d. second class and these tickets bore a large number or letter front and back according to the station from which they were available. The stations were numbered consecutively from Hampstead Road No.1 to Bow which was No.9. Similar tickets were issued on the Hampstead Junction and North & South Western Junction Railways and these bore a letter, Camden Road being A, Kentish Town (later renamed Gospel Oak) B and so on - Hampstead Heath, Finchley Road, Edgware Road, Kensal Green, Acton, Hammersmith which became H - and finally Kew to which the letter K was allocated.

Commencing 1 September 1870 the fares between adjacent stations were reduced to 2d. first class, 1d. second class. Additional passenger stations had been opened and given the following letters Broad Street L, Shoreditch S, Dalston Junction M, Poplar P.

The normal colours of the tickets were: down direction first class white, second class pink; up direction yellow and blue respectively but some were of two colours, such as Broad Street to Shoreditch which was of a dark pinkish mauve with a broad cream coloured horizontal band. Return tickets were of two colours according to direction and bore number or letter corresponding to the station from which they were available.

Reduction in fares between adjacent stations to 2d. and 1d. respectively according to class necessitated modifications in other short distance fares.

In November 1873 an entirely new system was adopted. Down line tickets were first class white, second class pink (sometimes red), parliamentary, where issued, green. Up line tickets were yellow, dark blue, and buff respectively. These tickets carried a large number according to destination station. The stations were numbered consecutively from Broad Street No.1 to Chalk Farm No.9 then Hackney No.10 to Blackwall No.16, Kentish Town was No.17 thence to Hammersmith No.25, Kew Bridge No.26, Richmond No.29. Return tickets were of two colours, according to direction, and tickets to stations on other railways bore the appropriate number of the N.L. station on the return half.

In 1875 third class tickets were issued between all stations and the colours were green, down line; buff, up line. Previously third class (or parliamentary) tickets had been issued, first by one train, later by two trains and such passengers travelled in second class carriages. Most of the second class fares were one penny or less per mile so the number of parliamentary bookings was on a very limited scale. Upon the introduction of third class generally, for a few months between many adjacent stations both the second and third class fares were 1d. (but later the second was raised to 1½d.) With this exception the second class fares remained unaltered, the new third class fare being a little lower.

When additional stations were opened the new station took the number of the previous station plus A, thus West End Lane became 20A.

Tickets from stations on the Poplar line to stations west of Dalston were of the normal down line colours but locally on the Poplar line as well as to and from Dalston, Broad Street and intermediately the tickets carried a variety of vertical lines or stripes. N.L. tickets were issued from Blackwall, but very few survived, and it would appear that at first these were of the usual up line colours, but later the down line colours were adopted. N.L. tickets were also issued from Fenchurch Street and Stepney until 1869. These were of normal down line colours, with a vertical band. Tickets to stations on the Blackwall line also carried a coloured band.

Hampstead Junction Railway and North & South Western Junction Railway tickets were similar to those of the North London Railway. No Hampstead Junction tickets were supplied after 1874 but some remained until about 1912, chiefly first returns from Hampstead Heath and Finchley Road to some South Western Railway stations. Commencing in July 1874, from Hampstead Junction line stations tickets were standard London & North Western Railway type.

Tickets from N.L. and N. & S.W.J. stations to L. & N.W. Main line stations north of Willesden were headed London & North Western Railway and supplied by that Company. Tickets to Suburban stations on the Great Northern Railway were of the usual N.L. pattern, but Broad Street, Dalston, Hackney, Bow and Poplar had bookings to a large number of stations on the G.N. and N.E. Railways and tickets for these bookings were supplied by the G.N. Company. Most of these were withdrawn in 1916 as it was then impracticable to travel from the North London Line, as very few long distance trains called at Finsbury Park. Tickets to G.N. Stations supplied subsequently were North London.

From an early date Workmen's tickets were issued between Chalk Farm, Broad Street and Poplar at a charge of 2d. Many stations had automatic machines, some of the first in existence. There were six different series, of different colours, one for each day of the week.

Privilege tickets were of the following colours, arranged horizontally. Local tickets, first class white, yellow, white; second class blue, dark blue, blue; third class mauve, red, mauve. Interchange privilege tickets, first class red, white, red; second class blue, white, blue; third class green, white green.

