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THE DEPOSITED PLAN

By P. Stevenson

During the course of the investigation, outlined in the November Journal (pp 100-3), the writer found it necessary to seek information upon some of the inconsistencies prevalent among the Nottinghamshire Deposited Plans. Thanks to Mr. H. Pallins's remarks in the Journal of January 1956 (p. 13) some of the answers were discovered in the Standing Order requirements and amongst the dates of their alterations. Clifford's History of Private Bill Legislation (2 vols. 1885-7) gives a detailed account of the background to the development while the H.M.S.O. 1948/9 Historical Development of Private Bill Procedure and Standing Orders in the Commons examines specific alterations in the wording of each Order. Both sources, however, tend to ignore the provisions already incorporated into many of the Acts and consider developments only from the date upon which they were consolidated into Standing Orders or General Acts.

In this connexion, Mr. D. H. Tew has kindly supplied me with details of the provisions of the Oakham Canal Act (33 Geo.III cap 103), the 23rd section of which recited that certain levels or surveys had been taken and a map or plan and a proper book of reference had been made to show the line or course of the canal and "it is hereby enacted and declared that there shall be 3 parts [copies] made of the said Map or Plan and Book of Reference which shall be certified by.....the Speaker..... and severally

deposited with and kept by the respective Clerks of the Peace for the Counties of Leicester and Rutland and the Clerk to the said Company of Proprietors.... to which all persons shall have liberty to resort" - upon payment of 4d per 100 words abstracted.

Clifford shows that after widespread hardship and injustice, in 1774 Parliament insisted upon proper Notice of Private Measures, canal proprietors in particular to make specific application to all whose property might be injuriously affected. Having ascertained owners' reactions, a schedule must be presented to Parliament at the same time as a Plan of the Route and the Petition for a Bill. He goes on to show that examination of the plan at Westminster imposed such great inconvenience that in 1813 Standing Orders were amended to require promoters of all second-class local Bills to deposit the Plans, Books of Reference and Sections with County and Parish authorities (see 7 Wm. IV & 1 Vic. cap 83). It is, however, evident that particular Acts were already incorporating this principle and the writer would be pleased to receive details of other examples noted by members working on canal subjects during this era.

It is unfortunate for the canal historian that not until 1836 did Parliament insist upon a uniform minimum scale of four inches per mile for all Plans with enlargements of occupied property up to $\frac{1}{4}$ inch per 100 feet. Before long railway companies found it easier to draw the whole plan to a scale approaching 25 inches per mile in order to avoid separate enlargements. To anyone used to these larger scales, the somewhat compressed canal plans are a disappointment and it is a great pity that there was such a long delay before Ordnance Survey began to use the larger scales.

Although the extent of earthworks should appear on the plan until 1840 separate sections were required from 1836 scaling one inch per 100 feet vertically and indicating clearance at any road, canal or other railway intersection. From 1847 any proposed alteration in the level of footpath or road deviations should be accompanied by cross-sections scaling 1:3690 horizontally and 1:480 vertically. Back in 1814 canal builders were restricted from making bridge approaches steeper than 1 in 13, suitably protected by a four-foot parapet. Here again individual Acts were already covering such details, the Oakham Canal Act already mentioned specifying a maximum rise of 3 inches per linear yard. In 1836 the regulation further limited gradients to 1 in 30 on turnpikes and 1 in 20 on other roads except by special dispensation from the Board of Trade, and in 1929-30 it still applied to "classified" roads.

It is interesting to speculate upon the position of the Stratford Canal with respect to the Orders regulating bridge parapets. On the Southern Section of that concern which was constructed between 1812 and 1816, the split iron bridges have asymmetrical abutment parapets. Alongside the towing path, the parapet sweeps down to facilitate drawing the towing rope across to the centre slot while on the far side the parapet continues incongruously at maximum height - a peculiarity especially marked at the roving bridge at Yarningdale where the discrepancy is staggered. Members will find a clear indication of the arrangement in Charles Hadfield's Waterways

to Stratford (plate 23). Although the original Act was obtained in 1793, the canal was completed under one of 1815. It was however open to Wootton Waven in 1813, before the Order took effect, though action may well have been taken in advance. Is it possible that these characteristic bridges represent a compromise between legal requirement and ease of operation ?

A final point which may be of general interest concerns the provision of key plans on the 1" Ordnance Survey. It was not until 1846, after the intensive mania session, that Parliament stipulated this inclusion upon a suitably edited published map not smaller than $\frac{1}{2}$ inch per mile. In 1871, when presumably the Ordnance Survey was completed, the one-inch map became standard and in 1941 non-reduced photographic copies were accepted while printed editions were scarce. Anyone who has tried to reduce the large scale plan of a narrow belt of country on to the 1" map will wish Parliament had been quicker off the mark before the mania. Nevertheless, the Deposited Plans are a useful source of obscure first and second edition Ordnance Surveys.

