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FOR LOCAL GROUP SECRETARIES SEE PAGE 20

EDITOR'S NOTE

The Journal is now being produced by our member, Mr J. Horsley Denton, by offset-litho process, which gives it a clearer and neater appearance. In addition, we have a printed heading which it is hoped will make the Journal more attractive. Members are asked to send their comments to the Editor.

For various technical reasons, more of the Journal must be prepared in advance, and the Editor asks members to cooperate by sending him articles, book reviews, correspondence etc., as frequently as possible in order that he may choose the material from a wide selection. This should allow for more variety, and enable him to balance railway and canal matters in reasonable proportions.

(PRINTER'S APOLOGY: The technical reasons mentioned above did not allow for damage done by the unprecedented weather conditions and the printer greatly regrets that as a result the Journal is not only delayed but the quality of production has also suffered. Prolonged efforts to combat the effects of frost to equipment were insufficient and the printer apologises for the resulting defects.)

THE OPENING OF RAILWAYS: CENTENARIES IN 1963

Compiled by M.D.Greville

NOTE
BELOW

DATE	RAILWAY	SECTION OPENED	MILES
JAN. 1	CHESHIRE MIDLAND	Knutsford to Northwich	5
JAN. 3	NEWTOWN & MACHYNLLETH	Moat Lane to Machynlleth	22½
JAN. 10	METROPOLITAN	Bishop's Road to Farringdon Street	3½
JAN. 12	STOCKPORT & WOODLEY	Stockport (Portwood) to Woodley	2½
JAN. 12	TAFF VALE	Newbridge to Treherbert	10½
FEB. 1	HAMILTON & STRATHAVEN	(Quarter Road to Strathaven (Hamilton to Quarter Road	4
FEB. 1	OLDHAM, ASHTON & GUIDE BRIDGE	Guide Bridge to Oldham	6½
*MAR. -	SOUTH WALES MINERAL	Tomawr Tunnel to Glyncoirwg	5½
MAR. 2	WAVENEY VALLEY	Bangay to Beccles	5½
MAR. 2	WEST LONDON EXTENSION	Kensington to Clapham Junction and Longhedge Junction	4½
MAR. 22	INVERNESS & ABERDEEN JUNCTION	Dingwall to Invergordon	12½
*APR. 1	STOURBRIDGE	Stourbridge to Cradley	2½
APR. 6	BLACKPOOL & LYTHAM	Blackpool to Lytham	7
APR. 6	MANCHESTER, SHEFFIELD & LINCOLNSHIRE	Grimsby to Cleethorpes	2½
APR. 6	STOKES BAY	Gosport to Stokes Bay	1½
APR. 28	GLASGOW & MILNGAVIE JUNCTION	Milngavie Junction to Milngavie	3½
MAY 1	BRECON & MERTHYR	Dowlais or Pant to Brecon	18½
MAY 1	DEVON VALLEY	Kinross to Rambling Bridge	6½
MAY 4	OSWESTRY, ELLESMERE & WHITCHURCH	Whitchurch to Ellesmere	11
MAY 8	LONDON & SOUTH WESTERN	Chard Junction to Chard	3
MAY 8	TENDRING HUNDRED	Hythe to Wyvenhoe	2½
MAY 10	COLNE VALLEY & HALSTEAD	Yeldham to Haverhill	7½
*JUNE -	STOURBRIDGE	Lye to Hayes Lane (goods)	2½
JUNE 1	INVERNESS & PERTH JUNCTION	Dunkeld to Pitlochry	13
JUNE 1	LONDON & SOUTH WESTERN	Botley to Bishop's Waltham	3½
JUNE 1	MIDLAND	Rowsley to Buxton	15½

JUNE	3	ALVA
JUNE	15	STOCKPORT, DISLEY & WHALEY BRIDGE
JUNE	17	CONWAY & LLANRWST
JUNE	30	HEREFORD, HAY & BRECON
JULY	1	ABERYSTWYTH & WELSH COAST
JULY	1	BIRKENHEAD JOINT
JULY	1	LONDON & SOUTH WESTERN
JULY	1	LONDON, CHATHAM & DOVER
JULY	1	MORAYSHIRE
JULY	1	OSWESTRY & NEWTOWN
JULY	1	STRATHSPEY
JULY	3	WARE, HADHAM & BUNTINGFORD
JULY	15	VALE OF NEATH
JULY	17	OSWESTRY & NEWTOWN
JULY	22	RAMSEY
JULY	31	PEMBROKE & TENBY
AUG.	1	NORTH EASTERN
AUG.	1	NORTH EASTERN
AUG.	3	INVERNESS & PERTH JUNCTION
AUG.	3	LONDON, BRIGHTON & SOUTH COAST
AUG.	17	LONDON, BRIGHTON & SOUTH COAST
AUG.	19	LEEDS, BRADFORD & HALIFAX
AUG.	24	CORNWALL
AUG.	31	SOMERSET & DORSET
SEP.	1	DUMFRIES, LOCHMABEN & LOCKERBIE
SEP.	1	EAST OF FIFE
*SEP.	7	MILFORD
SEP.	8	BRISTOL & SOUTH WALES UNION
SEP.	9	INVERNESS & PERTH JUNCTION
SEP.	14	SOUTH STAFFORDSHIRE
OCT.	1	WYCOMBE
OCT.	5	KENT COAST
OCT.	20	NANTWICH & MARKET DRAYTON
OCT.	24	ABERYSTWYTH & WELSH COAST

