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FOR LOCAL GROUP SECRETARIES SEE PAGE 71.

RAILWAYS AND THE THOMPSONS OF CUMBERLAND

By J. Horsley Denton

To those of us who have become so steeped in a love of research into the history of railways that we travel miles at the least provocation to follow the most slender clue, the discovery that one has lived for part of one's life literally next door to two ladies whose maternal great-grandfather purchased and operated Stephenson's "Rocket" comes as quite a shock. Such a discovery came to me recently through the kindness of Miss Cecilia Hickman of Codsall to whom I am indebted for the loan of a very fine collection of newspaper cuttings concerning the Hickman and Thompson families.

Miss Hickman is the grand-daughter of the well-known Midlands industrialist and one-time M.P. for Wolverhampton West,

Sir Alfred Hickman, who died in 1910. Among the family enterprises were the Haunchwood Collieries of Nuneaton and Alfred Hickman Ltd. (steelworks) which is now Stewart & Lloyds. Sir Alfred had eleven children and the third son, Mr. Edward Hickman, father of Miss Cecilia, was married in August 1887 to Maria Cecilia Thompson of Milton Hall, Brampton, Cumberland. This family played no small part in the development of railways in the north. One member of the family was related to William Whitelaw, Chairman of the North British Railway Company, another married into the well-known family of Binning, while a third became the wife of Dr. William Armstrong who appears to have been a cousin of the original generation of the "Armstrongs of the Great Western". This last I have been unable to confirm fully but the evidence suggests that it was the William of the same family whom readers of Holcroft's work will know came from Lanercost, a neighbouring parish to Brampton.

But it was the Thompson family themselves who probably played the biggest part in tramway and railway development in the area and we may be thankful that the local newspapers gave prominence to their history. The cuttings do not, for the most part, show the names of the papers but the majority of them are fortunately dated. Many of the railway references come in the lists of achievements during a person's life given in the account covering his funeral but there were other occasions of a happier nature when historical reminiscence was the order of the day. Such an event was a fete at Kirkhouse in August 1889 for the workpeople of the Thompson businesses when 1,600 employees, wives and sweethearts were entertained to tea followed by a concert and dance. The columns covering the account of this in one paper alone stretched to over sixty inches in depth in very fine print and much of them cover the speech of Mr. C. Lacey Thompson who addressed the assembly at length on the history of the firm and its railways.

The occasion was one of Victorian splendour. We are told of the invitation card "a work of the highest art", "destined to be treasured as a memento" which was illustrated by a picture of the old "Dandie" at the time when James Thompson leased the collieries 51 years previously; "a striking contrast is afforded by the smart 'Dandie Dinmont' of the present day" which also appeared on the card. We can only guess the magnitude of the invitation when we learn that it carried in addition the names of their pits working in 1838 - Howgill, Blackside, Midgeholme, Baronhouse, Star and Guide and in the opposite corner the pits "now worked" (1889): Midgeholme, Howard, Henry, Byron and Featherstone. The card also contained among other illustrations, pictures of the "Rocket" and "Belted Will" locomotives, both engines being used on the colliery railway, the former being purchased on 15 April, 1837 by James Thompson from Henry Booth, Treasurer of the Liverpool & Manchester Railway, the latter being built at Kirkhouse and placed on the colliery rails in 1838.

Out of over a thousand workpeople, less than a score were absent from the fete, most of these being key maintenance men who remained at the pits attending to ventilating fans and pumps. The workers were brought to Hallbankgate from Featherstone, Midgeholme, Blackside, Howgill and Forest Head by special train along the "Thompson's private line" but those from the Blenkinsopp Colliery were "by special arrangement with the North Eastern Railway Company enabled to procure free tickets over the line to Brampton on showing their invitation tickets, and 350 were thus booked from Heltwhistle, Greenhead, and Gilsland". On pp.107 to 109 of the Journal, Vol.7, No.6, November, 1961, this private line was described by Mr. B. Baxter who also gave a bibliography of the Brampton Railway.

It is difficult to understand how there was time for a concert and dance after the tea for the speeches of Mr. Lacey and Mr. James Thompson must have occupied a considerable part of the festivities but it is fortunate for us that they spoke at such length for the account of them reveals a most detailed history of their railway activities. Mr. C. Lacey Thompson began by recalling that some present would remember the "old railway between Tindell (sic) Fell and Brampton" (built in 1796 according to a later report) and how the coals were brought down in chaldrons with one horse, and one chaldron wagon performing two journeys daily. He then went on to describe the most interesting fact that every kind of rail had been employed on the colliery lines "from the wooden rail to the double-headed steel rail with fish plates and bolts".