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NEW ACCESSIONS TO RECORD OFFICES, 1962

by Maurice Berrill

Earlier issues of the Journal (September 1962, vol. 8, no. 5; July 1963, vol. 9, no. 4) contained abstracts from the annual "List of accessions to repositories", compiled by the Historical Manuscripts Commission (National Register of Archives), published by Her Majesty's Stationery Office. The list for 1962 appeared late in 1963, gave details of 114 repositories and cost 4/6.

The select catalogue of entries which follows covers items relating to the interests of the Society and brings the earlier lists up to date. In each case, as before, the full postal address of the repository is given. All repositories listed have document-copying facilities.

Bristol Archives Office, Council House, Bristol, 1.
Prospectus for Bristol and Portishead Pier and Railway Co., 1863

British Railways Board Historical Records, 66 Porchester Road, London, W.2.
London, Brighton & South Coast Railway: records relating to Brighton Locomotive Works, from 1870.

Great Western Railway: records of Swindon Mechanics' Institution, 1848 - 1947, and New Swindon Improvement Co., 1854-93.

British Road Services (addnl): minute books, ledgers, journals, etc., incl. records of Carter Paterson, 1888-1949, and Messrs Suttons & Co., 1923-51.

London & North Eastern Railway: Board papers, 1923-47; contracts, 1923-43.

Great Northern Railway: contracts, var. dates.

Great Eastern Railway: contracts, var. dates.

London & Birmingham Railway: staff records, 1833-47
 London & North Western Railway: staff records, 1847-1923.
 Lancashire & Yorkshire Railway: staff records, 1903-21.
 Railway Clearing House: addnl. minutes, maps, regulations, etc., from 1842.

Caernarvonshire Record Office, County Offices, Caernarvon.

Solicitors' deposits: corresp., papers about Portmadoc turnpike, embankment
 tolls, harbour dues (1868-1936), var. railways (1872-1901).

Cambridgeshire Record Office, Shire Hall, Castle Hill, Cambridge
Royston & Hitchin Railway (Shepreth extension) papers, 1847-63.

Cornwall Record Office, Gwendroc, Barrack Lane, Truro.
Bodmin & Wadebridge Railway, 1832-72.

Cumberland, Westmorland and Carlisle Record Office, The Castle, Carlisle.
Maryport harbour papers, 18-19c.

Devon Record Office, County Hall, Topsham Road, Exeter.
Marker family: railways, late 19c.
Solicitors' deposits: railway papers, 19c.

Durham Record Office, Shire Hall, Durham.
 Description of Seaham Harbour by William Chapman, civil engineer, 1830.

Gloucestershire Records Office, Shire Hall, Gloucester.
 Log books of Hen. Lewis, Berkley canal pilot, 1854-82.

Hampshire Record Office, The Castle, Winchester.
 Misc. papers of clerk to Basingstoke Canal Navigation Co., incl. contract,
 1788, corresp., drafts and legal papers, 1788-1828, 1862; register of
 barges using Odiham stretch of the canal, 1856-69.

Herefordshire Record Office, Shirehall, Hereford.
 Map, 1789, intended canal, Kington - Stourport.

Kent Archives Office, County Hall, Maidstone.
 Share certificates, Thames & Medway Canal, 1809.

Leicester Museum Archives Department, Museum and Art Gallery, New Walk,
Leicester.
 City Transport Dept. (addnl.): accts., plans, designs, working records,
 1896-1955.

Leicestershire Record Office, 57 New Walk, Leicester.
Canals: plans of Leicester - Loughborough, and Leicester - Melton Mowbray
 Navigations, 1790; Ashby-de-la-Zouch - Coventry Canal, 1792; Union
 Canal (Leicester - Northampton), 1792; Union Canal (Gumley - Buckby
 Wharf), 1803; Oakham, Stamford, Boston & Peterborough Canal, 1810;
 Melton & Oakham Canal, n.d. (post 1849).

Railways: bond for construction of Leicester station, 1839; Syston & Peterborough Railway, plans (contract no. 3), construction of Oakham - Manton section, 1846; Nuneaton, Hinckley & Leicester Railway, plans, 1852; Manchester and Birmingham extension, minutes of evidence, 1839; Tamworth & Rugby Railway, plans, 1844.

National Library of Scotland (Department of Manuscripts), Edinburgh, 1.
 Letter from Marquess of Titchfield to Earl of Eglinton, containing proposals for railway between Kilmarnock and Troon, 1806.
 Map showing construction of Edinburgh & Bathgate Railway, 1845-7, Airdrie & Bathgate railway, 1846.

Northamptonshire Record Office, Delapre Abbey, Northampton.
 Map: Wellingborough, railways, 19c.

Northumberland Record Office, Melton Park, North Gosforth, Newcastle upon Tyne, 3.
 Acts, accts., letters and papers about Northumberland turnpikes, 1797-1866, railways, 1845-97, enclosures and drainage of River Ancholme district (Lincs.), 1740-1835.

