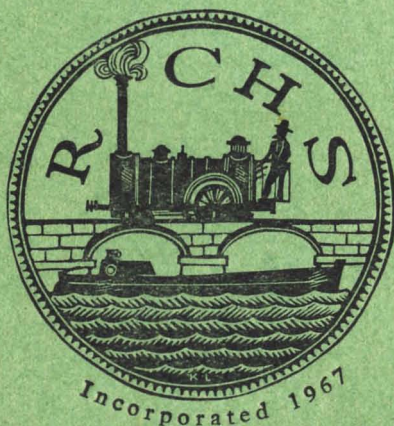


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THE ROAD BRIDGES ACROSS THE THAMES AT BLACKFRIARS

By H. W. Hart

(The first paragraph of the article 'The Blackfriars Railway Bridges' which appeared in the January 1966 issue of the Journal contained passing reference to the second road bridge at that point. The story of the road bridges is now given below.)

Blackfriars is the name given to a small area of the City of London, lying around the northern end of the bridge which bears the name, having been given to the district following its association with certain friars of the Dominican order who founded a monastery here about the year 1276. The monastic buildings were later the meeting place of several parliaments, and ultimately became in part adapted as a theatre wherein Shakespeare, who purchased a house in the vicinity of St Andrew's Hill in 1613, acted from 1608 onwards. The buildings were destroyed in the Great Fire.

From early times the liberty of Blackfriars was held by the Fishmongers' Guild, and this privilege long survived the Reformation¹, whilst another connexion between the district and the river was the ferry service which linked the Thames-side south of Ludgate with the Southwark shore. This system of ferries was important to the trade of London, as the Thames had until 1750 no road crossing between Putney and London Bridge, but from that year—with the provision of a bridge at Westminster—the conveyance of London's cross-river traffic was eased. This facility had, however, little if any effect upon the Blackfriars ferry takings, for in 1769, on the completion of the first Blackfriars Bridge, the Bridge Committee of Management compensated the Watermen's Company for the loss of certain ferry receipts.² There is little doubt that the influence of the watermen prevented earlier bridging of the Thames at this point.

There have been four bridges at Blackfriars, two for road and two for rail traffic, the second of the road bridges, enlarged, and both the railway bridges continuing to serve London at the present time; this paper is concerned only with road traffic.

By 1750 London's commerce was demanding a safer, more reliable, and at the same time more convenient means of transport for items of great weight and bulk across the Thames between Blackfriars and Southwark and the proposal to follow Westminster's example by providing direct road access from shore to shore was well received by all concerned other than the aforementioned watermen who formed a strong opposition. Those favouring the proposal made a particular feature of their case, the possibility of London Bridge having to be closed for general repairs before many years passed. Those supporting the construction of the bridge prevailed, and following the granting of the necessary powers, under an Act of 1756³ work on the bridge was started. The opposition then retired from the field, being content with sundry small acts of sabotage on the site of the works as opportunities arose.

Apart from providing a shore to shore road link, the building of the bridge at a point almost exactly midway between London and Westminster Bridges, allowed the clearance and reconstruction of

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much of the Blackfriars area that lay in the immediate vicinity of what was to become the northern bridgehead, the neighbourhood being described as consisting mostly of gin-shops, pawnbrokers' shops, ale houses, and other and less respectable premises 'whose inhabitants were a reproach to the City': it was thought in some quarters that the cost of building the bridge would be well spent if the only result was the removal of these abuses.⁴ Part of the unpleasant character was certainly due to the proximity of the Fleet and Newgate prisons, the House of Correction at Bridewell, and to the terrible open sewer, the Fleet Ditch.⁵

The design of the bridge was made competitive, and there were many applicants for the post of architect. The successful candidate was Robert W. Mylne⁶ who had won recognition in Rome for certain of his designs and had, on his return to this country, set himself up as a designer and builder of country houses; he was also closely connected with the Gloucester & Berkeley Ship Canal.

As soon as it became known that Mylne's design was for a bridge of nine elliptical arches, there straightway arose a second wave of opposition, not this time concerning the actual provision of the bridge but the design of its arches. A number of prominent and learned citizens, among them Dr. Johnson, formed the backbone of the opposition and strongly urged the use of semi-circular arches, but although the views of certain of the objectors were based on some knowledge of bridge design, Johnson's opposition can have been based only on theory.

Mylne, however, obtained sufficient influence, attributed in some quarters to the fact that his friends were supporters of the Bute ministry, to enable him to put his design into practice, it being selected by the Bridge House Estates Committee in February 1760 from some fifty others.⁷ On 31 October in the same year the foundation stone was laid⁸ in an excavation in the wall of the old wharf at the foot of Water Lane by the Lord Mayor, Sir Thomas Chitty, who was rowed to the site in the City barge, accompanied by the Aldermen and Sheriffs.

A contemporary report states that the river passage was accomplished 'without music' and that the stone was laid 'in the sight of an infinite number of spectators who, amidst the firing of several rounds of cannon placed there for the purpose, and the bells ringing, expressed their joy by loud huzzas.' No mention is made of any demonstration of joy or otherwise on the part of the watermen. A Latin inscription on the stone contained reference to the fact that it was the wish of the citizens that the bridge should be dedicated to William Pitt, Earl of Chatham⁹, but within a short time the name Blackfriars Bridge became generally used, after the district at its northern end.¹⁰

The construction of the bridge, in Portland Stone, made slow progress, and it was not until May 1764 that excavations for the northern abutment were started. In the meantime, on 23 June 1761, the first stone of the south-eastern angle of the south middle pier had been laid by the Chairman of the Estates Committee, two inscribed slabs of Devonshire marble being placed beneath it, together with certain medals, one of which had been won by Mylne at St Luke's Academy in Rome.¹¹