"There was first the wooden rail - made of birch in the neighbourhood of Howgill and Forest Head - fastened down to wood by wooden plugs. In 1797 they had the cast iron rails, with four nail holes in each end. The next improvement was the fish-bellied cast iron rail in yard lengths, fastened down by wooden pins to stone blocks. In 1808, the malleable iron rail was introduced. He always thought that it was at the Naworth Collieries this rail was first introduced, but on enquiry, he found that in 1805, an experiment was made with it at Walbottle Colliery in Northumberland. These rails were an inch and a half square, and were fastened down to stone blocks about ten inches square and the nails punched through them. In 1815, the chair was first introduced. It had only one side, and the rail was fastened to the chair by a nut and bolt. In 1830, the next improvement was a fish bellied rail, laid in a chair with double sides. This was the rail laid upon the Liverpool & Manchester Railway. That was improved upon, or supposed to be improved upon, by the rail with half-lapped joint. Two rails met and overlapped, and an iron nail was driven through the chair. The next improvement was the introduction of an iron key; then came the wooden key; and next came the double-headed rail with wooden key, laid upon a stone block; and last of all came the

double-headed steel rail with fish plates and bolts". At this point, the speaker commented to his audience that all this might appear a little dry to some but he believed that it was of great interest historically.

He then went on to talk of Stephenson's "Rocket", describing first its history at the Rainhill trials and how his grandfather purchased the locomotive for the colliery on 15 April 1837. The account continues verbatim:

"On the 8th of August 1837, the polling for the election in East Cumberland took place when Major Aglionby defeated Sir James Graham and Mr. James of Barreock Park; and on that occasion the Alston returns were brought by conveyance to Dalton-lea-Gate where the Rocket was in waiting and conveyed them to Midgeholme, accomplishing the distance of four miles in four and a half minutes! That statement took a great deal of swallowing; but he had been taught it was true ever since he knew anything. (Laughter and applause). The Rocket continued to run upon the colliery railway for about five years. On the 3rd of February, 1851, it was sent to Messrs. Stephenson's to be cleaned and repaired with the object of being sent to the great Exhibition. It did not go, however, and was laid aside until the 15th September, 1862, when it was presented to the South Kensington Museum, where it now stood. (Applause)".

Mr. Lacey Thompson's concluding remarks were on the subject of the "Dandie", the very mention of which brought laughter and applause. Again we quote verbatim:

"The Dandie was originated by his grandfather, out of consideration for the people in the neighbourhood of Midgeholme, Howgill, and Forest Head, who had a great way to walk to Brampton on market days. One Dandie was at Midgeholme; another at Howgill, and another at Forest Head. They were known by the names of the "Black Diamond", the "Mountaineer", and the "Experiment". The fare from Midgeholme was 1s; from Forest Head, 9d; and from Howgill, 6d. On the opening of that portion of the Newcastle Railway from Greenhead to Carlisle, a Dandie was started from Milton Station to Brampton, and the Black Diamond was the one selected to commence with. It was an open dandy (sic), with four iron poles at the corners, supporting a wooden canopy; and at each side there were curtains. This Dandie (sic) ran for two or three years, and then his grandfather, finding that the mail coaches that used to run between Newcastle and Carlisle were laid aside on account of the opening of the railway, secured one of them and put it upon wagon wheels. (Laughter). This coach ran for a short time, but being found too heavy, it was discarded, and superseded by the Dandie of the type now familiar upon the works. For forty years this Dandie was driven by a man who was as well-known in that part of the county as any man - old George Mings. (Applause).

During that time, he would undertake to say, there was no subject that provided so popular an electioneering cry as the "Dandie". (Laughter). In July, 1881, the Dandie was superseded by the present locomotive and carriages; and in the alterations for passenger traffic in July, 1881, no directors of any company could say they had accomplished so marvellous an acceleration of speed as was then accomplished by the owners of the Brampton Railway. (Applause). They might remember that Peter Burn said -

'Full forty years have had their run,
I've had my share of work and fun,
I've seen strange things beneath the sun,
But nowt to match the Dandie'.

Mr. James Thompson, Lacey Thompson's brother, then addressed the gathering with further historical details of the company's collieries. He mentioned that the first plans for a tramroad from the workings at Tindal Fell were made in 1774 but the rail was not laid until 1796, malleable iron being tried on the railway in 1808. The rest of his speech, as reported, contained a few further references to the railways, being devoted largely to an appraisal of the collieries generally in which he revealed that the Featherstone pit alone was then producing an average yield of coal of 220 tons per day.