Canbas to Alva	3½
Whaley Bridge to Baxton	9
Llandudno Junc. to Llanrwst	10½
Hereford to Eardisley	13½
Machynlleth to Borth	12½
Hooton to Helsby	8½
Twickenham to Kingston	4
(Brixton to Loughborough Junction	2
(Herne Hill to Beckenham	4½
Dandaleith to Craigelliachie	2½
Abermule to Kerry	3½
Craigelliachie to Abernethy	28½
St. Margaret's to Buntingford	13½
Swansea to Neath	7½
Llanymynech to Llanfyllin	9
Holme to Ramsey	5½
Pembroke to Tenby	9½
Clifton to Clifton Junc. (L. & N.W.)	5
Bishop's Aukland to Barnard Castle	14½
Forres to Aviemore	36
Hardham Junction to Ford	9½
Ford to Littlehampton	1½
Drighlington to Upper Batley	2½
Truro to Falmouth	11½
Templecombe to Blandford	15½
Dumfries to Lockerbie	14½
Kilconquhar to Anstruther	6½
Johnston to Milford	4
Bristol to New Passage Pier	11½
Aviemore to Pitlochry	54½
(Tipton to Wednesbury)	5½
(James's Bridge to Wednesbury)	7½
Prince's Risborough to Aylesbury	16½
Herne Bay to Ramsgate	10½
Nantwich to Market Drayton	10½
Aberdovey to Llwyngwril	10½

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NOTE
BELOW

DATE	RAILWAY	SECTION OPENED	MILES
OCT. 29	CALNE	Chippenham to Calne	31
NOV. 2	LANCASHIRE & YORKSHIRE	Oldham (Mumps) to Rochdale	61
NOV. 16	BERWICKSHIRE	Dunse to Earleston	17
*DEC. -	BIRKENHEAD JOINT	Tranmere Pool Branch	4
*DEC. 28	GREAT WESTERN	Mossyhammer Branch to Brecon & Meathyr	4

Total	599½
Less opened in previous years	22½
	576½

NOTES

A Passengers: for goods 1 May. B Passengers: for goods 1841-1856. C Passengers: for goods in 1860. D Goods: for passengers in 1861. E Date given by MacDermot, but Engineer's Report dated 17.3.1863 states that "since the last report (which was 11.9.1862) the railway to Cradley has been opened for public traffic." F Some goods conveyed in April. G Minerals: for passengers on 1 August. H Passengers: for goods on 5 October. J Goods: for passengers on 3 November.

* From best available sources - no contemporary information.

The compiler wishes to express his thanks to those from whom he has received help, particularly Messrs H.V. Borley and W.J. Skillern.

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TO NEW MEMBERS. A few copies of a number of back issues of the Journal are still available at 2/- each post free. Application should be made to the Editor.

THE HOLMWOOD, CRANLEIGH & MIDHURST RAILWAY (1884-1905)

By H.W.Hart

(Continued from p.99, November 1962)

By the June following (1898) the Rector of Cranleigh was once more in the field of improved transport facilities between Cranleigh and London whilst at a special Board meeting held on 6 July, 1898, the project was again discussed as from Holmwood, followed by a Resolution that the Engineer be instructed to provide a revised plan for Parliamentary purposes and that a Bill be introduced at the next Session of Parliament provided, it was stressed, no serious opposition was encountered from landowners and other persons interested. The Board were hopeful of combating by some means the actions of those parties declared against the projected line but it appears to have been a case of hoping that some persons of influence would come to their assistance rather than one of any effective counter measures being taken.

This fresh attempt to get the railway started brought into the open another Holmwood resident, Charles Mortimer, a Director of the Great Western Company and a Brighton shareholder. Mr Mortimer's case for the opposition, or rather Mr Mortimer's case for Mr Mortimer, was the fact that when the Company had constructed their Portsmouth line through Holmwood in 1866/1867 his lands had been severed over a distance of nearly one mile which necessitated his having to construct at his own cost a bridge which he had later been compelled to rebuild. The further crossing of his land, to provide, he asserted, a facility for "a few irresponsible people at Cranleigh", was therefore a design against which he was ready to offer the strongest possible opposition. Lord Cottessloe, to whom Mr Mortimer addressed his protest did little to quieten Mr Mortimer's fears, and after pointing out by way of reply that Cranleigh was a growing place deserving improved travel facilities, concluded:

"It seems extraordinary that it should be impossible to get a line anywhere from Cranleigh into the Horsham and Dorking District without encountering the deadly opposition of some landowner and we had no idea of such a state of things being likely at the present day".³⁴

One argument of the opposition was the opinion held in some quarters that the area to be traversed by the Cranleigh link was too far from London to encourage house purchase by daily commuters and that the provision of houses in excess of normal local requirements would be a wasted effort, too far out in fact for other than those Sir George Barham of Knowle termed "the best class of people". A minority view was that if the line were encouraged an undesirable element might be attracted to settle in the district.

The Company were now becoming thoroughly aware of opposition to the scheme at the Cranleigh end of the line for by this time Mr Stephen

Rowland was pressing that the levels of the line should be altered, and in particular that the track should be bridged under roads at some point, thereby removing the need for the construction of embankments across certain properties, the Surrey County Council being in favour of such a course being taken. Mr Rowland, although desirous of preserving the amenities was, however, desirous of a siding being run into the Cranleigh Land Company's Brickworks, from which it must be admitted the Railway Company would ultimately benefit and later expressed himself as only too anxious to have the line constructed to offer any real opposition to it, pledging his support and hoping at the same time that his siding would materialize.³⁵ Broadly speaking, the position was well summarized by the Press: "It is evident... that the Directors of the Company are ready to establish communication between these two places - Holmwood and Cranleigh - if it be shown the inhabitants really want increased railway facilities."³⁶

The work involved in the resolution of the Special Board meeting of 6 July 1898 was duly undertaken and in the October following the local Press was referring to rumours that the Brighton Company had not entirely abandoned the Holmwood to Cranleigh project. Four days after the Press report, on 19 October 1898, the Company's Solicitor was instructed to include the scheme in a Parliamentary notice of the Company's Bill for the next Session, the general public in the area concerned being duly notified.³⁷

The landowners at the Holmwood end remained a stumbling block and here opposition was as strong as it had been at Dorking when the springing of the new line had been proposed from that place. The proposal was therefore made³⁸ by the General Manager that the Rev. Supt. the Rector of Cranleigh, should bring what influence he possessed locally as Archdeacon of Surrey, to bear on the opponents to enable any opposition to the Bill being withdrawn. This gentleman accepted the task without marked enthusiasm, expressing his opinion that opposition would not be serious, and it is doubtful whether he did anything particularly useful in this direction.