In 1766, the bridge was part opened for pedestrians only, the completed middle portion being connected with the shore by means of

temporary wooden staircases; two years later, horsemen were allowed over. The temporary opening in 1766 was the signal for renewed complaints on the part of the ferrymen: 'The new temporary bridge was opened at Blackfriars to the no small mortification of the watermen, who cannot help complaining of this precipitate expedient to deprive them of their bread at this hard time. Many of us, say the old men, may be dead before the stone bridge can be finished, and it is hard to starve us before our time by a wooden one.'¹²

The full opening of the bridge, some 995 feet from bank to bank, took place on 19 November 1769¹³, passage being governed by the payment of tolls, one halfpenny per person on weekdays and one penny on Sundays. Opinion on the appearance of the bridge varied, many persons considering it a thing of beauty, but a minority held other views, one critic deeming it 'an edifice in which beauty and symmetry are in vain sought for by which the citizens of London have perpetuated their own disgrace and subjected the whole nation to the reproach of foreigners.'¹⁴ In the face of Johnson's disapproval of the design Boswell, in later years supported his compatriot Mylne, giving his opinion that the bridge was one of London's most distinguished ornaments.

In 1767, a strip of land extending from Blackfriars to the Temple was reclaimed from the Thames¹⁵ but although this work was not directly connected with the bridging scheme, the reclamation at the eastern end greatly improved the Blackfriars foreshore. Some of the piling of this work was discovered in 1930 on the site of Lever House.

The construction of the bridge involved a primary expenditure of £152,640, this being £163 less than the estimates¹⁶, but to this should be added the sum of £5,830 for channelling to the Thames and covering the Fleet Ditch which until then had been little more than an open sewer running down a course sited along the centre of present-day New Bridge Street. In addition to the £5,830 already mentioned, an additional expenditure of £2,167 was incurred on temporary bridge work¹⁷ whilst extra cost was incurred for work on the approaches. The southern approach to the bridge was not a costly undertaking; what is present-day Blackfriars Road was constructed and developed between 1770 and 1800.

After some years, the apprehension of those persons who had clamoured for a bridge with semi-circular arches were proved to have been on surer foundations than the bridge itself which began to show, in one if not more arches, signs of subsidence. In 1785, certain modifications were put in hand; between 1830 and 1840 some £74,000 was expended on general repairs, and by 1843 the cost of these remedial measures had reached a total of £100,960¹⁸ of which £10,200 had been spent on a single arch. In one attempt to reduce top weight, portions of the stone parapet were removed, being replaced by something less heavy and less elegant, whilst in June 1850 it was found that the river bed had sunk six feet below the tops of the piles, this being attributed to the omission to throw in rough stone around the piers when the first works were undertaken. The removal of old London Bridge in 1831-2 had, by increasing scour, affected the Blackfriars foundations while the deterioration of the Portland stone had been an additional factor in the failure of the structure.

By this time, the end of the first bridge was in sight; like a certain patient of fiction 'affliction sore long time it bore and engineers' were all in vain.' During the 1850s it was decided that the expenditure necessary to further repair and preserve the ailing bridge would be a waste of time and money as such efforts could be only of a first-aid nature. With this decision came another: that an entirely new bridge, capable of dealing with the increased traffic which was then passing, should be built in replacement¹⁹, and by 1860 proposals for the new work were well advanced.

The bridge toll had a much shorter existence than the bridge. As was the case with all tolls, this particular charge had been extremely unpopular with the general public. In 1780, at the height of the Gordon Riots, the London Roman Catholics were given a small respite while a section of the mob gave their attention to breaking down the toll gates and making off with the receipts. The toll died an official death with the freezing of the bridge five years later.²⁰

During the lifetime of the bridge, early in the second half of the 18th century, new plans were laid down for the provision of dwelling-houses on the fringe of London. Hitherto, house construction had crept outwards by slow degrees along the existing roads and lanes, but now new roads were made which opened up new tracts of country for building purposes, and it was the roads which ran southwards from Westminster and Blackfriars bridges which encouraged much of the development of Lambeth and the St George's Fields area respectively.²¹

Among the sixteen applicants in 1860 for the post of engineer for the new bridge was the grandson of Robert Mylne, but the family's connexion with Blackfriars was not continued, the successful candidate being Joseph Cubitt.²²

The foundation stone was laid on 20 July 1865 by the Lord Mayor, the work of dismantling the old bridge—an operation rendered unnecessarily difficult by the absence of detailed plans—having been started in the preceding year. It was considered that the taking down of the old structure would be an easy task, general opinion being that it would not be so much a case of pulling down the old bridge as easing it in its fall, and that it had become decrepit before its time. It was also thought that it was not to be closed a day too soon, it having been for some time a source of danger to the public. The anticipation of an easy operation did indeed become borne out so far as the upper sections were concerned but the removal of the water-level works was no light task.

The new and second road bridge, nine feet less in width than that at Westminster, was opened by Queen Victoria on 6 November 1869, Holborn Viaduct over the Fleet Valley being brought into use on the same day, and the ceremony being made a joint one. This was one hundred years to the month after the opening of Mylne's work. Cubitt's bridge was a granite structure in the 'Venetian Gothic' style, 922 feet between the abutments with five arches varying from 155 to 184 feet span; it was 70 feet wide, some 30 feet wider than its predecessor²³, the sidewalks being double the width, each being 15 feet across. There was also considerable improvement in gradient, the steepest inclination being 1 in 40 whereas the corresponding figure for

Mylne's structure had been 1 in 18. The construction costs approximated £269,000 which with the provision and removal of certain temporary facilities produced a grand total of £401,130.²⁴

For the ceremony, the Queen, with her retinue, travelled by train from Windsor to Paddington, thence by carriage to the southern side of the bridge which she approached by way of Stamford Street. The Lord Mayor's party made for the same point, crossing the Thames by means of Southwark Bridge, the Royal party having presumably crossed the river at Westminster. A temporary pavilion was erected at the southern end which, apart from being the meeting-place of the two groups, provided stand accommodation for City and other officials.