Season tickets were issued for periods of 3, 6, 9 or 12 months. They were of leather and a substantial deposit was charged. The first class tickets were rectangular; the second class were rectangular with corners removed (octagonal). Third class season tickets were not issued until 1902; they were semi-circular. Various colours and combinations of colours denoted the stations between which they were available. A few were oval or hexagonal in shape. All season tickets were issued from the Season Ticket office at Broad Street but were sent to the station concerned if the applicant so desired. The Broad Street office supplied not only tickets with M.L. Stations but also stations on the Hampstead Junction, Kew and Richmond lines. Commencing in 1909 deposits were abolished and season tickets of uniform design, on cloth, could be obtained on demand or at short notice at the stations. At the same time Monthly tickets were also issued which were of cardboard. Weekly tickets were obtainable between some stations.

Season tickets with Great Northern stations were always issued by that Company. Broad Street tickets were available also at Moorgate; in 1904 they were made available at Bishopsgate Met (later Liverpool Street) and over the Great Northern & City Electric Railway. Third class tickets, and also Monthly tickets with certain stations were introduced in 1904.

Through season tickets between M.L. and G.E. Stations had a large diamond sign embossed upon them.

All distinctive types of Season tickets ceased to be issued in 1909, and from 1 July 1912, M.L. and N.& S.W. Junction tickets were printed by the L.& N.W. Company in accordance with their standard designs, but with heading North London Railway or N.& S.W.J.R. as the case may be.

N.& S.W. Junction tickets, also Hampstead Junction (when issued) were, until 1912, identical with N.L.R. tickets and all were printed by private firms.

N. & S.W.J. Tickets were issued from Richmond, Kew Gardens and Gunnersbury to South Acton, Acton and all places beyond, including L. & N.W. main line, as for many years the South Western would not permit L. & N.W. tickets at these three stations.

Ordinary return tickets were originally available on day of issue only, but from 1902 the return half was available the following day. Through tickets to other railways were, however, available for longer periods, with some exceptions.

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PRINCIPAL RAILWAY ACTS OF PARLIAMENT PASSED IN 1862

Compiled by G.N. Webb

Parliamentary work was heavy again in 1862, 143 Local and Personal Acts affecting railways being passed, three more than in 1861. The following summary, like its predecessors, includes all those incorporating new companies, together with the more important and interesting ones promoted by existing companies. The spelling is that used in the Acts themselves. Chapter numbers, which ought to be in small romans, are shown in arabic for convenience. The Acts to chapter 54 inclusive are 25 Vict.: subsequent ones are 25 & 26 Vict.

Abbreviations

cons.	power to construct railway.	r.p.	running powers.
inc.	incorporation of company.	B.G.	broad gauge (7' 0 $\frac{1}{2}$ ").
jen.	junction with.	N.G.	narrow gauge (4' 8 $\frac{1}{2}$ ").
rly.	railway.	M.C.	mixed broad and
stn.	station.		narrow gauge.

LONDON, TILBURY & SOUTHEND. Inc. to acquire, from date of Act, rlys. owned jointly by Eastern Counties and London & Blackwall Rlys. (cap 8, May 16)

TENDRING HUNDRED. Cons. connecting line at Colchester to join Hythe branch of Colchester, Stour Valley, Sudbury & Halstead Rly. (cap 34, June 3)

WIMBLEDON & DORKING. May be leased to or purchased by L. & S.W. Rly. (cap 42, June 3)

EDGWARE, HIGHGATE & LONDON. Inc. cons. Seven Sisters Road (jen. G.N. Rly) to Edgware. G.N. may subscribe capital, appoint directors and work line. (cap 46, June 3)

PORT CARLISLE DOCK & RLY. May be leased to North British Rly.
(cap 48, June 3)

NORTH BRITISH. May by agreement purchase Duke of Buccleugh's tramway leading from Dalkeith to Smeaton Brick & Tile Works.
(cap 49, June 3)

LEADBURN, LIPTON & DOLPHINTON. Inc. cons. Leadburn (jcn. Peebles Rly) to Linton. N.B. Rly may work line. (cap 51, June 3)

STOCKTON & DARLINGTON. Cons. Towlaw stn. (jcn. S.D.R.) to Crook stn. (jcn. S.D.R.). (cap 54, June 3)

DAVENTRY. Inc. cons. Daventry to Weedon (jcn. LNW. Rly). L.N.W.Rly may work line. (cap 55, June 30)

CROMFORD & HIGH PEAK. Leased to L.N.W. Rly from 25 March 1851.
(cap 66, June 30).