Public Record Office of Northern Ireland, Law Courts Building, May Street, Belfast, 1.
 General Post Office: records (late 19c.) relating to Enniscorthy P.O. and Co. Donegal railway.
 Ulster Transport Authority: minute books, accts., plans relating to railways in N. Ireland, 1837-1948.

Shakespeare Birthplace Trust, Stratford-upon-Avon.
 Deeds, drafts, papers relating to Evesham, Redditch & Stratford-upon-Avon Junction Railway, 1872-74; Stratford-upon-Avon Gas Co., 1834-79.

Ipswich and East Suffolk Record Office, County Hall, Ipswich.
 Deeds: Woodbridge Tide Mill (addnl.), 17-19c.
 Ipswich Dock Commission, deeds and papers, 1706-1948, incl. vol. of maps.

Warwickshire Record Office, Shire Hall, Warwick.
 Family and estate papers, Newdegate of Arbury: business papers, mainly printed, incl. canal and charity, 18c.

York City Library, Museum Street, York.
 Ouse & Foss Navigations, accts., 1931-59.

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B.R.B. Historical Records, 66 Porchester Road, W.2.

Owing to economy measures, it is not now possible to open the above office on Saturday mornings. (This took effect from 28 March)

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LOCAL GROUP SECRETARIES

LONDON: J.A.Hall, Flat 3, 110 Crouch Hill, London N.8.

NORTH WESTERN: D.G.Rimington, 11 Cherry Tree Walk, Stretford, Lancashire.

NORTH EASTERN: *R.J.Hunter, Granby Lodge, Scarcroft Road, York. (*acting)

WEST MIDLANDS: J.H.Denton, Marchmont House, Church Road, Codsall, Wolverhampton.

EAST MIDLANDS: K.E.Spurge, 31 Elvaston Road, Nottingham.

SOUTH WESTERN: D.Garnett, Pear Tree Cottage, Little Somerford, Near Chippenham.

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THE WEST MIDLANDS GROUP VISIT TO DUDLEY OLD CANAL TUNNEL

18 January 1964

It is doubtful whether anyone has ever gone to Tipton to admire the scenery, and the neighbourhood around Factory Junction on the Birmingham Canal looked even more derelict than usual when members of the Society assembled there on 18 January for a final visit to Dudley Tunnel. The black waters of the canal were thickly iced over after a night of severe frost and the engineer's boat, in which the party embarked, reached the tunnel half a mile distant towed by an ice-breaking tug which could go no further than the entrance.

A few minutes before starting Mr. C. P. Weaver had handed out copies of some excellent notes about the tunnel but, with so much to see, many people did not study them immediately and so began their visit with an idea that it would be very much like any other long canal tunnel. Perhaps their first astonishment came when they saw the very low arch leading into the hillside and found the boat was able to pass under it. More surprises followed fast: there was a round shaft in the roof open to the sky, a small underground basin where flooded workings led off on either side, and then, after a loftier section of tunnel, the boat emerged into the daylight again at Castle Mill Basin having come no more than about 200 yards underground.

Here the canal was at the bottom of what appeared to be a large crater in the hill and two tunnel mouths lay ahead, that on the left leading into the remainder of the 3172 yards of tunnel and the other the entrance to a tunnel of 1227 yards communicating with the Wrens Nest limestone quarries. A short distance inside the main tunnel another opening overhead showed where a roof fall had blocked a branch tunnel which at one time led off to the Castle Mill quarries. Next the waterway opened out into a natural cavern before re-entering its narrow brick-lined bore which continued for the greater part of the way. There were, however, short unlined sections and also a second cavern before reaching the less restricted portion at the Brierley Hill end, enlarged in 1884. The bitter January weather did not penetrate very far underground so that the channel was free from ice and the boat was propelled by volunteers who pushed against the roof and walls with short sticks. Some excellent pictures of this trip were shown in the Midland News on BBC Television on the following Monday evening.

Beyond the end of the tunnel, where the boat was moored, the main line of the canal formerly descended the three now derelict Park Head locks below the railway viaduct. Above the top lock was a curious junction: a short level branch led off to Grazebrooks works on the left and the disused Pensnett branch turned away to the right. Below the third lock of the Park Head flight was another junction where the Dudley No. 2 line branched off to make its way to the even longer Lappal tunnel, closed in 1917, and so to the Worcester & Birmingham Canal at Selly Oak. The lie of the land at Park Head has been much altered by subsidence over the years, bringing changes to the canal and affecting the railway viaduct across the valley.