The remainder of the collection of newspaper cuttings is very largely devoted to accounts of weddings and funerals but there are many references to the local railways among them. We read, for instance, of the homecoming of Mr. & Mrs. Lacey Thompson from their honeymoon, some three months before the fete, and how they arrived at Brampton Station shortly before 7 p.m. to the firing of rockets and the Dandy dressed overall with evergreens and flowers. The Kirkhouse Band played "See the conquering hero comes" - from which we can see this tune is not solely confined to the opening of new railway lines!

One unidentified cutting is nevertheless interesting and here quoted in full :

"A point of some interest, as showing the late Colonel Thompson's desire to benefit Brampton by the extension of the railway to the town, was disclosed for the first time in an interview between the secretary and Messrs. Thompson on the 8th inst. As far back as March, 1876, it appears that Colonel Thompson made a proposal to the Trustees of the Earl of Carlisle for the extension of the 'dandy' line to the town of Brampton, and offered to contribute £4000 towards the cost, if the Trustees would expend a further sum of £3000 (on which he would pay them interest at the rate of 3 per cent per annum) in the purchase of land and the erection of station premises, &c. The proposal was not entertained by the Trustees, who informed

Colonel Thompson that they had no power to expend money for such a purpose".

Another account mentions that James Thompson, through his friendship with George Stephenson, obtained the contract for constructing the line from Wreay to Carlisle. He was also said to have been "a strong believer in the replacement by wrought iron of the cast iron rails in use in his day, and his influence in this direction was influential". The account continues: "Lying at the back of the present garden at Farlam Hall are specimens of the rails as used from the time of the first inception of the iron road to the present day". The cutting is dated May 1920 and it would be interesting to know what became of this collection. The same writer who signs his article "H.P."¹ also repeated the history of the railways in the area already quoted here from an earlier source but gave the added information that the locomotive and carriages which superseded the Dandy in July 1881 were believed never to have paid their way "except in one year, and that I think must have been due to a mistake in book-keeping".

¹ This was almost certainly Henry Penfold, a noted local historian of Brampton. - Ed.

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"LADY LITTLE"

"Please note that a midget, about two feet in height and stated to be nineteen years of age, is touring the country as a Music Hall artist and some difficulty has been experienced in obtaining fares for her conveyance as she is stated to travel on the lap of a nurse.

I shall be glad if you will instruct the staff at your station that the full fare must be paid for the conveyance of the passenger in question."

From a Plymouth Division circular to stations, 29 July 1912.

(From C.R. Clinker)

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PRINCIPAL RAILWAYS ACTS OF PARLIAMENT 1862Compiled by Geoffrey Webb

(continued from p. 44)

BERWICKSHIRE. Inc. cons. Newton St. Boswell's (jcn N.B.R.) to Dunse (jcn N.B.R.) N.B.R. shall subscribe capital, appoint directors and work line. Line to be in cutting not less than 10 feet deep near Drygrange House, or earth to be banked up to that height on near side. Station to be erected between 16 $\frac{1}{2}$ and 17 miles at place to be pointed out by Sir Hugh Hume Campbell, who has given great aid and encouragement to the rly, and all ordinary passenger trains shall stop there. (cap. 142, July 17).

BISHOP'S WALTHAM. Inc. cons. Bishop's Waltham to Botley. L.& S.W.R. may work line. (cap 143, July 17)

CRYSTAL PALACE & SOUTH LONDON JUNCTION. Inc. cons. Rye Lane, Peckham (jcn. with proposed L.B.& S.C. line). L.C.& D. Rly may work line. (cap 144, July 17)

NEWCASTLE-UPON-TYNE & CARLISLE. Amalgamated with N.E.R. as from Jan. 1st 1859. N.E.R. Board augmented by two of Carlisle Co's directors. Nominee of Earl of Carlisle to be granted free first class pass over N.E.R. Agreement dated May 14 1862 admitting N.E.R. to Citadel station confirmed. (cap 145, July 17)

NORTH EASTERN. Cons. Blaydon to Canside (cap 146, July 17)

BIRKENHEAD. G.W.R. and L.N.W.R. as joint owners. cons. Hooton to Parkgate. (cap 148, July 17)

HORSHAM, DORKING & LEATHERHEAD. Inc. cons. Horsham (jcn. L.B.S.C.) to Dorking (jcn. S.E.R.). L.B.S.C.R. may subscribe capital. appoint directors and work line. (cap. 151, July 17).

THAMES VALLEY. Inc. cons. Twickenham to Shepperton. L.S.W.R. may work line. (Scheduled agreemt refers to Co. as "Metropolitan & Thames Valley" and states that proposed rlys north of the jcn and west of Shepperton are to be abandoned). (cap 152, July 17).

MID KENT. cons. Beckenham to Addiscombe. (cap 153, July 17).

NORTH EASTERN. Cons. Team Valley Extension, Gateshead (jcn. main line) to Framwellgate (jcn Bishop Auckland branch) cap 154, July 17).