Like the first, the second bridge became the target for criticism, as will be seen from the following extract from the *Quarterly Review* of April 1872: 'We find the public thoroughly well pleased though the design is a wonder of depravity, polished granite columns of amazing thickness with carved capitals of stupendous weight all made to give shop room for an apple woman or a convenient platform for a suicide. The parapet is a fiddle-faddle of pretty cast iron arcading, out of scale with its columns, incongruous with the capitals, and quite unsuited for a work that should be simply grand in its usefulness, and at each corner of the bridge is a huge block of masonry apropos of nothing, a well known evidence of desperate imbecility.'²⁵ Other critics, more sparing in their use of words, applied the adjective 'hideous.'

The bridge however survived its critical reception. In 1908 it was widened 35 feet on the Westminster side to permit the laying down of the London County Council's electric tram lines. The work was undertaken by the City Corporation as trustees of the Bridge House Estates following the granting of the necessary powers in 1906²⁶ and was completed in two years at a cost of £232,362.²⁷ For many years the London County Council, and earlier the London Tramways Company, had made applications, which proved unsuccessful, for permission to construct tramways across Westminster Bridge, along the Victoria Embankment, and returning via Blackfriars Bridge to connect with the routes already operating south of the river. The rails eventually reached the northern end of Blackfriars Bridge on 14 September 1909.

REFERENCES

- 1 George Unwin: *The Guilds and Companies of London* (1908), p.2.
- 2 Walford & Thornbury: *Old and New London* Vol. VI. p.383.
- 3 29 Geo. II, cap.86.
- 4 M. Dorothy George: *London Life in the 18th Century* (1951) p.348.
- 5 Ibid.
- 6 Walford & Thornbury I p.205. Mylne, born near Edinburgh in 1734, later secured the post of Surveyor of St Paul's Cathedral, and following his death in 1811 was buried in the crypt. Claud Golding: *London—the City* (1951) p.154.
- 7 *City Press* 22.9.1866. *The Times* 20.7.1865.
- 8 Walford & Thornbury I p.206. Excavation for the stone was made in the old wharf wall adjoining the mouth of the Fleet at the foot of Water Lane.
- 9 For inscription see *Lloyds Evening Post* 31 October and 3 November 1760.
- 10 'One little relic of the civic admiration for the Great Commoner remains however in Chatham Place though it is possible that few passers-by know its origin.' *The Times* 20.7.1865. A later example of name change was Waterloo Bridge which was opened as Strand Bridge.

- 11 These were discovered in the pier in 1834 when the Portland stone outwaters were replaced by granite. The stones were relaid at an Estate ceremony on 14 January 1835, but were deposited in the Guildhall Musuem when the old bridge was taken down in 1864.
- 12 *Annual Register* 19.11.1766.
- 13 Walford & Thornbury I, p.205.
- 14 Boswell (year 1759)—the opinion of Sir John Hawkins.
- 15 A. Ivimey: *Romance of London* (1931) p.197.
- 16 Golding p.154.
- 17 Walford & Thornbury I, p.207.
- 18 Ibid, p.208.
- 19 A report presented in February 1856 by the Bridge House Estates to the Court of Common Council stressed the enormous expenditure on repairs and complained of piles and floating booms which obstructed navigation. *City Press* 22.9.1866.
- 20 London Bridge had been freed of toll in 1767.
- 21 M. D. George p.65.
- 22 In conjunction with Henry Carr, picked from a short list of applicants. The works contract was secured by P. A. Thorn and Co.: *City Press* 22.9.1866.
- 23 Coroporation of London Surveyor's records. *The Times* 20.7.1865.
- 24 Corporation of London Surveyor's records. The new bridge compared well with its predecessors so far as navigating space for river craft was concerned, 844 feet against 787.
- 25 *Quarterly Review* April 1872. A full description of the opening ceremony is to be found in the *Annual Register* (1869) part ii, pp. 121-7.
- 26 6 Edward VII cap.180.
- 27 See above note 23.

* * *

THE AYLESBURY BRANCH OF THE GRAND JUNCTION CANAL

By Alan H. Faulkner

(Continued from p.15 of January issue)

Work proceeded steadily and in April 1813 negotiations were started with Mr Acton Chaplin for the purchase of land in Aylesbury for a basin and public wharf. On 12 August 1813 Mr Provis gave the Committee a progress report on the actual construction works:

'... the whole length of the Canal from Marsworth to the Wharf at Aylesbury is Six Miles. That the Canal is now navigable from Marsworth to Lock 8, a distance of 7 furlongs and 132 yards; and from Aylesbury to Lock 12, being a distance of 3 miles 4 furlongs and 154 yards making together 4 Miles 4 furlongs and 66 yards now navigable.

That the Cutting to compleat of which three fourths is under the hands of the workmen is one Mile 3 furlongs and 126 yards yet remain to be done. That the total number of Locks to be constructed is sixteen of which eleven are built and finished, except the coping and of the remaining five, two are begun, Nos 8 and 12.

That the total number of bridges are computed to be 18, of these 10 are built, and two of the remaining 8 are built as high as the springing of the Arches.

That the total Money expended on the Works up to 31st July 1813 exclusive of the purchase of land is £23,388 and that to compleat the Works and to pay outstanding Bills there will be wanted a further sum of £17,988 making in the whole for the works £41,376.'