With or without the Archdeacon's assistance, the company went on to make known officially their intention to the proprietors and at a general meeting held on 25 January, 1899, the following information was included in the report in respect of works included in their various Powers Bill Session 1899:

"A new Railway from Holmwood to Cranleigh.

The Directors have included the Holmwood and Cranleigh Railway in their Bill in pursuance of an understanding come to last year, when in consequence of strong opposition on the part of influential land owners, they withdrew from their Bill powers to make the line from Dorking to Cranleigh as then proposed. The route of the railway from Holmwood to Cranleigh has been altered with a view to obviate the objections raised last year."

The opposition at the Cranleigh end of the line now became so strong as to bring negotiations to an impasse and prominent in this connexion was the Surrey County Council, represented by their Surveyor Mr Howell, his

objections coming under two heads:

(I) Bridging

(II) Route of line

As regards bridging, the Surveyor was against the Brighton Company's proposals and requested them to pass the line under the main road between Beare Green and Stane Street where the rails were 15'11" below the roadway, which the Company were desirous of having raised. Mr Howell's objection here was that if this were carried out the road gradient would be increased from 1 in 80 to 1 in 20 and he strongly favoured the railway being lowered, some two feet to obviate this steep rise. He did report however that the Company were prepared to meet him to some extent by effecting a gradient of 1 in 30.³⁹

So far as routing is concerned Mr Howell expressed himself strongly against the line being run parallel to the main road in one area for a distance of a quarter of a mile, urging that the rails, 8 feet below road level and about 66 feet away from it, would be too close, and he expressed his opinion that they "should be 300 feet away from the road to be safe".⁴⁰ The Brighton Company's proposal that the road in question be diverted over the short distance of 250 yards also received Mr Howell's opposition.

On Mr Howell being informed that the Company could not possibly consent to his demands he stated that there was nothing further for him to do other than to report against the railway to his Council. This was particularly unfortunate as, had the line been moved back in the manner requested, interference would have occurred with the properties of Mr Brown and Mr Mortimer which, under the Company's proposals, would not have been touched at this point, and Mr Howell was quite aware of this, mentioning in his report to the Council that the former gentleman would doubtless oppose the new line if his property at Broome Hall became affected by such a re-adjustment of the route.⁴¹ In Mr Howell's opinion the line should have passed across Mr Brown's land and he recommended the strongest possible opposition be made to the Company's project and, following his report which was submitted at a Meeting of the County Council's Parliamentary Committee on 1 February, it was decided by the Council that a petition should be deposited against the Bill and unless proper modifications were agreed, the Bill should be actively opposed in Committee.⁴²

The L.B. & S.C. were not by this time to be baulked in their efforts to bring the line into being and at a Board meeting on 8 February, 1899, it was resolved that the powers sought in their Bill should continue to be included therein.

Pressure against the line was, however, considerable and made by influential parties and there is no doubt that the resistance of certain landowners, coupled with the opposition of the Surrey County Council, in due course smothered the scheme. The last phase of the official life of the project came when the Holmwood to Cranleigh Railway section of the Company's Bill was thrown out by the Committee of the House of Commons and with this rejection died the interest of the L.B. & S.C. in the Horsham to Cranleigh Railway. With it also passed the chance of Cranleigh being provided with a direct train service to London over the Brighton Company's

system.

Some six years passed; early in 1905, Mr Charles Mortimer, still a Director of the Great Western Company, made application to see Mr W. Forbes,⁴³ the L.B. & S.C. General Manager, in order to produce a circular which he had received from Mr H.F. Stephens⁴⁴ of Tonbridge respecting a proposed railway from Holmwood through Cranleigh and Midhurst to Havant. Mr Mortimer stated that he would continue to oppose any such proposal but he was desirous of ascertaining from Mr Forbes what course the Brighton Company would be likely to take in the matter. It is not possible to say whether any meeting took place between the two gentlemen but at the same time Mr George Bonham was flourishing a similar circular; he too intended to continue his opposition to the construction of the railway, with special reference to his lands at Cranleigh, but they were informed that the subject was not one which had been reconsidered by the L.B. & S.C. Board, nor was it apparently a scheme in which they were now interested.⁴⁵

It cannot be denied that the original railway merited more than the curt dismissal which it received at the hands of the Brighton Company in 1884, especially so far as the shortening of their London to Portsmouth route was concerned, surely a matter worthy of consideration in those times. And it may have been a case of lost years and lost opportunities, for had the L.B. & S.C. decided at that time to interest themselves in the project a smoother passage might have been procured and at least a part of the proposed line might have materialized.

Although the Holmwood, Cranleigh & Midhurst Railway was one of a number of lines which by reason of opposition and other causes never passed out of paper existence it was certainly one of the more interesting instances of a railway proposed, opposed and suppressed.

NOTES

- 33 20 August 1898. B.T.C. Archives.
- 34 B.T.C. Archives.
- 35 Ibid.
- 36 Dorking Advertiser 15 October 1898.
- 37 e.g. through West Sussex Gazette 3 November 1898.
- 38 7 December 1898
- 39 Surrey County Council Archives.
- 40 Ibid.
- 41 Ibid.
- 42 Ibid.
- 43 later Sir William Forbes.
- 44 later Lt.Col.H.F.Stephens, concerned with certain of the country's Light Railways.
- 45 B.T.C. Archives.