BANSTEAD & EPSOM DOWNS. Inc. cons. Sutton to Banstead and Epsom Downs. L.B.S.C. may work line (cap 158, July 17).

BRISTOL PORT RAILWAY & PIER. Inc. cons. Clifton to Westbury-upon-Trym with pier at latter place. Owner of Kingsweston Estate for the time being to be a director. (cap 159, July 17).

GREENOCK & WEMYSS BAY. Inc. cons. Port Glasgow to Wemyss Bay. Caledonian Rly may work line. (cap 160, July 17)

LLANELLY RAILWAY & DOCK. may lay down N.G. rails on part of Carmarthen & Cardigan Rly. R.p. over N.G. rails when laid.

LLANIDLOES & NEWTOWN. Cons. line for joint use of Manchester & Milford Rly and Mid Wales Rly from Llanidloes to Penpontbren (jcn. with M.& M. and M.W. Rlys) also joint station for all three cos. at Llanidloes. May not use line without consent of M.& M. and M.W. Rlys. Latter cos. may abandon lines previously authorized.

LONDON, CHATHAM & DOVER. Cons. parish of River to Walmer and Deal (jcn. S.E.R.) (cap 163, July 17).

OKEHAMPTON. Inc. cons. Colebrook to Okehampton. North Devon and L.S.W. Rlys may work line. (cap 165, July 17)

SEVENOAKS. Cons. Otford to Maidstone and connecting line to proposed S.E.R. line at Sevenoaks. (Conditional powers for extension to Tunbridge Wells became inoperative as a result of the S.E. Rly Act). If lifting road-bridge is constructed at Aylesford Co. to construct lifting-bridge over river at Maidstone. (cap. 166, July 17).

SWANSEA HARBOUR. Leased to Vale of Neath Rly. Powers to lay down N.G. rails. (cap 167, July 17). (Note: by cap 182 of July 29 V. of N.Rly was authorized to lay down N.G. rails on its own line).

WEST MIDLAND. Cons. Dudley to Halesowen also spurs at Rowley Regis Church Honeybourne Kingham and Mynyddysllwyn. (cap 168, July 17).

RICKMANSWORTH, AMERSHAM & CRESHAM. Inc. cons. as title. L.N.W.R. may subscribe capital and work line. (cap 171, July 17).

CARMARTHEN & CARDIGAN. Cons. Llangollen to Newcastle-Emlyn. B.G. (cap 172, July 29).

KETTERING & THRAPSTONE. Inc. cons. as title. M. Rly may work line. (cap 173, July 29).

STAFFORD & UTTOXETER. Inc. cons. as title, with spur to North Staffordshire Rly at Weston. (cap 175, July 29).

ABERYSTWITH & WELSH COAST. Cons. Llangelyn otherwise Celynin to Dolgelly, also Ynscynhaiarn to Abereich and Nevin. (cap 176, July 29).

COWBRIDGE. Inc. cons. Cowbridge to Llantrissant (jcn. authorized Llantrissant & Taff Vale Jnc. Rly and with South Wales Rly (cap 179, July 29)).

FIFE & KINROSS. Amalgamated with Edinburgh, Perth & Dundee Rly from July 31 1862. (cap 181, July 29).

VALE OF NEATH. May lay down N.G. rails. (cap 182, July 29).

BRECON & MERTHYR TYDFIL JUNCTION. Cons. Llantelly to Merthyr Tydfil (two jcons with Taff Vale Rly) and connecting line to Sirhowy Rly at Llangynider. (cap 184, July 29).

WEST SEPOPSHIRE MINERAL. Inc. cons. Llanymynech (jcn Oswestry & Newtown Rly) to Westbury (jcn Shrewsbury & Welchpool Rly). R.p. to O.& N.R. Company may construct bridge over Severn as tollbridge for ordinary road traffic as well as for rly. (cap. 185, July 29).

EASTERN COUNTIES. To pay Epping Railways Co. the expenses of the latter's Acts of 1859 and 1860. Epping Railways Co. to be dissolved when it has paid its debts. E.C.R. may construct rly authorized by Act of 1859 (from two jcons Woodford & Loughton branch to Chipping Ongar). Rly authorized by Act of 1860 from Chipping Ongar to Dunmow has been rendered unnecessary by Bishop's Stortford, Dunmow & Braintree line authorized in 1861, and may be abandoned. (cap 187, July 29).

EDINBURGH, PERTH & DUNDEE) Cos. dissolved and new co. called
WEST OF FIFE RLY & HARBOUR) "North British Railway" formed from
NORTH BRITISH) date of Act. Larbert route and
Carstairs route to be kept open.
(cap 189, July 29).