More surprises came on the return journey when the boat was moored in Castle Mill Basin. The party scrambled up the steep and slippery sides of the crater to reach an equally difficult descent giving access to the abandoned Castle Mill limestone quarries underground. Anyone who has visited the caves at Cheddar or Castleton may be able to imagine the scene by picturing to himself what these places would be like if there were no smooth pathway underfoot and no electric light above. Members whose canal enthusiasm does not usually extend to expeditions of this kind found themselves clambering over rough heaps of stone little knowing what lay ahead and it was in these vast subterranean caverns that they were shown, of all unexpected things, a canal bridge which appeared to have become fossilized and almost merged with a rough pillar of limestone. Beneath the arch, a branch canal of incredibly clear water ran straight into the darkness and led away to other parts of the workings. There can be little doubt that when Lord Dudley drove canals into this labyrinth of quarries under Dudley Castle to convey the limestone away he had in mind the Duke of Bridgwater's collieries around Worsley.

Sad to say the closure of Dudley Tunnel is imminent; the visit had been hastily arranged and there is very little hope that we may have another chance of seeing it. Without any doubt it was one of the most memorable excursions ever arranged for the Society. It seemed unfortunate, for several reasons, that the Birmingham Post reported on the following Monday that this visit "had been arranged as part of the campaign against the closing of the tunnel" and that a photograph of the party appeared under the heading "Campaign to Save Tunnel". The Society has never taken part in demonstrations of such a kind. The staff of British Waterways on this occasion, as on many others, generously provided us with a boat and did everything possible to make our trip an outstanding success. All members who were present must feel immensely grateful to them.

G. O. H.

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Paddington 22.3.1878.

Minute 2927. Mode of Conveying Corpses: It was considered that...when luggage bodies are used, great care must be taken that no luggage is put into the compartment with the corpse, and further that the compartment is thoroughly cleansed and disinfected afterwards.

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RECENT LITERATURE

William J. Skillern

- BRITISH Railways Board (Horstead Keynes & Sheffield Park) Light Railway
(Extension)(Leasing and Transfer) Order, 1964.
(Statutory Instruments 1964, No. 412). (H.M.Stationery
Office, 3d; by post 6d)
- BRITISH WATERWAYS BOARD. The Future of the waterways: interim report of the
Board. 1964. (H.M.Stationery Office, 7/6d; by post, 8/-)
- COMFORT, N.A. The Mid-Suffolk Light Railway. 1963. (Oakwood Press, 8/6).
- GARBUTT, P.E. How the Underground works. 1963. (London Transport, 5/-).
- LAMPE, David. The Tunnel: the story of the world's first tunnel under
a navigable river dug beneath the Thames, 1824-42.
1963. (Harrap, 21/-)
- MARSHALL, C.F.Dendy. A History of the Southern Railway. 2nd ed., revised
and enlarged by R.W.Kidner. Vol. 1. [1963]
(Ian Allan, 42/-)
- MIDDLEMAS, R.K. The Master builders: Thomas Brassey; Sir John Aird;
Lord Cowdray; Sir John Norton-Griffiths. 1963.
(Hitchinson, 35/-)
- MINISTRY OF TRANSPORT Statistical Paper No. 1: passenger transport in Great
Britain, 1962. 1963. (H.M.Stationery Office, 5/-;
by post, 5/4d).
- POIRIER, René. The Fifteen wonders of the world; [with chapters on
the London Underground and the Tay and Forth bridges]
1960. (Gollancz, 25/-)
- ROLT, L.T.C. A Hunslet hundred: one hundred years of locomotive
building by the Hunslet Engine Company. 1964.
(David & Charles, and Macdonald, 30/-)

ARTICLES

- The Pre-history of railways, with special reference to the early quarry
railways of North Somerset, by Arthur Elton. (In "Somersetshire
Archaeological & Natural History Society Proceedings", Vol.107, 1963)
- The Towpath way from Leeds to Liverpool, by C.D.Gibbons & I.P.Moss.
(In "The Dalesman", Vol. 25, No. 10, January 1964).
- A House of industry provided child labour for Oswestry's booming industrial
suburb: the coalfield at Morda, its tramway and railway, by Edward
A. Wilson. (In "Shropshire Magazine", Vol. 15, No. 12, February 1964)

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CORRESPONDENCE

Book Review - The Severn & Wye Railway

Sir, - I am reluctant to cross swords with so eminent a railway historian as
Mr Clinker, and I do not think it appropriate for me to comment specifically
upon Mr Paar's book. However, on the general point raised by your Reviewer

surely it is essential that railway history, however detailed and local, should recognize that railway companies were formed primarily to make money for their proprietors, shareholders or contractors, by carrying passengers and/or freight, and that their success or failure cannot be judged other than within the general framework of the economic history of the regions they were designed to serve. Furthermore, national economic affairs often impinged upon local enterprises in a very direct way, and such influences cannot be left out of any full account. The suggestion by Mr Clinker that such considerations are merely a "quirk" or a "fetish" is surely less than just. Again I would query Mr Clinker's suggestion that there was any such thing as "purely railway history". If there was, it would be little better than a catalogue of facts lacking in that interpretative function which is the historian's essential contribution.

It could be argued that railway history in itself is unenlightening to all but a few unless it recognizes and delineates in some detail the economic forces which promoted the growth (and decline) of particular railways. It is open to doubt whether it is possible to write worthwhile railway history without (for example) some consideration of alternative methods of transportation by road or sea, or without proper evaluation of finance, profit and loss.