(Concluded)

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THE RAILWAY MAPS OF ZACHARY MACAULAY AND JOHN AIREY

By D. Garnett

Since publication of the series of articles under the above title in the JOURNAL for May, September and November, 1959, some further information has come to hand.

MACAULAY'S MAPS

GREAT BRITAIN. A minor correction: the British Museum Copyright Copy of the 13th edition was received on 28 March 1873, not on the 22nd as stated on page 106 of the November 1959 JOURNAL.

The mystery of the 21st edition being numbered "15" has not been solved. (See CORRESPONDENCE page 18 Ed.)

IRELAND No additional information has come to hand.

METROPOLITAN. Dates of receipt by the British Museum of deposited Copyright Copies have now been ascertained, in most cases. These dates are as follows and may be anything from a few days to several weeks after the date of publication:

First edition: 2 November 1859. No.2 edition: 14 November 1860.
No.3: 22 February 1863. No.4: 16 December 1863. No.5: 18(?) June 1865.
No.6: 21 November 1867. No.11: 27 March 1875.

The date on the 7th and 8th editions cannot be read, being on the back of mounted maps. No copy of either the 9th or 10th edition has yet been located anywhere.

In view of the establishment of the publication date of the second edition as shortly before 14 November 1860, the author's attribution of his copy (formerly belonging to Mr Frank Olley, who submitted it for an opinion in 1959) to "c. February 1862" must now be suspect. Nevertheless, as with the first edition, (vide JOURNAL for November 1959, page 106, second paragraph,) there are variants. The British Museum Copyright Copy, like that at the Bodleian Library, has the edition number "2" (just inside the margin lines in the top left hand corner) about 3mm. high. On the author's copy this figure is about 1½mm. high. Subject to detailed examination at the next opportunity, the British Museum copy, 3479 (69), is the same as the Bodleian copy, C17: 40 (94), except that all the bright green colouring has been omitted from the British Museum copy.

Apart from the difference in the size of the lithographed edition number, as mentioned above, the principal differences, both of the lithograph and of the hand colouring, lie between Shortlands and the map margin on the line to Rochester. Thus on the Bodleian copy, both litho and colour are dotted from Bickley to the margin whilst on the author's copy, both are shown in full. According to Kidner: The London, Chatham & Dover Railway, (Oakwood 1952), the regular service on this line commenced on 3 December 1860.

The same authority gives the date of change of name of Southboro Road Station to Bickley as 12 October 1861. 'Bickley' appears on all second editions and 'Southboro Road' on all first ones. Possibly this is a misprint for 1860 in view of the date on the second edition copy at the British Museum. Attribution to "c. February 1862", made before the enquiries which resulted in the additional information published in November 1959, appears to have been influenced by the allegations of both Sekon and Dendy Marshall that the Kew and Barnes Curves were opened on 1 February 1862. These are shown on all copies of the second edition but also on all copies of the first edition !

There are other lithographic variations between the two known second editions. On the earlier (large edition number) copy, "MID-KENT" is shown on the north side of the line between Bromley and Bickley; and "MID KENT RAILWAY", left over from the first editions, between Bromley and St. Mary Cray, but on the south side of the line, has been physically erased. On the later copy, the latter has been deleted from the litho and "MID" appears between Shortlands and Bromley and "KENT" between Bromley and Bickley, on the north side of the line. Within the limits already established, it now seems that there are at least three minor variations of the lithographs of both the First and Second Editions. Research continues.

AIREY'S DATED MAPS

Members may care to turn up the Schedule of Known Editions which appeared in the JOURNAL for November 1959 and make the following corrections and additions:

CORRECTIONS: The symbol 'X' should have appeared in line 'EAST ENGLAND', column '1922'. The symbol 'K' should have appeared in line 'YORKSHIRE I', column '1896'. However as this symbol so closely resembles the symbol 'X', members may care to substitute something more easily recognized. A small solid square is suggested. The symbol appears only under '1896' and in the Notes.

The vertical line between columns '1895' and '1896', separating the maps of John Airey from those of the Railway Clearing House, should have been broken in the line 'ENGLAND SMALL'. As explained in the text, (JOURNAL for September 1959, page 93, last paragraph), ENGLAND SMALL did not pass to the Railway Clearing House until after publication of the 1901 edition.

The 1899 Edition, reduced from the new R.C.H. 1897 ENGLAND & WALES with corrections to date, was, of course, the property of the Railway Clearing House and in competition with Airey's map of England & Wales which, alone, had not then been acquired.

The Scale of Airey's ENGLAND & WALES was consistently advertised as 11 miles to an Inch but appreciable shrinkage must have occurred. The British Museum quote the scale as 50 Miles = 112 mm. The National Library of Wales as 50 Miles = $4\frac{1}{2}$ " or $11\frac{1}{9}$ Miles to an Inch. The Railway Clearing House define their scale as $11\frac{1}{4}$ Miles to an Inch or $\frac{712,800}{11\frac{1}{4}}$

ADDITIONS: The symbol 'X', or the more specific reference shown in parenthesis, may be added to denote the following maps now known: LONDON: 1883 (2) & 1891 (3). SOUTH WALES: 1882 (2), 1883 (8) & 1906 (7). YORKSHIRE I: 1879 (6). LANCASHIRE: 1885 (4) & 1890 (5). STAFFORDSHIRE: 1882 (3). SCOTLAND: 1880 (3) & 1884 (9). ENGLAND SMALL: 1903 (5). DERBYSHIRE: 1881 (3). YORKSHIRE II NORTH: 1905 (5).