WEST CHESHIRE. Cons. Winsford branch from Delamere to Whitegate and Winnington branch from Great Budford to Winnington. G.F.R. and M.S.L.R. may subscribe capital. (cap 190, July 29).

WATERFORD & LIMERICK. Shall lease Limerick & Ennis for 20 years from 22 April 1861. (cap 191, July 29).

LONDON, CHATHAM & DOVER. Cons. Clapham to Battersea (jcn West London Extension Rly) and at Admiralty Pier, Dover. No coke ovens or other nuisance to be built on land taken from Dover Harbour Board. (cap 192, July 29).

DULAS VALLEY MINERAL. Inc. cons. Caxoton-Juxta-Neath to Trim Colliery. N.G. Vale of Neath Rly may work line. (cap 193, July 29).

CANNOCK CHASE (EXTENSION). Inc. cons. from Norton branch of South Staffordshire Rly to Cannock (jcn Cannock Chase Rly). L.N.W.R. may work line. No passengers to be carried. (cap 194, July 29).

HEREFORD, ROSS & GLOUCESTER. Amalgamated with G.W.R. from date of Act. Ely Valley may by consent be leased to G.W.R. (cap 196, July 29).

SHREWSBURY & HEREFORD. Leased to L.N.W.R. from July 1st 1862. R.p. to G.W. and West Midlands Rlys. Line to be doubled except through Dinsmore Tunnel by June 1st 1864. But if shareholders of G.W. and W. Mid. Rlys consent line to be leased to L.N.W.R., and G.W.R. and W. Mid. R. equally. Agreement (scheduled to the Act) requires appointment of a joint committee consisting of 4 L.N.W.R. representatives and 4 representatives of G.W.R. and W. Mid. R. with an independent chairman who shall only have a casting vote and who shall hold office for 12 months. (cap 198, July 29).

SPALDING & BOURN. Inc. cons as title. G.W.R. may work line. (cap 199, July 29).

TOTTENHAM & HAMPSTEAD JUNCTION. Inc. cons. Gore House Lane and north end of Kentish Town Viaduct (jens with Hampstead Junction Rly) to Tottenham Mills Lane (jcn with Northern & Eastern Rly) and spur to G.W.R. at Hornsey Wood Lane which is to be ready at same time as main line. (cap 200, July 29).

GREAT NORTHERN & WESTERN (OF IRELAND). Cons. Manulla to Ballina. (cap 201, July 29).

CARNARVONSHIRE. Inc. cons. Carnarvon to Port Madoc. L.N.W.R. and/or Aberystwith & Welsh Coast Rly may work line. Opening spans of bridge across Carnarvon Harbour to be approved by Lord High Admiral. (cap 202, July 29).

EAST GLOUCESTERSHIRE. Inc. cons. Dowdswell to Great Faringdon (jcn authorized Faringdon Rly) with branch from Whittington to Bourton-on-the-Water (jcn B-on-the-W. Rly). May be wholly or partly B.G., L.N., or N.G. R.p. over F.Rly and B-on-the-W.Rly. G.W.R. and West Midland Rly may subscribe, appoint directors and work line. Nothing in this Act shall take effect unless E.G.R. obtain powers in 1863 for extension into Cheltenham. (cap 206, Aug.7).

EAST GRIMSTEAD, GROOMBRIDGE & TUNBRIDGE WELLS. Inc. cons. East Grinstead to Groombridge. L.B.S.C. and S.E. Rlys may work line. Passenger and goods stations to be erected at Hartfield (with siding for Earl Delawarr) and at Withybridge. (sic) (cap 207, Aug.7).

NERTHYR, TREDEGAR & ABERGAVENNY. May be leased when completed to L.E.W.R. Line to be doubled by June 1st 1864. R.p. to West Midland Rly when line is doubled. (cap. 209, Aug.7).

MID-SUSSEX & MIDHURST JUNCTION. May be leased when completed to L.E.W.R. S.C.Rly (cap 210, Aug.7).

WEST RIDING & GRIMSBY. Inc. cons. Wakefield (jcn Bradford, Wakefield & Leeds Rly) via Doncaster to Barnby-upon-Don (jcn South Yorkshire Rly). Connecting lines to S.Y.R. and G.N.R. at Doncaster and to Mid.R. at Sandal Magna. S.Y.R. and M.S.L.R. may appoint directors and work line. (cap 211, Aug.7).

WATERFORD & PASSAGE. Inc. cons. as title. Waterford & Tramore Rly may work line. Marquis of Waterford as owner of Estate at Passage may appoint a director. (cap 217, Aug.7).

OSWESTRY, ELLESMERE & WITCHURCH. Cons. Ellesmere and Wem line (jcn Shrewsbury and Crewe line of L.E.W.R. (cap 218, Aug.7).