At the same meeting it was reported that Mr Chaplin had asked £1,500 for his land to be used for the basin Aylesbury, against an offer by the company of £1,200. After a little negotiating a price of £1,250 was agreed.

Meanwhile the Western Junction Canal proposal had not been dormant and in September 1813 two notices appeared for an Aylesbury & Abingdon Canal, which was projected to run from the Thames at Culham on an almost identical course as the Western Junction to the Grand Junction at Aylesbury, with a branch from Chearsley to Wootton Underwood to improve the water supply for the canal. There were to be reservoirs at Stoke Mandeville and at Ellesborough, which would supply the canal by a feeder. The second notice was identical to the first but it also included a branch canal from Cuddesden to Chalgrove, again to act as a feeder.

A public meeting was held on 30 September at the Market House in Thame with Lord Nugent in the chair. From this it seems that the branch to Chalgrove was a last-minute addition for the engineers were ordered to make a report on this proposal. The estimate for the canal was £191,800, of which £50,000 was to be reserved for the landowners. A committee was appointed but strangely enough there was no mention of the company taking over the Aylesbury branch as had been intended in March 1811. This fact was brought to light by a letter writer, styled 'A Caution', who had three letters printed in Jackson's Oxford Journal on 16 and 30 October 1813 and 12 February 1814. Like the Western Junction, this scheme came to nothing.

Work on the Aylesbury branch proceeded steadily, but the actual completion date is uncertain at present. In his *History of Aylesbury*, published in 1883, Robert Gibbs gives the opening date as March 1814. This date is reasonable assuming the same rate of progress as at the time of Provis's report, but at a general assembly of the proprietors in November 1814 it was reported that the branch was not finished. Certain criticisms had been raised about the way the branch had been built and Provis had written in to the committee asking them to arrange for a competent, but independent, person to examine the works to clear his name. The committee approached Thomas Telford, the eminent engineer, and at their meeting on 11 May 1815 they read his report which was full of praise for the works. Telford reported that:

'... upon the whole this branch of Canal is at present in a very perfect state and will, he had no doubt, answer its intended purpose.'

So impressed was Telford with Provis's work on the branch that not long afterwards Provis went to work for Telford on some of his major works.

Another factor having a bearing on the opening of the branch was Provis's drawings to pay for the work. Throughout 1813, when the bulk of the work was being done, Provis was drawing on average well over £1,500 a month. By January 1814 the amount was £1,000 and this fell steadily to £300 in November, £500 in December, £300 in January 1815, £150 in March and April, and £100 in June. Another factor was the vital water supply position. In 1812 an Act was passed authorizing the construction of a new reservoir at Marsworth for the specific purpose of feeding the Aylesbury branch by way of the Tring Summit. Work on the reservoir, Tringford Reservoir, was started early in 1814

and another reservoir at Marsworth, Startopend Reservoir, was commenced in 1815. Without these additional supplies the water position would have been very strained and it seems likely that work on the branch was deliberately slowed down in 1814 so that work on the new reservoirs could catch up. This work was finally completed in 1817. It would appear, therefore, that the branch was opened sometime in the first half of 1815 when the water position allowed.

The Western Junction proposal was not entirely dead and it re-appeared early in 1818. But it seemed that the Wilts & Berks Company were losing interest for at first they declined to join in the cost of a survey by Telford. The survey was eventually made at the joint expense of the two companies and a line of some 26 miles was proposed for the link from Aylesbury to Abingdon with an iron aqueduct over the Thames. The estimate was for about £200,000. The Grand Junction Committee studied Telford's report in July 1819 and a letter was sent to the Wilts & Berks suggesting that the compensation tolls to the Grand Junction should be increased. The scheme was in competition with the proposed canal from the Thames at Maidenhead to Cowley and the Grand Junction was not unduly worried which was built. Eventually the two schemes killed each other. Later the Wilts & Berks Company were to claim that it was the Grand Junction's demand for higher compensation tolls that had killed their scheme. Later still in 1828 the Aylesbury to Abingdon scheme was revived by interests not connected with the companies. Another survey was made by Mr W. A. Provis and a lower estimate was made, but no action resulted.

The Aylesbury branch, however, flourished and proved of great value to the town. Traffic was buoyant and continued so until the Railway era when, being paralleled by a branch of the London & North Western Railway from Cheddington to Aylesbury, it slowly started to decline. The branch was still fairly active in 1923 when Mr A. Harvey Taylor took over the old-established business of Messrs John Landon & Company, who operated as coal merchants in Aylesbury and ran a small fleet of horse-drawn narrow boats on the canal.

Mr Harvey Taylor's boats dominated the carrying on the branch for over thirty years. Coal was always a major traffic and when the power station at Aylesbury was operating, a pair of boats a day were needed to supply fuel. Coal was also taken to Nestle's Condensed Milk Company, to the Aylesbury Steam Laundry, and to the Harvey Taylor wharf for domestic supply. Other traffic included strawboard, which was lightered up the Thames to Brentford and there loaded into narrow boats for the large printing works of Hazell, Watson & Viney Ltd. Wire from Canada for the Bifurcated Tubular Rivet Company, wheat for Hills & Partridge, and timber for R. P. Richards & Company were also brought from Brentford. Sand was carried from Leighton Buzzard for builders' merchants.

In the war, aluminium ingots were carried from London to International Alloys. These ingots were cast into billets, weighing up to half a ton, and were then carried by canal to Perry Barr in Birmingham for making into aircraft cylinder blocks. Some of this traffic was transhipped on to lorries at Marsworth, however, and did not pass down the Aylesbury line. Very little traffic was exported from Aylesbury, although condensed milk in cases from Nestle's did at one time travel by water.