KINGTON & EARDISLEY. Inc. cons. Kington (jcn. tramway of Kington Rly. Co.) to Eardisley (jcn. Hereford, Hay & Brecon Rly.) and branch Lyonshall otherwise Lyonhales to Jcn. with Leominster & Kington Rly. at point 10 miles from Leominster. H.E. & B.Rly. may work line. (cap 67, June 30).

WEYMOUTH & PORTLAND. Inc. cons. Melcombe Regis (jcn. Wilts, Somerset & Weymouth Rly, now part of G.W. Rly.) to Isle of Portland. M.G. G.W. and L.S.W. Rlys may work line. (cap 71, June 30).

LONDON, BRIGHTON & SOUTH COAST. Cons., jcons. main line and Deptford branch to Barrington Road, Lambeth (jcn. L.C.D. Rly.) r.p.s. over certain L.C.D. lines. R.p. to L.C.D.Rly. over authorized lines to Deptford branch. Also cons. Newhaven to Seaford. Passenger stn. to be constructed at Queen's Road, Peckham.
(cap 78, June 30).

SCOTTISH NORTHERN JUNCTION. Inc. cons. Fetteresso (jcn. Scottish North Eastern) to Kintore (jcn. G.N. of S.Rly) with two branches to Deeside Rly at Peterculter. S.N.E. Rly may subscribe capital and work line. R.p. over S.F.E. Rly to Stonehaven. (cap 79, June 30).

MARYPORT & CARLISLE. Cons. Bolton branch from Aspatria (jcn. main line) to Bolton (Cumberland) and Wigton branch from Aikbank (jcn. main line) to Mealgate (jcn. Bolton branch) (cap 80, June 30)

MIDLAND. Cons. Duffield (jcn. M. Rly) to Crick (jcn. Manchester Burton, Matlock & Midlands Jc. Rly). Also cons. Bordesley (jcn. M. Rly) to Duddeston-cum-Nechells (jcn. Birmingham Extension branch of M.Rly). (cap 81, June 30).

NORTH EASTERN. Cons. Market Weighton to Beverley (cap. 85, June 30)

HATFIELD & ST. ALBANS. Inc. cons. as title. G.W. Rly may subscribe capital, appoint directors and work line. (cap 86, June 30)

FURNESS. Ulverstone Canal transferred to F. Rly from date of Act. (cap 89, June 30)

KEIGHLEY & NORTH VALLEY. Inc. cons. Keighley (jcn. M.Rly) to Bradford. M. Rly may work line. (cap 90, June 30)

MIDLAND. Cons. Blackwell to Glossop (jcn. with authorized Marple, New Mills & Hayfield Jc. Rly). R.p. to Manchester, Sheffield & Lincolnshire Rly. (cap 91, June 30).

SOUTH EASTERN. Cons. from jcn. North Kent Rly near its jcn. London & Greenwich Rly to Tunbridge. S.E. Rly to make ornamental arch at entrance under rly. to Campden Park. (cap 96, June 30)

OLDHAM, ASHTON-UNDER-LYNE & GUIDE BRIDGE. May be leased to L.I.W. Rly and M.S.E. Rly. (cap 98, June 30)

HORNSEA. Inc. cons. Kingston-upon-Hull to Hornsea. N.E.Rly may work line. (cap 100, June 30)

SOUTH DURHAM & LANCASHIRE UNION	}	Absorbed by Stockton &
EDEN VALLEY		Darlington Rly from 1
FROSTERLEY & STANHOPE		Jan 1863. (cap 106, June 30)

BALA & DOLGELLEY. Inc. cons. as title. R.p. to Denbigh, Ruthin & Corwen Rly. G.W. and/or West Midland Rly may work line. (cap 109, June 30)

CORWEN & BALA. Inc. cons. Corwen (jcn. Llangollen & Corwen Rly and with Denbigh, Ruthin & Corwen Rly) to Bala. G.W., Vale of Llangollen and Llangollen & Corwen Rlys may work line. G.W. and V. of C.R. Rlys may subscribe capital. R.ps. to D.R. & C. Rly. (cap 110, June 30)