NEWCASTLE (COUNTY DOWN). Inc. cons. from parish of Kilmegan (jcn authorized Downpatrick & Newry Rly) to Newcastle. D. & N.R. and Belfast & County Down Rly may work line. (cap 219, Aug.7).

WREXHAM, MOLD & CONNAH'S QUAY. Inc. cons. Wrexham (jcn G.W.R.) to Buckley (jcn Buckley Rly) with jcn Mold branch of L.E.W. near Hope station and branches to Frood and Moss. (cap 221, Aug.7).

GREAT EASTERN. Eastern Counties, East Anglian, Newmarket. Eastern Union and Norfolk Rlys amalgamated as G.E.R. as from July 1st, 1862. Wells & Fakenham Rly amalgamated with G.E.R. as from September 1st 1862. Ware, Hadham & Buntingford Rly and Colchester Stour Valley Sudbury & Halstead Rly may amalgamate with G.E.R. by consent. G.E.R. not to close Victoria Station at Norwich without consent of citizens of Norwich. G.E.R. not to close Vauxhall Station at Great Yarmouth, or tramways in connexion therewith, or South Town Station Rly between South Town and London to be fairly and efficiently worked. All the current rights and liabilities of constituent companies are consolidated in this Act. (cap 223, Aug.7).

MID-KENT RAILWAY (BROMLEY TO ST. MARY CRAY). Leased to L.C. & D. Rly as from September 1st, 1863. By agreement, S.E.Rly R.p. over this line and between Beckenham and Shortlands cancelled. (cap 224, Aug.7).

SOMERSET & DORSET. Somerset Central Rly and Dorset Central Rly amalgamated as Somerset & Dorset Rly as from September 1st 1862 (cap 225, Aug.7).

WELLINGTON & DRAYTON. Inc. cons. Admaston stn. to Market Drayton. G.V.R., West Midland Rly and Nantwich & Market Drayton Rly may work line. R.p. over Shrewsbury & Birmingham Rly to Wellington, and, with consent, reciprocal r.p. over E.& M.D.R. (cap 226, Aug,7).

SIDMOUTH RLY & HARBOUR. Inc. cons. Ottery Road to Sidmouth with harbour at mouth of the River Sid. N.G. L.S.W.R. may work line. Rly not to interfere with carriage drive leading to Lime Park, Sidmouth, the residence of G.D. Wyndham. (cap 227, Aug.7).

(for notes and abbreviations, see Journal for May, 1962.

(Concluded)

The following was omitted from the first part of this table, published in May.

p.42 LOSTWITHIEL & FOWEY. Inc. cons. as title. Cornwall Rly may work line. (cap.69, June 30).

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BOOK REVIEWS

ULSTER TRAIWAYS AND LIGHT RAILWAYS by Dr. D.B. McNeill
STANDARD GAUGE RAILWAYS IN THE NORTH OF IRELAND by R.G. Morton
NORTH IRISH CHANNEL SERVICES by A.W.H. Pearsall

For many years railway historians in England gave scant attention to the Irish railways. They seemed an insignificant group of lines: a setting for an amusing story or perhaps a joke in Punch, yet it was well-known that the Midland had interests in Ulster and the L.N.W.R. owned and worked the Dundalk, Newry and Greenore, whilst on the G.N.R.(I) there was much to remind one of the English Great Northern.

It was not until some twenty-five years ago, when several of the more interesting lines had been closed, that the fascination of Irish railways came to be more generally appreciated. Almost immediately the outbreak of war put them beyond the reach of people who might otherwise have found them a happy hunting ground. After that there was even less to be seen, but those who dismiss Irish railway poverty-stricken lines will do well to remember that diesel railcars and railbuses came into service on the G.N.R.(I) about thirty years ago. Further, any history of electric traction should allude in its earliest chapters to the Giants Causeway, Portrush & Bush Valley Tramway & Railway (opened 1883) and the Bessbrook & Newry (1885).

In the first of these Transport Handbooks, published by the Belfast Museum and Art Gallery in 1956 and now brought up to date, Dr. McNeill briefly presents the histories of the rural light railways and urban tramways. It may be mentioned that reference is made to two short 18th century tramways which will be unknown to most readers. There are some twenty interesting illustrations with a clear map and the book is modestly priced at 4s. 0d. post free.

Handbook No.5 deals with the standard gauge railways (this gauge being 5'3" of course). Mr. Morton's story begins with the opening of the Ulster Railway from Belfast to Lisburn in 1839, touches the history and characteristics of the various lines and leads to the decline which, beginning in 1914, has continued until the present time. Again there is a good selection of illustrations and a map; the price is 5s.6d. post free.