References: (1 is not used, to avoid confusion with 'I'). (2) A.E.Bennett's collection; (3) John Rylands Library, Manchester, specifically confirmed by the Librarian; (4) E.A.Course's collection; (5) author's collection; (6) reported by non-Member and not seen; (7) Listed by Norman Kerr and not seen; (8) National Library of Wales, Aberystwyth, specifically confirmed by the Librarian; (9) Reported by E. Atkinson; now in B.T.C. Archives as MPS4 2015.

The author is most grateful to those who have sent information and hopes more will reach him from time to time.

AIREY'S UNDATED MAPS

The picture has cleared significantly and the appended Schedule of Known Copies of Airey's Undated Railway Maps may be of interest. It shows the development sequence of the title and the introduction of the 'Other Maps of this series' feature in the bottom margin. It supersedes the first seven date columns on the Schedule published in November 1959. These should be crossed through to avoid confusion and Notes 'D', 'E', 'F' & 'G' deleted.

The following notes will help to differentiate between editions having the same title:

MANCHESTER. First edition: Seven lines in 'Explanation' table. (Second) edition: Nine lines in 'Explanation' table. Macclesfield to Marple line (shown) was opened 2 August 1870. It now seems probable that the manuscript date "Septr (sic) 1873" on the B.T.C. Archives (Edinburgh) copy can, in fact, be taken as indicating that there was no further edition until after that date. Growing faith in Airey's methodical development of his maps compelled a fresh search for an explanation of the unsatisfactory position reported in the last paragraph on page 91 of the September 1959 JOURNAL. The lithograph of MPS4 130, the non-conforming rogue, is actually identical with the supposed second edition attributed to late 1870. The offending C.L.C. routes to Skelton and Cornbrook have been added so skillfully as to suggest that this was done professionally before the map was issued to fill a specific demand. Only a conviction that this must be so, and a 12x magnifier, revealed the true position.

LONDON. First edition: River bridges not named; "Old Kent Rd." station; single route shown through New Cross, S.E. (Second) edition: River bridges named; "Old Kent Rd. & Hatcham" station; twin routes through New Cross.

SOUTH WALES. First edition: No reference to Iron Works at Blaenavon or Ebbw Vale. (Second) edition: "Ironworks & Collieries" shown at Blaenavon;

"Beaufort Iron Works" shown. Both the above have gauge details shown in the top left hand corner, the inset enclosed by a single line only, the the North point South-East of Abergavenny, the last 'Explanation' "Lord Bute (Cardiff)", the last 'Abbreviation' "Road", and the last 'Running Power' "Vale of Towy".

(Third) edition: In view of the fact that this map does not include the 'Other Maps' feature, which first appeared on the first edition of LANCASHIRE on 14 February 1873, it is likely that this edition of SOUTH WALES was prepared late in 1872. Gauge details now deleted from top left corner; inset enclosed by triple lines; North point now North-West of Abergavenny; last 'Explanation' now "Burry Port & Gwendraeth Valley"; last 'Abbreviation' now "Works"; last 'Running Power' now "Swansea & Carmarthen", with "Swansea Vale" added after "Sirhowy".

(Fourth) edition: Generally as last but 'Other Maps' feature now added in bottom margin. North point again South-East of Abergavenny! last 'Running Power' is "Cent. Wales & Carmm. Junc.".

The (Fifth) edition mentions the SCOTLAND map and the (Sixth) mentions also the DURHAM one, published respectively on 1 January and 20 December 1875. There was a dated edition in "May 1876".

An advertisement on page 3 of the 1877 HANDBOOK OF STATIONS refers to "SOUTH WALES (No. 1)" and also to "Enlarged Edition (No. 2)". From this it may be inferred that the (Sixth) Edition did not supersede the (Fifth) Edition and that both continued in print at least until 1877. Thus there may well be later editions of the smaller version of SOUTH WALES; even a dated edition is possible.

The same advertisement refers to a map of the STAFFORDSHIRE & WARWICKSHIRE DISTRICTS. No STAFFORDSHIRE map, (which first appeared in May 1874), has so far been noted which includes WARWICKSHIRE in the title.

YORKSHIRE, STAFFORDSHIRE & SCOTLAND call for no special comment but LANCASHIRE is rather more involved. The presumed first edition, represented by Bodleian C17: 37 (43), MPS4 96 & 97 and C.R.Clinker's copy, has "Wrexham & Minera" at the end of the 'Explanation'. In the (Second) edition this has jumped above the three previous lines. The next known edition is that deposited at the British Museum on 30 August 1875.

Changes of title are not mentioned above as they are clearly shown on the attached schedule. There are other differences between one edition and the next which it would be tiresome to mention but the author will gladly give further details to anyone interested.

One further correction remains to be made. This concerns the LONDON 1877 map and Note 'J' on the original Schedule.

Success in vindicating John Airey and his methodical development of the maps in the matter of the MANCHESTER 'rogue', prompted a closer look at this non-conforming specimen. Close scrutiny of date through a 12x

magnifying glass not only confirmed that this had been put on in indian ink but revealed that a date, consisting of month and year, lithographed, had been physically erased. As a result of an appeal for help, the British Museum forgery experts went to an immense amount of trouble to try to evaluate the erased date. Despite this, it is not possible to state the date with absolute certainty, though by a combination of the information revealed by specialized lighting and photography, together with circumstantial evidence not elsewhere abrogated, it can be said with conviction that the date originally lithographed on this map was either June or July (probably the latter) 1876. It will be remembered that only 1876 maps have so far been found with the month preceding the year. This was the year in which lithographic dating first appeared on Airey's maps.

The map concerned differs but slightly from the known 1878 edition, but there are other manuscript additions, by an expert draughtsman, which are consistent with an 1876 map having been modified for issue in about June 1877. The discovery of an unaltered Airey's Railway Map of London and its Environs dated July (or June) 1876 is now eagerly awaited. Meanwhile the symbol 'X' can justifiably be added to the Schedule in line LONDON, column 1876 but Note 'J' needs modifying. The addition of: "Lithograph date JU?? 1876 has been erased" is suggested.