These broader considerations I leave to other, more worthy, writers. But it is to be hoped that future railway histories may serve these broader interests and may become a little less hermetic. They may then be more widely read and appreciated. This cannot but help our own specialized interests.

ROBERT CRAIG

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Sir, - The letter published on p. 15 of the January number of the Journal complains about a review in the previous number. There is, your correspondent says, such a thing as "purely railway history", a category into which the book under notice presumably falls (I have not read it myself), and it is no ground for just criticism that it does not try to go beyond this. On the other hand, there is a body of opinion, to which the reviewer showed himself to belong, which holds that a railway had to live not on air but on the proceeds earned by satisfying the transport demands of the locality it was created to serve; accordingly the railway story is deprived of much of its meaning if there is no indication of the external needs which it was attempting to meet.

Clearly, there can be debate on the merits of these two views, and the Railway & Canal Historical Society provides a useful platform for the respective sides to put their case. But it is a pity that your correspondent, in his vigorous support of one view, chose to use emotional labels like "fetish" and "quirk" in reference to opinions held by the other side. Surely the Society can discuss these ideas more coolly than this ?

MICHAEL ROBBINS

Centenaries in 1964

Sir, - I am indebted to Mr Borley for pointing out an omission in the 1964 Centenaries in the January Journal.

L B & S C Newhaven Wharf to Seaford 2 $\frac{1}{4}$ miles opened June 1.

The opening date for the L.C. & D.R. to Ludgate Hill was given as December 20. This was the date given in the Company's report, but it is now clear, from contemporary accounts in The Times and other papers, that it should be December 21.

May I also take the opportunity of correcting an unaccountable slip in the 1963 Centenaries, pointed out by Mr Duncan. The Strathspey opening should, of course, have been given as from Dufftown and not Craigellachie, and the distance 32 $\frac{1}{2}$ miles.

M. D. GREVILLE

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"The History of Useful Arts and Manufactures" published in Dublin in 1822.
Author unknown.

"The road from the Whitehaven coal mines to the water side, is mostly on a gentle descent, and provided with an iron rail-way, or grooves of iron in which the cart wheels run, which by removing the friction, exceedingly facilitates the carriage of the coals to the shipping, which are laid alongside of the quay, to receive them. When the waggons are loaded, they run without any assistance, on the rail-way, till they arrive at the quay, where the bottom of the waggon striking out, discharges its contents into a large place, or, as the workmen call it, a hurry, through which it rattles into the hold of the vessel, with a noise like thunder. A man is placed in each waggon, to guide it, who checks its progress, if necessary, by pressing down one of the wheels, with a piece of wood, provided for that purpose. When the waggons are unloaded, they are wheeled round by a turn-frame, and drawn back to the pits, by a single horse, along another road.

This mode can only be applied when there is a regular slope from the mouth of the mine, but there is another mode, still more surprising and more efficacious, since it can be made to work even up a hill. Several carts being loaded and linked together in a long line, a machine of iron, called, from the office it performs, and also from its shape, a horse, is fastened before the first. This horse contains a steam engine inside, which causes the wheels on which it is raised to run in a toothed groove below, and thus to drag along the rest of the waggons to the place where they are to lay down their burden. This is one of the wonders of modern invention: a dozen of loaded waggons are seen, in this way, moving along a road, and up a hill, without the assistance of men or horses, and yet with as much safety and speed as if they had the advantage of both."

Mr N. Meinertzhagen of 46 Victoria Road, London W.8. would be pleased

to hear from any member who has any further information on the above subject, especially with regard to the maker of the "Blenkinsop" type of locomotive.

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CONVEYANCE IN THE BASKET

First, Second and Third class in Stage Coach travel

by H. W. Hart

The Stage Coach era in this country lasted for two hundred years, from 1648 in which year mention was made of a Southampton stage, to 1848 which saw the withdrawal of the "Bedford Times" and the "Norwich and Newmarket Mail" which were the last of the ordinary long distance coaches running to and from London.

The stage coach of 1648 would have been unrecognizable in that of the later year for improvements in body-work, wheel construction, and springs, to mention a few of the important developments, tended with the passage of time to produce an elegant vehicle capable of affording reasonably comfortable and, providing road services and horse teams were satisfactory, reasonably rapid conveyance of passengers.

Some improvements were of an exceptional nature and were more in the way of novelties, as for example the form of gas lighting with which a coach working between Glasgow and Paisley was equipped for a short period during 1827, and abandoned for the reason that the gas tanks were heavy and reduced the vehicle's luggage space.

There was however one particular piece of equipment, known officially as the Basket and popularly as the Rumble-tumble, which appeared around the year 1730 and continued to be provided on many coaches until normal outside seating became general at the end of the eighteenth century.