Members of the Society who lately expressed their interest in cross-channel services will find much to please them in Mr. Pearsall's booklet, also 5s.6d. post free. The story of these services is traced from the introduction of steamships, and some economic trends are sketched in to explain periods of development and decline. The title is perhaps a little misleading for the book deals only with the steamer services to Northern Ireland and not those which have crossed the North Channel at one time or another, for example the Dublin and Sillioth service and the Midland Railway's Heysham - Dublin route. However, the Holyhead - Greenore Service gets in by the skin of its teeth because, although Greenore is in Co. Louth, the service was intended to provide a link with Ulster and it did not last very long after the "troubles". It is a pity that the stories of the various services are not always easy to digest and the reader has to pause over such sentences as "During the War first-class bookings were first suspended, and then the passenger service altogether, whilst the old (1895-3) ships were used and sailings fell to three and then two a week".

Unfortunately some small errors may be noticed here and there in these books, even by one who is not an authority on transport in Northern Ireland. The five D.N.G.R. saddle tank locomotives, which are said to have remained in service until 1933, certainly survived until 1949 and perhaps even after that. Whilst it may be true that "railway influence on the Irish Sea appeared with the inauguration in 1843 of a service between Belfast and Fleetwood", a regular steamer service between those ports had certainly been established two years earlier but it is not mentioned here. The Burns & Laird Lines steamer Viper was sold in 1920 and not, as stated, in 1922. The name of a Holyhead steamer is given as the Rosstrevor in the text but Rostrevor in a caption; similarly the Donegal in the text becomes the Donegall under a photograph. These are details, however, and the books are well worthy of a place on the railway historian's bookshelves.

G.O.H.

THE WELSH HIGHLAND RAILWAY. by Charles E. Lee. Re-print. Published by Welsh Highland Railway Society and David and Charles, Dawlish. 1962. 43 pp. 8½" x 5½". 32 Half tones, 2 maps; two sketches; 1 locomotive drawing. Price 9/6d.

At intervals between 1936 and 1940 The Railway Magazine published articles on narrow gauge railways of North Wales from the pens of well-known writers. In 1945, The Railway Publishing Co.Ltd. published them in extended form under the name of Mr. Charles E. Lee and entitled Narrow Gauge Railways in North Wales.

Though the resultant collection could only be published in a book of wartime standards, it was a reference work of great value and interest. More recently, it has gone out of print and the Welsh Highland Railway Society have now had the contents relating to the Welsh Highland Railway re-printed in booklet form at a price rather more than that at which the whole original work appeared. Brief notes have been added to cover the intervening seventeen years; the Welsh Highland trains ran their last in June 1937.

Shorn of its companions, the Festiniog and others, the present extract seems lonely and incomplete. Nor do the illustrations do it justice; most of them are old friends in new clothing and why give a whole page to pictures of the Gorseddau line? Surely we ought to have had illustrations of Dinas Junction passenger terminal and the important connexion with the Festiniog in Portmadoc? And where is the information which would have really brought our knowledge up to date, and which has recently been published in connexion with the Festiniog Railway?

This seems to be a publication without objective. Your reviewer has searched without avail to find the purpose of the Welsh Highland Railway Society or some evidence of enthusiasm for their unstated goal of existence. Assuming however, that our own members are ready to pay a somewhat extravagant price for something that has been published twice before and is now quite incomplete, Mr. Lee's scholarly background is theirs once again.

J.I.C.E.

THE WEST SOMERSET MINERAL RAILWAY (and the Story of the Brendon Hills Iron Mines) by Roger Sellick. Published by David & Charles 1962.

The West Somerset Mineral Railway, which did not in fact come into existence until the middle of the third decade of the railway era, is a classic example of a railway built to serve one objective only, in this case the linking of the Iron Ore Mines in the Brendon Hills with the Coast of North Somerset.

The features of the railway were consequently the fortunes of the master it served, and in this case the fortunes of the master were, from the start of operations, to say the least of it, never very promising. The ore which was expected proved very difficult to obtain, and was of a type not readily saleable.

Roger Sellick tells the story of 43 years struggle against adversity in 120 pages closely packed with historical detail, and very fully annotated. So closely interwoven is the history of the railway with that of the mines which brought it into existence that the first part of the book deals exhaustively with the history of mining in the Brendon Hills.

This is a very readable book of undoubted value to the railway historian and one which also deserves the careful attention of mining and geological students alike.

B.B.