LAUNCESTON & SOUTH DEVON. Inc. cons. Tavistock to Launceston. B.G. (M.G. if required by Board of Trade). South Devon Rly. may work line. (cap 111, June 30)

MANCHESTER, SHEFFIELD & LINCOLNSHIRE. Cons. Godley to Stockport. (cap 112, June 30)

IVERNESS & ROSS-SHIRE. Amalgamated with Inverness & Aberdeen Junc. Rly from date of Act. (cap 113, June 30)

HULL & HOLDERNESS. Amalgamated with N.E. Rly from date of Act. (cap 120 July 7)

BRIDGE OF WEIR. Inc. cons. Johnstone to Bridge of Weir. G.& S.W. Rly may subscribe capital, appoint directors and work line. (cap 121, July 7)

GREAT WESTERN. Cons. Handsworth stn. to Smethwick and spur at Hatton (cap 127, July 7)

MORETONHAMPSSTEAD & SOUTH DEVON. Inc. cons. Wolborough to Moretonhampstead. South Devon Rly may work line. (cap 128, July 7)

COMISTON. Amalgamated with Furness Rly from date of Act. (cap 133, July 7)

CALEDONIAN & DUMBARTONSHIRE JUNCTION. Amalgamated with Edinburgh & Glasgow Rly from 31 July 1862. (cap 135, July 7)

CALEDONIAN. Cons. Leith to Granton. (cap 137, July 7)

GLASGOW, DUMBARTON & FLEETBURGH. Amalgamated with Edinburgh & Glasgow Rly from 31 July 1862. (cap 138, July 7)

SOUTH YORKSHIRE RLY & RIVER DUN. Cons. Rotherham (jcn. S.Y. Rly) to Sheffield (jcn. M.S.L.Rly) and Bentley-with-Arksey (jcn. S.Y. Rly) to Thorne (jcn. S.Y. Rly). (cap 141, July 7)

(To be continued)

MONKLAND CANAL

From the Derby Mercury, 23 June 1791. "A letter from Glasgow, dated 10 June, says: 'About four o'clock this morning, an uncommon noise was heard under the Monkland Canal, in the land of Coats, when on a sudden the ground opened under the Canal, and conducted the water into a coalpit, where eight men were employed, two of whom escaped, but, notwithstanding the utmost exertions of a number of workmen at hand who were employed in damming or stopping the Canal, they were unfortunately too late to save the remaining six men. As soon as the water was dammed, four men ventured down into the pit, and searched the old waste as far as in their power for the men lost, but in vain. The cause was discovered to be owing to a mine being run across the Canal near to a dyke, which caused a slip of metals gradually to fall from the coal to the surface, where the water was admitted. The men were all married except one, and have left a number of children.' "

From J.B. Sheldon.

CROYDON CANAL

From The Times, 27 October 1809.

On Monday last, the navigation of this Canal, from the Thames to the town of Croydon, was opened. The proprietors assembled to celebrate so interesting an event. They met at Sydenham (about 5 miles from Croydon), and there embarked, in one of the company's barges, which was handsomely decorated with flags, etc. At the moment of this barge's moving forward, an excellent band played "God Save the King", and a salute of 21 guns was fired. The proprietors' barge then advanced, followed by a great many barges, loaded some of them with coals, others with stone, corn, etc., etc. The zeal and exultation of the Traders would not let them suffer their barges, loaded as they were, to be destitute of decoration; accordingly they all hoisted flags and streamers, and whatever could testify their joy that their speculations of a profitable trade were now realized. After passing a wharf, erected at Penge Common by John Scott, Esq., by means of which, the towns of Beckenham, Bromley, and a considerable part of Kent are accommodated with coals, manure, and all articles of merchandise, at a greatly reduced rate of carriage, the gay fleet of barges entered Penge Forest. The Canal passes through this forest in a part of it so elevated, that it affords the most extensive prospects, comprehending Beckenham, and several beautiful scattered villages and seats, Shooter's-hill, Addington-hills, Banstead Downs, and numerous other picturesque objects in the counties of Kent and Surrey. The proprietors found their calculations of profit irresistibly interrupted by these rich prospects breaking in upon them from time to time, by openings among the trees; and, as they passed along, they were deprived of this grand scenery only by another, and no less gratification, that of finding themselves gliding through the deepest recesses of the forest, where nothing met the eye but the elegant windings of the still and clear Canal, and its borders adorned by a profusion of trees, of which the beauty was heightened by the tint of autumn. The anxious inhabitants of Croydon met this interesting procession some miles from their town, and hailed it with loud and repeated cheers. When the Proprietors approached the basin at Croydon, they saw it surrounded by many thousands of persons, assembled to greet, with thanks and applause, those by whose patriotic perseverance so important a work had been accomplished. It is impossible to describe, adequately, the scene which presented itself, and the feelings which prevailed, when the Proprietors' barge was entering the basin, at which instant the band was playing "God Save the King", the guns were firing, the bells of the churches were ringing; and this immense concourse of delighted persons were hailing by universal and hearty, and long continued shouts, the dawn of their commerce and prosperity.