By 1952 the Aylesbury fleet was down to two pairs of craft; at one time it had been as high as nine pairs. The power station was closed, the demand for coal fell and the wheat traffic was lost to lorries owing to easier loading and unloading. In 1955 the last two pairs were sold and the branch then became almost derelict. Indeed so little was the arm used that in 1958 there was a proposal by the County Council to fill in the last part of the canal in Aylesbury. The threat was withdrawn with the establishment of a pleasure boat hiring business and on 14-19 August 1961 the Inland Waterways Association held a large rally in Aylesbury to draw attention to the branch. Nowadays the branch is popular with pleasure boats with just occasional visits by trading boats carrying such traffics as coal, timber and metal ingots.

The branch is 6 miles 325 yd long and it runs in a remarkably straight course westward from Marsworth to end in a basin with wharves near the centre of Aylesbury. Except at Marsworth and Aylesbury the canal passes through open countryside.

In its course there are sixteen narrow locks, all of which descend from the main line. The first two locks at the entrance are in a staircase whilst there are another six locks within a mile of the junction.

In all there are twenty bridges across the branch. Nine carry public roads, including Oakfield Bridge built in 1965 to carry a new ring road in Aylesbury; nine carry farm roads and two are footbridges. There is a winding hole, where boats can turn, below Aston Clinton Lock No 13. By this lock there was a public house, 'The Red House', until a few years ago, but this is now a private residence.

There is a former toll house just above the entrance lock and there are charming lock cottages besides Locks Nos 4 and 11. There was also a lock cottage besides Lock 14, but this has been demolished in recent years.

The water supply for the arm comes from the Tring Summit, which, in turn, is supplied from Wendover and from the system of reservoirs. There is a small supply to the arm below Lock 9 from the Gudgeon Brook, which in turn is fed by overflow water from Wilstone reservoir. At Aylesbury the water is passed into a stream, which eventually finds its way into the River Thames.

In 1925 the branch was in poor condition and it was dredged thoroughly from end to end. Again, following the cessation of regular commercial traffic in the 1950s, the channel became badly silted and some of the locks were in poor condition and a considerable amount of work was undertaken for the 1961 rally.

1942 and 1944 were very dry years, and in December 1943 so serious was the shortage over the summit of the main line that the Aylesbury arm was closed to save water. The branch did not reopen until April 1947.

Finally my thanks to the Archivist of the British Transport Historical Records for allowing me access to the Grand Junction minute books, to Colin Harvey Taylor for information about his father's canal carrying business, and to Charles Hadfield for information contained in his book *The Canals of Southern England* about the Western Junction Canal.

MACAULAY AND AIREY MAPS : FURTHER DETAILS

By D. Garnett

Those who followed my earlier accounts of these maps in the *Journal* for May, September and November 1959, and the later information in January 1963, may be interested to hear the latest news of continued research.

MACAULAY'S MAPS

GREAT BRITAIN. 'A' and 'B' versions of the fifth edition have now been established. The fifth edition is the only one that bears neither date nor edition number. It is not recorded in the Stationers' Hall Register. The British Museum received their copyright copy on 31 December 1858 but my copy has an illegible signature, (Tho. Whlon?), on the inside of the cover, together with a manuscript date '8/12/58.' This has been designated 'A'.

Discovery of the 'B' version is too recent for other known copies of the fifth edition to have been re-examined but it is almost certain that the copyright copies will be 'A' version. The 'B' version, now in the author's collection, is ascribed to July 1859 and the following lines (*inter alia*) are shown open on the 'B' version but shown dotted, or not at all, on 'A': Llanidloes & Newtown Railway; Salisbury to Gillingham; Ipswich to Great Yarmouth with four branches (only open between Halesworth and Haddiscoe on the 'A' version); Plymouth to Truro; Plymouth to Tavistock; Glastonbury to Wells and Bruton.

The Great Britain map is too big to be lithographed on one sheet of paper and two large sheets are printed and joined together before dissecting and mounting. So far no changes on the northern half have been detected and this sheet may be the same on both versions. Minor, or even quite major, variations in the hand colouring are not usually important. It is only variation of the lithographed parts that justifies claiming a variant.

Readers may remember that there are two known versions of the 7th edition and it seems likely that other editions have more than one version. Twenty-three different editions are known.

I have never held Macaulay in such high esteem for accuracy as Airey. Perhaps Macaulay's right angled junctions biased me against him early on. The dating of an undated Macaulay map by reference to what is, or is not, opened is much more chancy than with Airey, though it must be admitted that the smaller areas covered by Airey's undated maps leave much less room for conflicting evidence. Both Macaulay and Airey worked for the Railway Clearing House but whereas Macaulay's maps were primarily commercial, Airey's, first appearing 18 years after Macaulay's first, were essentially working maps for railway men in general and for Airey's own 'Distances' section of the R.C.H. in particular. The 'B' version of Macaulay's fifth edition cheerfully shows as open the extension of the Somerset Central from Glastonbury to Bruton, which was formally opened on 18 January 1862, fourteen months after the 6th edition appeared.

IRELAND. No fresh information has come to hand. Seventeen different editions, all carrying an edition number and some also a date, are known.

LONDON. In the case of Macaulay's Metropolitan Railway Map, the most important news is that a copy of the hitherto unrecorded tenth edition has been located in the Cambridge University Library, under reference: MAPS D74 87 3. There is, unfortunately, no record of the date of receipt so the tentative date remains (1872?). No other copy is known and no copy of the ninth edition is yet known.

'A' and 'B' versions of both the first and second editions are now known. All copies of both editions at the British Museum, B.R.B. Archives, Bodleian Library and Cambridge University Library are 'A' versions. Copies of the later 'B' versions of both editions, with minor corrections or additions to the lithographs, are in the author's collection.