CUMBERLAND & WESTMORELAND. Both the British Museum and B.T.C. Archives copies of the 1897 edition are called "OFFICIAL RAILWAY MAP OF THE CUMBERLAND & WESTMORELAND DISTRICTS. Prepared and Published at the Railway Clearing House London. 1897." As with 1897 maps of other areas "Published by H. Smart, Secretary of the Railway Clearing House, 123, Seymour Street, Euston Square, London" appears in the bottom margin. The British Museum copy was received by them on 2 December 1897. The Author has recently acquired a copy with the 1896 style of title but dated 1897. This is called "Airey's Railway Map of the CUMBERLAND & WESTMORELAND DISTRICTS. 1897. By John Airey". "Published by J. Airey, Railway Clearing House (etcetera)" has been deleted and "Published by H. Smart (etcetera)" added in the bottom margin. Members may care to substitute a suitable symbol on the Schedule of Known Editions, together with a note to the effect that "A copy with the 1896 style of title is also known."

The little inset panel giving the prices of the maps in various forms, was systematically eliminated from each map as it came up for title alteration after the 1895 change of ownership. This would be in accordance with the declared intention of the Railway Clearing House to discontinue sale to the public. The Airey version of CUMBERLAND & WESTMORELAND still has the price panel, suggesting a hurried modification of title - probably early in 1897 - to meet a demand with nil stock. Prices have been deleted from the later R.C.H. version.

Grateful thanks are rendered to the Trustees of the British Museum and particularly to the Superintendent and Staff of the Map Room and of the Photographic Service, for their invaluable help; to Mr Atkinson & Mr Kelley of the British Transport Commission Historical Records, together with other members of the staff; to the Librarians of the National Library of Wales and the John Rylands Library; also to those members of the Society who have kindly sent in details of maps not included in the original Schedule of Known Editions.

LIST OF KNOWN COPIES OF THE UNDATED EDITIONS OF AIREY'S RAILWAY MAPS

+ Items so marked are believed to be correctly placed, based upon a preliminary inspection or answers to a questionnaire. Detailed checking may reveal differences and result in the existence of another edition being established.

<u>AREA</u>	<u>EDITION</u>	<u>LOCATION AND REFERENCE</u> (see Notes)	
<u>MANCHESTER</u>	First	B.M.	3214 (3) 20 Apr. 1869
		+ Bod.	C17: 37 (36)
		+ J.R.Lib	
	(Second)	MPS(S)4 55 MPS4 130	
	(Fourth ?)	MPS4 131 D.G.	
<u>LONDON</u>	First	B.M.	3485 (46) 7 Nov. 1869
		Bod.	C17: 40 (98)
	(Second)	MPS(Y) 50	
	(Third ?)	MPS(S)4 46 MPS4 114	
	(Fifth ?)	MPS(Y) 49 D.G. + C.R.C. + J.R.Lib.	
<u>SOUTH WALES</u>	First	B.M.	6098 (12) 18 Oct. 1870
		Bod.	C17: 10 (40)
		+ MPS4 153 + C.R.C.	
	(Second)	MPS4 152 + N.L.W.	
	(Third)	B.M.	Maps 6a 53
		MPS(S)4 68 + N.L.W.	
	(Fourth)	B.M.	Maps 2a 57
		D.G. + B.T.C. (H.R.)	

<u>AREA</u>	<u>EDITION</u>	<u>LOCATION AND REFERENCE</u>
SOUTH WALES (continued)	(Fifth)	MPS4 154
	(Sixth)	D.G. + J.R.Lib.
<u>YORKSHIRE I</u>	First	B.M. 5895 (21) 5 Dec. 1871 Bod. C17: 63 (41) MPS4 168 MPS4 169 + J.R.Lib.
	(Third ?)	MPS(Y) 57 MPS4 170 + J.R.Lib.
	(Fourth ?)	D.G.
	First	Not at B.M.
	(First)	Bod. C17: 37 (43) MPS4 96 MPS4 97 + C.R.C.
	(Second)	MPS(S)4 38
	(Fourth ?)	B.M. 3155 (17) 20 Aug. 1875
<u>STAFFORDSHIRE</u>	First	B.M. 5100 (11) 15 Sep. 1874 + Bod C17: 5 (24)
	First	B.M. 7340 (7) 30 Aug. 1875 D.G. + J.R.Lib. + Bod. C18: (175) + MPS4 199 + MPS(S)4 61 + MPS(S)3 18

NOTES

B.M.	= British Museum. The date quoted is the date of receipt of the Copyright Copy.
Bod.	= Bodleian Library, Oxford. The date of receipt of Copyright Copies was not then recorded.
MPS	= British Transport Commission, Historical Records. (S) at Edinburgh; (Y) at York; others in London.
J.R.Lib.	= John Rylands Library, Manchester.
N.L.W.	= National Library of Wales, Aberystwyth.
B.T.C.(H.R.)	= British Transport Commission Historical <u>Relics</u> collection at Clapham.
C.R.C.	= C.R.Clinker's collection.
D.G.	= Author's collection.