The proprietors walked to the Greyhound Inn, accompanied by music, and preceded by the workmen, who marched in order, with their tools on their shoulders, enjoying the consciousness of having finished a Canal, which is allowed to be one of the highest and best constructed Canals in England.

About 160 Proprietors set down to a very splendid dinner, in the Assembly-room at the Greyhound; Edward Smith, Esq., presided. After dinner, Non Nobis Domine was ably given; and in the course of the evening, the company was charmed by many excellent songs and glees. The following air, written by a Gentleman, while sailing to Croydon, was most zealously and ably sung by one of the Proprietors, Mr. J. Welsh, and was received with great applause.

All hail this grand day when with gay colours flying,
The barges are seen on the current to glide,
When with fond emulation all parties are vying,
To make our Canal of Old England the pride.

Chorus

Long down its fair stream may the rich vessel glide,
And the Croydon Canal be of England the pride.

And may it long flourish, while commerce caressing,
Adorns its gay banks with the wealth-bringing stores;
To Croydon, and all round the country a blessing,
May industry's sons ever thrive on its shores.
Long down the fair stream may the rich vessel glide,
And the Croydon Canal be of England the pride.

But our Patriot Committee can we be forgetting,
Whose skill has this arduous project matured;
And SMITH in the chair, who with honour is sitting,
They ever our most grateful thanks have insured.
Long down the fair stream may the rich vessel glide,
And the Croydon Canal be of England the pride.

And now my good fellows sure nothing is wanting,
To heighten our mirth and our blessings to crown,
But with the gay belles on its banks to be flaunting,
When Spring smiles again on this high-favoured town.
Long down the fair stream may the rich vessel glide,
And Croydon's gay belles be of England the pride.

The health of the King was given with expressions of the most enthusiastic loyalty. Success to the Croydon Canal was cheered with all the animation of men, who, while they expect a fair profit for the capital they have advanced, are conscious of having effected a great benefit to the public.

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- Leicestershire, Vol.3. 1955. (Oxford Univ. Press, £4.4.0.) -
Canals, by A.T. Patterson (pp.92-107)
Railways, by J. Simmons (pp.108-127)
- Wiltshire, Vol.4. 1959. (Oxford Univ. Press, £7.7.0.) -
Engineering and railway works, by D.E.C. Eversley (pp.183-219)
Canals, by C. Hadfield (pp. 272-279)
Railways, by C.R. Clinker (pp.280-293)
- City of York. 1961. (Oxford Univ. Press, £7.7.0.)
Transport, by F.W. Parris. (pp.472-481).

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CORRESPONDENCE

Kensington (Addison Road)

Sir, - The writer of the newly-published book on the lost rivers of London, recounting the later history of Counter's Creek (which ran from Shepherd's Bush down to Chelsea), says of the present Kensington (Olympia) station: "Its name was changed from Kensington to the quite misleading Addison Road when it was acquired by the Metropolitan Railway Co., which liked 'road' names." This is clearly wrong, because the Metropolitan never owned the station. It seems most likely that the addition of "Addison Road" was made to distinguish the station from Kensington High Street, which was opened by the Metropolitan on 1 October 1868. Can any reader say when the additional words are first found?

R.M. ROBBINS

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The Metropolitan & Saint John's Wood Railway

Sir, - Additional information has now come to light, and the article in the Journal for November 1958 needs amplifying. When first opened, the line was worked by train staff and ticket, the sections being :

Baker Street and St. John's Wood Road: round staff, red tickets.

St. John's Wood Road and Marlborough Road: square staff, blue tickets.

Marlborough Road and Swiss Cottage: triangular staff, yellow tickets.