News of other copies, perhaps particularly of the Metropolitan and Ireland maps, would be welcomed.

AIREY'S MAPS

At the end of the first paragraph on page 11 of the January 1963 *Journal*, the figure 5, in parenthesis, should be 7. This is important in that whereas the reference (5) means that a copy of the edition mentioned is in my collection, (7) means that I have not actually seen a copy of the edition mentioned and the information as to its existence was extracted from a list issued by Norman Kerr. The map referred to was the R.C.H. one of Yorkshire North dated 1905 and I do not make unqualified additions to the list of known editions without actually seeing a copy myself or obtaining a specific and reliable confirmation.

The following further additions can now be made to the Schedule of known editions which appeared in the *Journal* for July 1959: STAFFORDSHIRE 1883 (5) and 1891 (5); YORKSHIRE I 1887 (5); CUMBERLAND & WESTMORLAND 1894 (5); DERBYSHIRE & NOTTINGHAMSHIRE 1884 (5); and ENGLAND & WALES small 1878 (5). The references are as used in the January 1963 article. (5) means Author's collection though, in the case of the Derbys. & Notts. 1884, this is a print supplied and carefully hand-coloured by Mr Peter Stevenson, to whom I am greatly obliged. The original is in private hands.

ENGLAND & WALES 1878 is a gem and unique as far as I know. Readers will remember that Airey and McCorquodale launched in 1877, a railway map of England & Wales on a scale of about 11 miles to the inch. This was doubtless intended to compete with Macaulay's map, sponsored by Smith & Ebbs, the other major printer to the Railway Companies.

Airey's Railway Map of England & Wales, 1877, didn't have a hope of ousting Macaulay's map, despite the shortcomings of the latter. It was a hideous example of cartography, quite unworthy of John Airey. It was lithographed in black and unrelieved by any colouring. Each Company's lines were differentiated from adjacent ones by being made up of chains of different hieroglyphics. Thus there were chains of dots, chains of dashes, chains of circles, chains of crosses—and the wretched draughtsman must have been hard put to it to find enough symbols.

Until the 1878 edition was advertised, it was generally believed that

the 1881 edition, beautifully lithographed in colour like the later R.C.H. ones produced by the same J. Emslie, was the next appearance of Airey's England & Wales. Certainly there is no intermediate entry in the Stationers' Hall Register and the new 1881 edition was distributed to the Copyright Offices and I have found no record anywhere of an intermediate edition. The 1878 version has been re-drawn and the chains of symbols replaced by the usual parallel lines, subsequently hand-coloured as were all other of Airey's maps at that time. The various Companies had different colours and were named alongside their routes.

Macaulay's map has been established some 27 years so this fresh assault on the market perhaps did not come up to expectations. It is possible that another edition of the hand-coloured map appeared before the lithograph coloured edition of 1881. Indeed a private sale catalogue of 1954 listed a coloured edition of 1880. Conclusion drawn from the evidence previously available caused me to write this off as a misprint for 1881. I was not able to acquire this map and it cannot now be traced.

A most interesting experiment, made by John Airey in 1889, has come to light as a result of correspondence with Mr Stevenson, who had unearthed some inaccuracies in depicting colliery branches and wanted to know what Airey showed at various dates. In the course of contemplating my Derbys. & Notts. 1889, it gradually dawned on me that the colours were much finer than usual though I dismissed the idea of their being lithographed at first, in the absence of any obvious but constant lack of register of one or more colours. However, later remembering that the Junction Diagrams had been lithographed in colour since 1888 (though odd and inexplicable hand-coloured diagrams continued to appear sporadically for many years) and that the England & Wales map had successfully used the process since 1881, it seemed reasonable that Airey should adopt, or at least try, the process on his other maps. Indeed it now seems astonishing that he did not try this before and it would be interesting to know why he regarded the experiment as unsatisfactory. Careful scrutiny of the 1889 map with a 12x magnifier left no doubt about the colours being lithographed. Although my copy is an excellent example of multi-colour lithography there are constant but minor out of register features and, unlike most of the hand coloured versions where the tendency is to run the band of colour through stations without bothering to fill the circle, the lithographed colours meticulously fill each station circle.

I have since checked all the copies of Derbys. & Notts. 1889 at the British Museum, Porchester Road and Clapham and all are undoubtedly, lithographed in colour. Derbys. & Notts. 1884 and 1893, believed to be the immediate preceeding and succeeding issues, are undoubtedly hand-coloured. I have also re-examined copies of most of the other maps published in 1889 but none is lithographed in colour.

Without a more precise knowledge of the production process used, it is difficult to speculate about the abandonment of the improvement in favour of the resumption of hand colouring. The storage of five or six litho stones per map would doubtless be good enough reason for some hard thinking, but were actual stones still in use and was their preparation still manual? Photo litho had made its appearance some time earlier but not, I believe, the offset printing process with its

lightweight plates. Perhaps some printing expert could throw more light on this. Can any Member give me a personal introduction to McCorquodale & Co?

AIREY'S UNDATED MAPS

As a result of further contemplation of the enigmatic Manchester map, I have come to the conclusion that evidence for an unrecorded edition published in the period 1871 to 1873 inclusive, is less than I thought, though this does not yet justify re-classifying (Fourth?) editions as (Third?). The first edition is known to have been published in April 1869. The (Second) is thought to have appeared between May 1870 and November 1871, and the (Fourth?) between August and December 1875, almost certainly early in December.

If any pundit could kindly give me a reliable list of the opening dates, within the limits of 1870 and 1875 inclusive, of any lines shown on the Manchester map of any subsequent date, I shall be more than grateful. Also can any reader please tell me when Clifton Hall Station (L.N.W.R.) was opened and when it was demoted to a siding?