REVISED SCHEDULE OF ALL KNOWN EDITIONS OF THE UNDATED RAILWAY MAPS PUBLISHED BY JOHN AIREY.
CORRECTED TO JULY 1962

<u>1869</u>	<u>1870</u>	<u>1871</u>	<u>1872</u>	<u>1873</u>	<u>1874</u>	<u>1875</u>	<u>AREA</u>
First published 15 April	(Second) Uncertain. Probably late in 1870			?		(Fourth?) before December	<u>MANCHESTER</u>
First published 4 Novembr	(Second) Uncertain. Probably early in 1871			(Third?) February or later		(Fifth?) before December	<u>LONDON</u>
	First published 5 October	(Second) probably probably October	(Third) before LANCASHIRE ? January 1873 ?		(FOURTH) after STAFFS before YORKSHIRE	(5) between Sep & Nov inclusive (6th) in December +	<u>SOUTH WALES</u>
NOTES 1. ALL INSIDE ARE CALLED "RAILWAY DIAGRAM OF -" 2. ALL BETWEEN ARE CALLED "RAILWAY MAP OF -" 3. HEREAFTER "OTHER MAPS OF THIS SERIES" APPEARS IN BOTTOM MARGIN 4. ALL BEYOND ARE CALLED "AIREY'S RAILWAY MAP OF -" 5. + = SHEET ENLARGED TO SHOW COASTLINE CONTINUOUS ++ = PUBLISHED 20 DECEMBER 1875 BUT DATED "JANUARY 1876" ALL SUBSEQUENT MAPS ARE DATED.		First published 20 Novemb			(Third?) after STAFFS.	(Fourth?) just before DURHAM ++	<u>YORKSHIRE</u>
			1st pubd 14 February (Second) before Oct			(Fourth?) before September	<u>LANCASHIRE</u>
					First published 19 May		<u>STAFFORD-SHIRE</u>
						First published 1 January	<u>SCOTLAND</u>

(D.Garnett. Fecit.)

RECENT LITERATURE

William J. Skillern

- BONSOR, N.R.P The Jersey Railway (J.R. & T.). 1962 (Oakwood Press 18/-)
- BRITISH TRANSPORT COMMISSION (Welshpool & Llanfair) Light Railway (Leasing and Transfer) Order 1962. (Statutory Instruments 1962 No.2212). (H.M.Stationery Office, 3d; by post 6d).
- CROMBLEHOLME, R. The Hawkhurst Railway. [1962] (Narrow Gauge & Light Railway Society, 5/-, Available from R.Crombleholme, 28 Mount Road, New Malden, Surrey). Duplicated typescript.
- DAVIES, D.Llewellyn. The Glyn Valley Tramway. 1962 (Oakwood Press, 12/6)
- RAVENGLASS & ESKDALE Railway Handbook. 1962. (R. & E. Railway Co., Ravenglass, Cumberland, 2/-; by post 2/6d).
- SMITH, A. and) The Railways of Essex. [2nd ed. 1959]. (Narrow Gauge &
WILLIAMS, J.) Light Railway Society, 1/- . Available from R.Crombleholme, 28 Mount Road, New Malden, Surrey).
- TRANSPORT ACT, 1962. (10 & 11 Eliz.2, Ch.46). (H.M.Stationery Office, 10/-)
- WELLS, Arthur G. Bowaters' Sittingbourne Railway. 1962. (Narrow Gauge Railway Society, 6/- . Available from D.S.Pitkin, 34 Durham Road, Luton, Bedfordshire). Duplicated typescript.
- WHETMATH, C.F.D. The Whitland & Cardigan Railway. 1962. (Branch Line Handbooks, 41 Manor Road, Teddington, Mx. 3/-) Dup.typescript.
- WHETMATH, C.F.D. Wroughton Vale Light Railway. 1962 (Falcon Publishing Co., 59 Hillfield Ave., Morden, Surrey, 1/6). Dup. typescript.
- WHITESIDE, Thomas The Tunnel under the Channel. 1962. (Hart-Davis, 16/-).

ARTICLES

- * River Trent, yesterday and today. by D.J.Aston (In "Nottinghamshire Countryside", the official organ of the Notts.Rural Community Council, 30 High Pavement, Nottingham, Vol.23, No.2, Summer 1962, 6d).
- * The Cut that never was: (the Grantham Canal and its unmade section to Bingham) by Monica M.Marson. (In "Nottinghamshire Countryside", Vol.23, No.2, Summer '62)
- * The Growth and development of Monmouthshire waterways, by Robin Dean, (In "Presenting Monmouthshire", the journal of the Monmouthshire Local History Council, 8 Pentonville, Newport, No.14, Autumn 1962, 1/-).
- * The Early days of the branch railways in Monmouthshire, by William J. Skillern. (In "Presenting Monmouthshire", No.14, Autumn 1962)
- The Beeching axe falls on Ellesmere's railway: origins of the "Loop-line" recalled, by E.A.Wilson. (In "Shropshire Magazine", Vol. 14, No. 5, October 1962)

* These items are in the Society's Library.

* * * * *

On a Liverpool & Manchester Railway paper ticket dated 12 September 1832 is printed the following curious note: "N.B When seated, be pleased to hold this ticket in your hand till called for."

This seems to be stern, if good, advice, especially for the ladies. How often did one hear then, as now, the plaintive cry: "I can't find my ticket." ?

CORRESPONDENCE

Macaulay's Maps - Great Britain

Sir, - Since writing the notes which commence on page 9 of this issue of the Journal and stating therein that "The mystery of the 21st edition being numbered '15' has not been solved", I have learned a great deal about the method of printing these maps and of making alterations for a new edition. Contemplation of information recently kindly supplied by the Archivist to Oxford University Press has suggested a possible, and not altogether improbable, explanation of this otherwise inexplicable lapse. Briefly: if the 21st edition got on to the lithographic stone without the previous edition number being corrected, it would be necessary to scratch this out and put in the new number by hand, mirror-inverted so as to print the right way round. If the machine was otherwise all ready for printing and no Lithographic Writer was available, some well-meaning but inexperienced person might have tried to make this small correction so as to get the machine to work. Look at the figures "15" upside down in a mirror. Interchange the digits and turn the "5" over and the result is not much different from "21". Then if you think this far fetched, contemplate the number of amateur sign-writers who get their N's, S's & Z's the wrong way round without even trying to write in reverse.