Coaches equipped with baskets can be said to have marked an intermediate stage in stage coach construction, coming between the early compartment-only vehicles of the later seventeenth century and the fast coaches of the 1820s. It also marked a period when the guard rode beside the driver.

The basket, which was not a feature of the later Royal Mail coaches, was a large wicker-work structure, hung on the back of the coach and resting on the axle-tree between the two rear wheels, stout leather straps or iron strips being used to keep the framework rigid, unfortunate perhaps as springs during the basket period ranged from the rudimentary back to the non-existent.

It is believed that outside passengers were first carried on

Fowler's Shrewsbury to London stage coach of 1753, the early outsiders consisting in the main of athletic and hardy spirits who could maintain their precarious hold by means of small pegs, handles or rails provided on the roof. Between this rough mode of travel and the comparatively comfortable seclusion of the compartment itself was this species of basket, introduced some twenty years previously, a form of container afterwards adopted by balloonists. This receptacle could accommodate six persons at a squeeze and four with a slight measure of comfort providing speed were kept low and road surfaces less than normally rutted; at the same time it held most of the luggage and small consignments carried by the vehicle and represented a form of second or intermediate class in a three class accommodation and fares structure on the lines of that provided by the railways in later years.

The perils and inconvenience of travel in the basket, alluded to in coaching advertisements as "a conveniency behind" have been described by one Charles Moritz, a German pastor who visited England in 1782 and although his experiences have been quoted on a number of occasions one short extract is worthy of inclusion.

"As long as we went slowly up hill, it was easy and pleasant enough.... when on a sudden the coach proceeded at a rapid rate downhill.....all the boxes, iron nailed and copper fastened began, as it were, to dance around me; everything in the basket appeared to be alive, and I every moment received from them such violent blows that I thought my last hour was come."

Travel in the basket was never really favoured by travellers and disappeared around the year 1800 when proper roof seating, a great convenience for those unable to afford "inside" fares, began to be provided.

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PRINCIPAL RAILWAY ACTS OF PARLIAMENT OF 1864

(continued from page 13)

by Geoffrey Webb

LONDON & SOUTH-WESTERN. North Devon Rly. & Dock and Bideford Extension Rly absorbed from 1 Jan 1865, and Southampton & Netley Rly from 1 Jan 1864. Cons. at Epsom from Epsom & Leatherhead Rly to L.B.S.C.R. Any part of L.B.S.C.R. Dorking and Leatherhead line north of River Mole may be jointly owned with L.S.W.R. (cap 227, July 25)

MIDLAND. Cons. Chesterfield to Sheffield. To be in tunnel through Duke of Norfolk's estate. Trains to be run in connexion with those of M.S.L.R. at Eckington or at Beighton. (cap 230, July 25).

MIDLAND. Cons. line to Metropolitan Rly. at St.Pancras. To be in tunnel under St.Pancras burial ground. No part of upper surface of tunnel to be less than 12 feet below ground level. No trains to run over Met. until two additional lines have been laid. (cap 231, July 25)

NORTH STAFFORDSHIRE. Cons. Tunstall branch. (cap 232, July 25)

WEALD OF KENT. Inc. cons. Hartley to Tenterden. S.E.R. may work line (cap 233, July 25)

WREXHAM, MOLD & CONNAH'S QUAY. Cons. Wrexham to Whitchurch and lines to Minera branch of G.W.R. (cap 234, July 25)

PETERBOROUGH, WISBEACH & SUTTON. Cons. line at Wisbeach (jcn. G.E.R.) and tramway Wisbeach to Leverington. M.R. may work line. (cap 240, July 25)

GREAT NORTHERN. Cons. Lincoln to triangular jcn. near Honington stn. Bourne & Essendine absorbed from date of Act and Boston, Sleaford & Midland Counties Rly from 1 Jan. 1865. (cap 242, July 25)

MIDLAND. Cons. Normanton to Breedon-on-the-Hill and Teversall to Sutton-in-Ashfield. (cap 245, July 25)

NORTH LONDON. Cons. dock at Poplar. (cap 246, July 25)

TORBAY & BRIXHAM. Inc. cons. Brixham Road stn, to Brixham. B.G. or M.G. Reciprocal r.ps. with Dartmouth & Torbay Rly. South Devon Rly. may work line. (cap 247, July 25)

HAMILTON & STRATHAVEN absorbed by Caledonian Rly. from date of Act. (cap 250, July 25)

WEST GRINSTEAD, CUCKFIELD & HAYWARDS HEATH. Inc. cons. as title. L.B.S.C.R. may work line. (cap 251, July 25)

BRISTOL PORT EXTENSION. Inc. cons. at Bristol from Bristol Port Rly to G.W.R., M.R., Bristol & Exeter Rly. and Bristol & North Somerset Rly. M.G. R.ps to all these companies. Bristol Port Rly & Pier may subscribe capital and appoint a director. (cap 257, July 25)