The colours of the staff, also the boxes in which the tickets were kept, were the same as the colours of the tickets. This method of working apparently only lasted a short while.

H.V. BORLEY

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Cutting the first sod ceremonies

Sir, - I came across an interesting note recently about the whereabouts of the silver shovel used to cut the first sod of the Presteign Railway. It was, it appears, for many years hanging in the stationmaster's office at Knighton but "when the stationmaster retired he told Alderman Watkins that he wanted the shovel to stay in Knighton and could think of

nothing so permanent as the Board Room of the Radnorshire Company" (an agricultural trading company) and there it remains to this day, no doubt open to inspection.

C.H. BETTS

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The North & South Western Junction Railway

Sir, - Some explanation is necessary regarding the distance of 4 miles 8 chains given in the Journal for March 1861. This distance included a short curve at Kew facing towards Barnes, which was not constructed by the N. & S.W.J., and the powers lapsed. A curve, following approximately the same course, from Kew East Junction to New Kew Junction, was later constructed by the L. & S.W.R. and opened for goods traffic in 1861, and for passengers the following year. The entrance at Kew Bridge station for passengers for North London trains was on the east side of Lionel Road, where a staircase led down to the booking office which was on platform level. This entrance was bricked up, the staircase removed by the booking office closed in 1918. At Richmond the separate booking office for N.L. trains was closed in 1917.

H.V. BORLEY

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GESTAFO METHODS OF 1862

At a South Eastern Railway meeting at Manchester on 24 January 1862, with Mr. J. Robinson (ay in the Chair, Mr. Jonathan Mellor, of Rochdale, one of the Directors, said "he must be allowed to say a word or two with regard to Mr. Smiles. The company was in a state of complete disorganization when Mr. Smiles was elected Secretary Mr. Smiles had never, in any respect, failed in the full and efficient discharge of his duty to the Company. When the cases of Redpath and the Crystal Palace's employees occurred he (Mr. Mellor) enquired into the mode of living and the private conduct of every officer of the company. He found that Mr. Smiles lived in a humble residence in Greenwich; and was sedulously engaged in the evenings in literary pursuits, and in watching over the education of a young family."

This followed upon trouble caused when John J. Hamilton, a South Eastern shareholder, published "a series of libels, reflecting on the chairman and directors, and particularly upon Mr. Samuel Smiles, the secretary", in the Railway Times.

SOME COMMENTS ON THE 1862 EXHIBITION

By F.A. Norton

Some contemporary newspaper reports make interesting reading. The Manchester Courier for Saturday 29 March 1862 has something to say in quoting another newspaper as follows :

"THE EXHIBITION AND THE RAILWAYS - An 'Employer' writing from Manchester to the Times says :- 'If rumour speaks truly, the railway companies are about to play off upon the public as shabby a trick as they have ever before been accused of. It is stated that the great companies north of the Thames have continued not only to withhold on the occasion of the opening of the Great Exhibition the usual advantages of return tickets and low fares, which have heretofore been granted on all occasions of great interest and attraction but that they have further determined to maintain existing fares without any abatement whatsoever throughout the whole of the Whitsun holidays'".

The Times states in confirmation of the rumour "we are sorry to say that the combination which we stated a short time since all the railways north of the Thames were about to enter into to avoid running excursion trains for the opening of or making any reduction of fares until after the middle of June, has been agreed to by the companies. The greed displayed by English lines in this respect appears doubly odious when contrasted with the liberality shown by the managers of continental railways, who have made the most important reductions both for goods and passengers to and from the International Exhibition".

A look at the Warrington Guardian for 5 March 1862 also quotes the Times. The quotation which is on the same subject mentions "shilling days after the 24th May". On the subject of visitors the report says "instead of 3,000,000 as in 1851 we might not improbably get 6,000,000 this year". It does say in fairness that with "arrangements which they have made for cheap excursion traffic in the Autumn we have no fault to find; on the contrary we think they're quite liberal".