D. GARNETT

The Directorate of the North London Railway

Sir, - With reference to the letter from Dr Course in the Journal for November 1962: the maximum number of directors stipulated in the Act of Incorporation was eighteen, and it was agreed by the promoters that not more than ten should be representatives of the L.& N.W.R. and three of the East & West India Docks Company, leaving five to be appointed by the other shareholders. Actually the total number did not exceed fourteen but at least half of these were also on the board of the L.& N.W.R.

H. V. BORLEY

Huntingdon Beaumont

Sir, - I was most interested to read Mr Peter Stevenson's comments about Huntingdon Beaumont and the dates of the Wollaton MSS in the November Journal. I thank him for these corrections of which I was quite ignorant. Clearly if these dates are accepted, there is no gap in the known movements of Huntingdon Beaumont of sufficient length as to allow him to work in Rochdale. Nevertheless, the main purpose of my article remains valid, that is to suggest that there is sufficient evidence to warrant further enquiry into the Rochdale Manorial affairs just after the turn of the century and that if the records are available, this might prove profitable. There is no doubt that Sir John Byron would have acquaintance with Beaumont and at that time invested a lot

of money in his Rochdale mines. The few known facts may well be coincidental but it is possible that they are of considerable significance.

N. MACKICHAN

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BOOK REVIEWS

WATERWAYS TO STRATFORD by Charles Hadfield and John Norris, published by David & Charles, 39 Strand, Dawlish, Devon, and Phoenix House Ltd, 10-13, Bedford Street, London WC1. 30/-.

Waterways to Stratford is the fourth in the series of books on British Canals by Charles Hadfield but it differs in various respects from its companion volumes in the series. Firstly the authorship is shared with John Norris who contributes the section on the history of the Stratford & Moreton Tramway. This may seem a strange item to be included in a book on canal history but this tramway is linked with the canals referred to earlier in the book by the fact that it is in the same area, and also in that William James was interested in both the canals and the tramway. By including the history of the latter in the book the authors are able to give a better picture of the activities of this man whose ideas on transport were ahead of his time.

The second variation is that the book deals with a smaller area than that covered by previous books in the series. As a result it is able to cover the Avon Navigation, Stratford-on-Avon Canal and the Stratford & Moreton Tramway in more detail than would have been the case if the area covered was larger. Finally as far as the navigation and the canal are concerned these are today having a new lease of life under the hands of willing volunteers and this book records the history of living means of transport (even if they are used only for pleasure) rather than those which are defunct.

Many interesting facts are revealed and the reader will find the book a useful reference book and guide to the area concerned from a transport history viewpoint. A useful aid in this respect is the inclusion of itineraries of the River Avon, the Stratford-on-Avon Canal and the Stratford & Moreton Tramway. Only too often one is visiting an area to see such canals and tramways and is unable to do so because of inadequate instructions on how to reach the points of interest. The itineraries are explicit and will enable the visitor to locate the various points of interest. They even give information as to whom to apply to obtain permission of access to various places. The inclusion of similar itineraries in future issues in this series would help interested readers to trace the canals and tramways covered and would provide a useful addition to the already valuable information contained.

For a historian interested in this area, or in the history of canals and tramways this book is a valuable work of reference. For the ordinary reader it will reveal a background to the history of two waterways which are at present being restored by the work of volunteers.

A. P. V.

LOCAL GROUP SECRETARIES

London: J.H. Boyes, 129 Endlebury Rd, Chingford, London, E.4.
 North Western: D.G. Rimington, 11 Cherry Tree Walk, Stretford, Lancs.
 North Eastern:
 E. Midlands: R. Garton, 7 North Bank Road, Birkby, Huddersfield.
 W. Midlands: J.H. Denton, Marchmont House, Codsall, Wolverhampton.
 South Western: D. Garnett, Pear Tree Cottage, Little Somerford, Chippenham,
 Wilts.

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BOOK REVIEW: THE GLYN VALLEY TRAMWAY by David Llewellyn Davies. 61pp
 Illustrated. Oakwood Press. 12/6.

If this had been a painting instead of a book, it might have been entitled "Portrait of the Artist's Wife", for here is Mr Davis writing of his first love - if such an analogy is permissible! No one would deny that the Glyn Valley and its industries have formed a part of the author's family life and it is from this viewpoint that his story is written. The tramway, a roadside narrow gauge railway (not strictly a tram at all but a fully-fledged railway in most aspects) was parochial and little known during its lifetime, but was very much the artery of this remote Welsh valley. Like many another railway it has attracted more interest in death than in life. Mr Davies has spiced his story with a dash of personalities and background which are familiar to him as a native of the district, and the booklet is the richer for it. He has also gone to some pains to extract the utmost original information which the subject will bear without becoming tedious - the balance is only just preserved but doubtless he writes with local history and readers in mind. These local histories are very timely in today's circumstances and it is only a pity that circulation being obviously limited, the publishers did not permit finality by insisting on a more complete set of drawings (only one vehicle is given) even at the risk of a price around 15/-. It would have been worth it.

The reproduction has limitations but is generally quite satisfactory; there is much that is published for the first time and though many pictures are new, your reviewer is aware that other interesting pictures exist but which may have been withheld by the three other persons known to him who also claim to be writing a history of the tramway. The more is the pity! There are a few errors and the complete transposition of a page, but this is forgivable. The work is not lavish but adequate; the standard is a very good one and other writers and publishers would do well to emulate it and its competitive price; your reviewer has often been chastised for his critical reviews of other narrow gauge books and it is a pleasure to recommend Mr Davies's work unreservedly; it adequately justifies his opinions that good booklets are possible and there is too much junk at silly prices. To quote Tom Rolt, the G.V. was a "Line of Character". Very few remain and the remains of the Glyn tram are very few indeed. Mr Davies has succeeded in bringing together the scattered threads and though we may disagree on a few points, or be able to fill in a few gaps, members can be reassured that this short story of an intimate little concern is a purchase well worth making.

J. I. C. B.