BUCKFASTLEIGH, TOTNES & SOUTH DEVON. Inc. cons. Littlehempstone (jcn. South Devon Rly.) to Totnes Pier. (To be worked by horse power only) and Littlehempstone to Buckfastleigh. B.G. S.D.R. may work line. (cap 258, July 25)

CAMBRIAN. Oswestry & Newtown Rly, Llanidloes & Newtown Rly., Newtown & Machynlleth Rly., and Oswestry, Ellesmere & Whitchurch Rly. amalgamated from date of Act as Cambrian Railways. May make working agreements with Mid-Wales Railway and/or Manchester & Milford Railway. (cap 262, July 25)

VARIOUS. O.& N.R., L.&N.R., O.& E.R., N.& M.R., Hereford, Hay & Brecon

Rly, Brecon & Merthyr Tydfil and L & N.W.R. may make working agreement . Agreement granting L.N.W.R r.ps to Oswestry confirmed. (cap 263, July 25)

RHYMNEY. Cons. Cardiff to Caerphilly. (cap 264, July 25)

BRECON & MERTHYR TYDFIL. Cons. before 13 July 1865, Merthyr Curve authorized by Act of 1862 to Vale of Neath Rly., and line to Merthyr Tydfil to Limestone Rly. of Dowlais Iron Co. (cap 265, July 25)

WALLINGFORD & WATLINGTON. Inc. cons. Cholsey to Watlington. B.G., M.G. or N.G. G.W.R. may work line. (cap 266, July 25)

REDRUTH & FALMOUTH. Inc. cons. Perranarworthal to Redruth. B.G. or M.G. Cornwall Railway may work line. (cap 269, July 25)

LANCASHIRE & YORKSHIRE. Cons. Cherry Tree stn. to Chorley stn., and Hindley (jcn. Liverpool & Bury line) to Blackrod (jcn. Bolton & Preston Line of North Union Rly.). Lancashire Union may be joint owners of first named rly. If L.U.R. exercise this option they will have rps. to Blackburn and L.& Y.R. will have r.ps. to Wigan. (cap 270, July 25)

CALEDONIAN) Cons. joint stn. at Glasgow Harbour. (cap 271, July 25)
EDINBURGH & GLASGOW)

ILFRACOMBE. Inc. cons. Bishop's Tawton to Ilfracombe. L.S.W.R. may subscribe capital, appoint directors, and work line. If Devon & Somerset Rly is incorporated in this session that Co. or Bristol & Exeter may apply for powers to become joint and equal owners with L.S.W.R. and to make line M.G. (cap 272, July 25)

LANCASHIRE UNION. Inc. cons. Prescott (jcn. St.Helens Railway) to Haith, with lines at Standish (jcn. North Union Rly.), at Hindley (jcn. L.N.W.R) at Ince-in-Makerfield (jcn. L & Y.R. and N.U.R.) at Adlington (jcn. N.U.R.) and from Heath Carnock to Coppul. Passenger stn to be erected at Red Rock bridge at Haigh. L.N.W.R. may subscribe, appoint directors and work line. (cap 273, July 25).

LONDON, BRIGHTON & SOUTH COAST. Cons. at Battersea. (jcn L.C.& D.R.) (cap 274, July 25)

RHYMNEY. Cons. Gelligar to Llangynider (jcn. Brecon & Merthyr Rly.) and line near Nant-y-bwch (jcn. Abergavenny Rly.) (cap 275, July 25)

WEST SUSSEX JUNCTION. Inc. Cons. Hardham to Steyning. L.B.S.C.R. and Mid Sussex Rly. may work line. (cap 278, July 25)

EDINBURGH & GLASGOW. Cons. Lines to Glasgow, Dumbarton, and Hellensburgh Rly. near Glasgow and Renfrew. (cap 279, July 25)

HERNE BAY, HAMPTON & RECVLVER OYSTER FISHERY * Inc. cons. west of Herne Bay stn. to Hampton Point in Thames Estuary. (cap 280, July 25)

GREAT EASTERN. Cons. at Cambridge (to Newmarket line), March (between Peterborough and Wisbech lines), EastDereham, Thorpe-next-Norwich and at Colchester. G.N.R. r.ps. Peterborough to Wisbech. Co. may subscribe capital to Wivenhoe & Brightlingsea Rly and appoint directors. (cap 282, July 29)

ALFORD & MABLETHORPE. Inc. cons. as title. G.N.R. may work line. (cap. 283, July 29)

DRAYTON JUNCTION. Inc. cons. Prees stn to Market Drayton and Market Drayton to Stafford with line at Whitchurch (jcn L.N.W.R.). Wrexham, Mold & Connah's Quay Rly. may work line. (Cap. 284, July 29)

EAST GLOUCESTERSHIRE. Inc. cons. Swindon (Glos.) (jcn. M.R. to Cheltenham; from Cheltenham and Badgworth to Whitney with branch Lechlade to Faringdon; and at Yarnton from jcn. Whitney Rly to jcn. L.N.W.R. R.ps over Whitney Rly. If G.W.R. exercise r.ps Cheltenham & Badgworth to Faringdon this portion to be M.G. Bourton-on-the-Water Rly. may own jointly or run over Andoversford to Cheltenham, which is to be double line. B-o-t-W R r.ps Cheltenham to Swindon (Glos.) (cap 285, July 29)