It has now been possible to compare most of the recorded copies of the various undated editions of all areas with each other. This has established 'A' and 'B' versions of the first edition of Scotland and of the (Fourth) edition of South Wales. I have also been able, by courtesy of the Librarian, to inspect copies held by Cambridge University Library. In view of the number of alterations and additions, the following supersedes the information given on pages 14 and 15 of the January 1963 *Journal*.

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

Note: Items marked † are believed to be correctly placed, based upon a preliminary examination or answers to a questionnaire. Detailed checking may reveal differences which could establish the existence of another edition, or of 'A' and 'B' versions of an edition.

Area	Edition	Location	Reference (see notes)
MANCHESTER	First	B.M. Bod. J.R.Lib.	3214 (3) 20 April 1869 C17: 37 (36) R108223
	(Second)	MPS(S)4 55 MPS4 130	
	(Fourth?)	MPS4 131 D.G.	
LONDON	First	B.M. Bod. †C.U.L.	3485 (46) 7 Nov. 1869 C17: 40 (98) Maps 72 87 7
	(Second)	MPS(Y) 50	
	(Third?)	MPS(S)4 46 MPS4 114	
	(Fifth?)	MPS(Y) 49 J.R.Lib. D.G. †C.R.C.	R108221
SOUTH WALES	First	B.M. Bod. †C.U.L. †C.R.C.	6098 (12) 18 Oct. 1870 C17: 10 (40) Maps 36 87 16
	(Second)	MPS4 152 †N.L.W.	

	(Third)	B.M. MPS(S) ⁴ 68 †N.L.W.	Maps 6a 53
	(Fourth)	'A' B.M. 'A' B.R.B. (H.R.) 'B' D.G.	Maps 2a 57
In the 'B' version, "Mount Street Pass" (Brecon), has become "Mount Street Goods", and G.W.R. connexions to T.V., east of Cardiff, previously dotted, are shown open.			
	(Fifth)	MPS ⁴ 154 D.G.	
	(Sixth)	J.R.Lib. D.G.	R108218
YORKSHIRE I	First	B.M. Bod. MPS ⁴ 168 MPS ⁴ 169 J.R.Lib. †C.U.L.	5895 (21) 5 Dec. 1871 C17: 63 (41) R108225.1 Maps 36 87 17
	(Third?)	MPS(Y) 57 MPS ⁴ 170 J.R.Lib.	R108225.2
	(Fourth?)	D.G.	
LANCASHIRE	First	NOT at B.M.	(Published 14 Feb 1873) S.H.R.
	(First)	Bod. MPS ⁴ 96 MPS ⁴ 97 †C.U.L. †C.R.C.	C17: 37 (63) Maps 36 87 15
	(Second)	MPS(S) ⁴ 38	
	(Fourth?)	B.M.	3155 (17) 20 Aug. 1875
STAFFORDSHIRE	First	B.M. Bod. †C.U.L.	5100 (11) 15 Sept. 1874 C17: 5 (24) Maps 36 87 18
SCOTLAND	First	'A' Bod. 'A' C.U.L. 'A' J.R.Lib. 'A' †MPS ⁴ 199 'A' †MPS(S) ⁴ 61 'A' †MPS(S) ³ 18 'B' B.M. 'B' D.G.	C18: (175) Maps 121 87 1 R108217 7340 (7) 30 Aug. 1875

In the 'B' version, the larger enclosed inland waters are contoured conventionally. This is the only example so far noted of the B.M. copy not being the 'A' version, as are other copyright copies. B.M. copy was not received until 30 August 1875 although the map was published on 1 January, according to S.H.R. B.M. receipt dates are seldom more than a very few weeks after the publication date.

Notes: Dates quoted after B.M. references are the dates of receipt of copyright copies. Other copyright offices did not record dates of receipt.

B.M.	=	British Museum
Bod.	=	Bodleian Library, Oxford.
B.R.B. (H.R.)	=	British Railways Board, Historical Relics
C.R.C.	=	C. R. Clinker's collection.
C.U.L.	=	Cambridge University Library.
D.G.	=	Author's collection
J.R.Lib.	=	John Rylands Library, Manchester
MPS	=	British Railways Board, Historical Records.

(S) at Edinburgh; (Y) at York; others in London.

N.L.W. = National Library of Wales, Aberystwyth.

S.H.R. = Stationers' Hall Register.

Edition number in parenthesis are the author's assessment. A question mark indicates that an unrecorded edition is suspected.

* * *

EXTRACTS FROM L.B. & S.C. MINUTES IN 1847

8 February. Referring to a letter in *The Times* of 18 December 1846 from a Mr Hensman, respecting the atmospheric line, 'Resolved to write to Mr H. that he must not in future interfere by publishing anything in the Newspapers concerning the working of the Co.'s traffic.'

A Mr Nunes requested that the unexpired value of his Croydon ticket issued 5 August 1846 for one year might be returned to him 'on the ground that the present system of management was unsafe.' The Directors considered the line 'as safe as any railway traffic can be worked' and declined making any return.

Memorial from Henry Desborough and 42 others urging the reopening of Penge station which was 'to be considered.'

A letter from the Commissioners of Railways was read authorizing the opening of a second line of rails between Lewes and Berwick Common, also between Littlehampton and Woodgate.

This would appear to indicate single line working only on parts of the South Coast line as a minute of 22 February reports 'Mr Hood to be authorized to offer Wythes £500 per mile for laying a second line from Worthing to Littlehampton and for ballasting the present line over the same distance.'

Resolved that 'the Forest Hill Old Station be converted into a dwelling house for the Booking Clerk at a cost of £41 and that a small Booking Office be constructed there (£30).'