However the Manchester Daily Examiner and Times for Friday 13 April carries an advertisement for a "Cheap Excursion Train to London", run by the G.R. and F.S. & L. from Liverpool, Manchester, Guide Bridge, Huddersfield and other places to Kings Cross. A week later, the Great Western advertised a special excursion for the opening of the exhibition on 1 May by "Decidedly the Most Beautiful Route and the Nearest Terminus to the Exhibition". The advertisement states further that the train "leaves Ordsall Lane Station, Manchester at 7.15 a.m. and Warrington at 8.5 a.m. on Wednesday 30 April 1862" (the same date as the G.R./F.S.L. excursion). The return dates are also

the same, viz Monday 5 May, the departure time from Paddington being 9.45 a.m. The question of cost in both cases is covered by identical announcements as follows :

"Fares for Double Journey - Closed carriage 12/6 First Class 21/0".

The L.B.W.R. does not seem to have done anything special at this stage.

One item of purely local interest appears in the Warrington Guardian for 18 March 1862. The firm of Greenings made models of wire gauge ventilators patented by a Mr. Cork for display at the exhibition. Greenings were established in Warrington in 1826; they still make wire on a different site and until recently employed their own shunting locomotive.

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ONE HUNDRED YEARS AGO

From Railway Times, 10.5.1862: "BREAKS. - A series of experiments to test the efficiency of a new safety break have been making on the South Eastern, between Ashford and Ham-street stations. The new break may be thus described:- Over the break-shaft is placed a drum, containing a strong spiral spring, which is wound up by a reverse movement of the break wheel. When wound, each break is connected to the main signal line by a short branch line, connecting it with the engine. If the guard wishes to signal the engineer, he pulls a rope which does not necessarily apply the break, but only slackens the branch lines, while the guard at the rear can detach the rope from the engine bell and instantly apply every break. The invention seems to supply an equivalent to a breaksman at every carriage, and each carriage being fitted with an independent break, in any change of position the work is the same. The plan seems to work simply, and the bearings being of brass no oiling is required. Experiments have shown, among others, the following results:- Train travelling at the rate of 36 miles an hour, the gradient being 1 in 664 up, stopped by ordinary breaks at 486 yards in 50 seconds, and with patent breaks added, while going at 37½ miles an hour at 210 yards in 20 seconds. On a gradient of 1 in 100 down at 45 miles an hour, stopped by ordinary breaks at 1,032 yards in 83 seconds, with patent breaks added, while going at 47½ miles an hour, stopped at 373 yards in 28 seconds."

From the Railway Times 23.6.1862: INVERNESS & ROSS-SHIRE RAILWAY. - Dimensions etc., of the Ness, Beaulie and Conan Viaducts. "Ness: The viaduct over the river Ness is of a plain, massive style, and consists of five water segmental arches, of 73 feet span, with a rise of 15 feet, and four land arches of 20 feet span and 5 feet rise. In connexion with these there are two

MACCLESFIELD (HIBEL ROAD) STATION

From the County Express (Macclesfield Edn.) 7 September 1961,
under "50 years ago".

"Absence of a footbridge over the railway lines at Hibel-road Station Macclesfield, causing danger to the public and employees and inconvenience to passengers getting from one platform to another, had been the subject of many complaints, Macclesfield Town Council was told. People, especially strangers to the town, could not understand why they should have to go all round the road to get to the opposite platform. In heavy rain this was a great hardship, especially where there were young children. 'Nothing more inconvenient or antedeluvian' was the criticism of one member of the railway facilities. The Council decided to press for speedy action in providing a footbridge."

Needless to say, Macclesfield Hibel Road station, the major station in Macclesfield, remained without a footbridge until it was closed on 7 November 1960, when it was replaced by the new Central station. Although few complaints were made about the inconvenience in later years, as soon as the new station was opened, there was an outcry about its footbridge not having a roof! Protests were so strong that a roof was later provided.

From A.W. Brackenbury.

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LOCAL GROUP SECRETARIES

London: J.B. Boyes, 129 Endlebury Rd., Chingford, London, E.4.
North Western: A.W. Brackenbury, Woodlands, Adlington, Cheshire.
North Eastern: G.B. Brown, 7 North Bank Rd., Birkby, Huddersfield.
East Midlands: R. Garton, 218 Denman St., Radford, Nottingham.
West Midlands: J.H. Denton, Marchmont House, Church Rd., Codsall,
Wolverhampton.

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IT'S EASY WHEN YOU KNOW HOW. "Passengers for Croft change at Darlington into the Richmond train, and those from Croft proceed to Darlington by the Richmond train which passes Croft at 9.26 m.m."

Bradshaw's Guide, December 1876.