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OBITUARY: F.C. OLLEY 1910 to 1962

By the death of Frank Olley more than one Railway Society has lost a worthy worker and a faithful member. Although at the time he was already the Secretary of the Historical Model Railway Society, Frank Olley was one of the first twelve ordinary members to join this Society in addition to the founder members. In those early days despite other calls on his services he was introducing members to the Society and advising the then Secretary of such other persons who would be interested. This aspect of his nature was one which dominated his whole life, a wish to be of help to his fellow men despite the difficulties that confronted himself. At all times one could turn to him for help and never was there a suggestion of refusal, but always the willingness to lend a hand.

When ill health forced him to hand over the Secretaryship of Historical Model Railway Society, Frank Olley found other tasks in the Societies of which he was a member. It was then that he took over the work of operating this Society's duplicator and by mutual agreement the same machine produced work for other kindred societies. He helped to build up on behalf of the Railway & Canal Historical Society the production unit based on St. Albans which regularly saw to the issue each month of the 'Bulletin', not to mention such additional items as Booking Forms, Historical Notes, Council Minutes, etc. When I first came into contact with him upon becoming Secretary of the Society I found in him a friend who was willing to help and advise the new boy.

He was always willing to serve his interest in railway history, and in the week before he died a letter was sent over his name on behalf of the Historical Model Railway Society

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William J. Skillern

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ETRURIA Light Railway Order, 1962. (Statutory Instruments 1962 No. 649). (H.M. Stationery Office, 8d; by post 11d.)

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ROBBINS, Michael. The Railway age. 1962. (Routledge & K. Paul 15/-)

*SELLICK, Roger. The West Somerset Mineral Railway and the story of the Brendon Hills iron mines. 1962. (David & Charles and Phoenix House, 21/-).

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STEPHENSON LOCOMOTIVE SOCIETY (Midland Area). Last passenger train on the Ebbw Vale (L.L.) and Brynmawr branches, and last train on the Blaenavon (L.L.) branch, Sunday 6th May, 1962: [rail-tour itinerary and historical notes]. (S.L.S., Midland Area). Duplicated typescript.

- STUCAEY, Douglas. The Bedeford, Westward Ho! & Appledore Railway 1901-1917. 1962. (Clarion Printers, Scholar Green, Stoke-on-Trent, 3/-).
- WHETMATH, C.F.D. Callington/Branch Railway/. 1961. (Branch Line Handbooks, 41 Manor Road, Teddington, Middlesex, 1/6). Duplicated typescript.
- " Culm Valley /Branch Railway/1962. (Branch Line Handbooks, 2/-). Duplicated typescript.
- " Torrington to Halwill. 1962. (Branch Line Handbooks. 2/3). Duplicated typescript.
- " Watlington /Branch Railway/. 1961. (Branch Line Handbooks, 2/-). Duplicated typescript.
- WHITEHOUSE, P.B. Branch line album. 1962. (Ian Allan, 30/-).
- WILMOT, G.F.A. The Railway in Finchley: a study in suburban development. 1962. (Finchley Public Libraries, 9 Hendon Lane, London, E.3. 5/-). (Corrected entry for this item in May 1962 list).

ARTICLES

- *The Flint Canal Company, by George Lloyd. (In "Journal of the Flintshire Historical Society", 1961).
- Writing the history of a railway: a guide to beginners, by Michael Windeatt. (In "Amateur Historian", Vol.5 No.1, Autumn 1961. Out of print).

* These items are in the Society's library.

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 Codsall, Wolverhampton, Staffs.

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Back issues of the Journal are still available, but supply is getting very limited. Application should be made to the Editor. Price 2/- each, post free.

CORRESPONDENCE

Kensington (Addison Road)

Sir, - I am unable to say when the additional words were first used, but before the war, on London Transport fare lists and tickets, the name was given simply as "Addison Road", whereas the destination screens of LMS electric trains terminating at that station bore the word "Kensington" and nothing else!

A. NAIRNE MACFARLANE

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The London & Blackwall Railway

Sir, - With reference to the Journal for November 1957, Vol. III p.105; the latter part of paragraph 2 requires amendment. The stationary engines were underneath Minories station and the ropes extended thereto. The vehicles which had been detached from the rope on arrival at Minories were re-attached, and after travelling a short distance were again slipped from the rope having gained sufficient momentum to travel the quarter mile to Fenchurch Street.

H.V. BOWLEY

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Gestapo Methods in 1862

Sir, - It may be of some interest to readers to learn that the South-Eastern director, Mr. J. Mellor, who made enquiries into the private life of Mr. Samuel Smiles, was none other than the father-in-law of Mr. (later Sir) Edward Watkin, who became Chairman of the South-Eastern in 1866. It will be noticed that the meeting was held in Manchester, reminding us that many promoters of the Company were Lancashire men.

G.O. HOLT

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ERRATA

p. 42, May Journal. In cap 66 (Cromford & High Peak Railway), the date should be 25 March 1861.