CITY OF GLASGOW UNION. Cons. station at St. Enoch Square and connecting lines to Glasgow & Paisley Rly, Caledonian Rly., Edinburgh & Glasgow Rly. and General Terminus & Glasgow Harbour Rly. R.ps to G & S.W.R, E & G.R., and Monkland Rly. (cap 286, July 29)

KINGSBRIDGE. Inc. cons. South Brent to Westalvington. May be B.G. South Devon Rly. may work line. (cap 287, July 29)

LANCASTER CANAL NAVIGATION* Kirkless to Walton Summit and branch Johnson's Hillock to Copthurst leased to Company of Proprietors of the Canal Navigation from Leeds to Liverpool, remainder leased to L.N.W.R. in perpetuity from 1 July 1864. (cap 288, July 29)

LAUNCESTON, BODMIN & WADEBRIDGE JUNCTION Inc. cons. Launceston to Wenford Bridge. N.G. or if Launceston & South Devon Rly. pay extra cost M.G. Okehampton Rly. may work line. (cap 289, July 29)

LIVERPOOL CENTRAL STATION. Inc. cons. Egerton Street (jcn. Garston & Liverpool Rly.) to where Lawton Street abuts on Ranelagh Street. R.ps to M.S.L.R. and G.N.R. (cap 290, July 29)

METROPOLITAN. Cons. Paddington through Notting Hill to near Thurloe Street, Kensington, where First Class Passenger station shall be built. Specified portions of line to be in tunnel. (cap 291, July 29)

SCOTTISH CENTRAL enlarge stns. at Perth and Dundee. (cap 292, July 29).

SWANSEA VALE AND NEATH & BRECON JUNCTION. Inc. cons. Ynys-y-Geinon stn to Colbron (jcn. authorized Neath & Brecon Rly.) Swansea Vale Rly and N. & B. R. may work line. (cap 293, July 29).

TAMAR, KIT HILL & CALLINGTON. Inc. cons. Calstock to Callington. Co. of same name incorporated under Companies Act 1862 dissolved. (cap 294, July 29)

WORCESTER, DEAN FOREST & MONMOUTH. Cons. Newent to North Ham. R.ps. over G.W.R. thence to Gloucester. May lay N.G. rail on G.W.R. Powers suspended for two years and not to be exercised if Gloucester & Ledbury Rly. Co is incorporated and builds similar line. (cap 295, July 29)

ST. HELENS CANAL & RAILWAY absorbed by L.N.W.R. from date of Act. L & Y.R. r.ps RainfordJcn. to Sutton Oak Jcn. (cap 296, July 29)

SOUTH WALES MINERAL. Cons. short branches at Glynccorwyg. (cap 297, July 29)

ALTON, ALRESFORD & WINCHESTER. Cons. Ropley to Meonstoke (jcn. Petersfield and Bishop's Waltham Rly.) L.S.W.R. may work or lease line. Name changed to Mid Hants from 1 Jan. 1865. (cap 298, July 29)

METROPOLITAN & SAINT JOHN'S WOOD. Inc. cons. Baker Street stn to Finchley Road stn (Hampstead Junction Railway) Metropolitan Rly may work line. (cap 303, July 29)

BRECON & MERTHYR TYDFIL JUNCTION. Cons. Merthyr Tydfil to Gelligaer; Gelligaer (jcn. Rhymney Rly.) to Bedwelty (jcn. Rumney Rly); Bedwas (jcn. Rumney Rly) to Llanfabon (jcn. G.W.R.); Bedwas to Vann (jcn. Caerphilly branch of Rumney Railway) (cap. 304, July 29)

GREAT WESTERN. May work Hammersmith & City Rly and alter Hereford, Ross & Gloucester Rly. to N.G. (cap 306, July 29)

DEVON & SOMERSET. Inc. cons. Norton Fitz Warren to Barnstaple. B.G. Bristol & Exeter Rly may work line. (cap 307, July 29).

NORTH STAFFORDSHIRE. Cons. Wolstanton to Barthomley with branch to Keele, and various short lines. May use tugs or fixed machinery for haulage through certain canal tunnels. (cap. 308, July 29)

NORTH STAFFORDSHIRE. Cons. Wolstanton to Drayton-in-Hales (jcn. Nantwich & Market Drayton Rly.) with spur to L.N.W.R. at Madeley. (cap 309, July 29)

PETERSFIELD & BISHOP'S WALTHAM. Inc. cons. as title. R.ps to L.S.W.R. who may work line. (cap 310, July 29)

MID KENT may amalgamate with S.E.R. (cap 311, July 29)

(to be concluded)

FOR GROUP SECRETARIES SEE PAGE 40