Mr Hood reported 'very inferior quality of the new rails laid down on the new road between London and Croydon. During the last fortnight no less than 24 rails were replaced between Forest Hill and the Croydon Junction. In addition to many able to be turned they split so fast that they required great care in watching them to prevent an accident.'

22 February. 'Resolved that the following carriages be ordered to be made by Mr Bridges:

10 first class at £330 each, if coupes £30 extra. Four to be delivered by 1 May and six by 1 June next.

10 second class at £160 each. 20 third class at £160 each.

Carriages to be 18ft long in body, the Co. to find wheels, axles and axle boxes. Mr Bridges to have use of sufficient room in Co.'s premises at New Cross or Croydon free of rent to build the carriages.'

NEW ACCESSIONS TO RECORD OFFICES, 1966

By Maurice Berrill

This contribution to the series of annual articles in the *Journal* contains excerpts of interest to members of the society from the *List of accessions to repositories in 1966*, compiled by the Historical Manuscripts Commission (National Register of Archives), published by HMSO in October 1967 at 8s 6d. The List consists of 94 pages and contains notes of accessions to 138 repositories. Extracts from the 1965 Lists were given in the *Journal*, volume 13, no. 4, October 1967.

In September 1967 HMSO published at 47s 6d a 298-page *Index to Lists of accessions to repositories from 1954 to 1958*, which members would perhaps find useful.

Birmingham Public Libraries, Central Reference Library, Birmingham 1
Metropolitan-Cammell Carriage & Wagon Co. Ltd: a very large collection of engineering drawings, plans, specifications, photographs, etc, 1867-1940 (not yet available to students).

Museum of Science and Industry, Birmingham: about 6 tons of engineering drawings relating to various parts of the country, which will need sorting and weeding before groups can be forwarded to appropriate repositories.

British Railways Board, British Transport Historical Records, 66 Porchester Road, London, W.2.

Caledonian Railway, station traffic records 1881-1923.

Forth Bridge Railway Co., accountants' volumes, 1878-1947.

Furness Railway, plans, etc, from former Engineer's Dept, from 1839.

Isle of Wight Railway, locomotive staff registers, from 1864.

Liverpool & Manchester Railway, addnl material relating to through traffic with Grand Junction Railway for London, etc, 1838-45.

London Midland & Scottish Railway Co. (Midland Railway Section), time-tables from 1856.

North British Railway, staff records, 1867-1923.

South Eastern Railway, London Chatham & Dover Railway, South Eastern & Chatham Managing Committee, locomotive records, various dates.

South region of British Railways, marine records, incl. captains' reports of Channel Islands services, from 1945.

Stockton & Darlington Railway, surveys by Thomas Dixon and John Harris, 1839, 1846.

Caernarvonshire Record Office, County Offices, Caernarvon

Holyhead-Chester Railway, Chief Resident Engineer's photograph albums and notebooks, 1845-1950.

Canterbury Cathedral Library, Chapter Library, The Precincts, Canterbury
Canterbury & Whitstable Railway, annotated Act of Parliament, counterfoils of share certificates, 1830.

Cardiff Public Libraries, Central Library, The Hayes, Cardiff
Monmouthshire Railway and Canal Co., report 1850.

Cornwall Record Office, County Hall, Truro, Cornwall
Plan of proposed Perranporth-Truro railway, 1830.

Cumberland and Carlisle Record Office, The Castle, Carlisle

In family and estate papers of Senhouse of Netherhall: plan of proposed Newcastle to Maryport canal, c.1794; Maryport & Carlisle Railway and Maryport harbour papers, 1851-68.

Wetheral station, 1886-96; two wall plans of proposed development of railway and dock at Silloth, 1855.

Derbyshire Record Office, County Offices, Matlock, Derbyshire
Derbyshire section of Erewash Canal, correspondence 1875-79.

Devon Record Office, County Hall, Topsham Road, Exeter Devon
Haytor Tramway deeds 1825-29, maps 1825-c. 1860.
Lynton, map of proposed railway, 1895.

Guildford Museum and Muniment Room, Castle Arch, Guildford, Surrey
Wey Navigation papers (addnl) 17th-20th century.
William Stevens & Sons, barge owners, Guildford, papers (addnl), 1880-1959.

Hereford City Library, Broad Street, Hereford
Railways: Hereford & Gloucester, Newport, Abergavenny & Hereford, Monmouth & Hereford, Shrewsbury & Hereford, etc, plans and sections, mostly limited to lengths of line passing through Hereford city parishes.

Herefordshire County Record Office, Shirehall, Hereford
Railways: Ross and Monmouth Railway Co., papers, 1844-66; Monnow Valley Railway, plan and section 1865-66.

Huntingdon and Peterborough County Record Office, County Buildings, Huntingdon
Ouse River Navigation, case involving L. T. Simpson, 1897-1901.

Lancashire Record Office, Sessions House, Lancaster Road, Preston, Lancs.
Papers of Messrs Procter, Birkbeck & Batty, land agents: book of Lancaster Canal specifications and estimates.
Liverpool Overhead Railway, accounts and plans, 1889-1906.

Department of Manuscripts, National Library of Wales, Aberystwyth
Llanfyllin Railway, poster, 1861.

Norfolk and Norwich Record Office, Central Library, Norwich
North Walsham & Dilham Canal, Act, plan and list of proprietors, 1812.

Public Record Office of Northern Ireland, Law Courts Building, May Street, Belfast 1
Ulster Transport Authority, further deposit of railway records.

Sheffield City Libraries, Central Library, Sheffield 1
Fairbanks papers (addnl): papers about railways, including letter from Robert Stephenson.
R. C. Clarke's Silkstone Collieries papers (addnl): letters (especially Goole agent's letters), orders, invoices, 1830-60, giving details of coal trade by canal and coming of rail transport.

Shropshire County Record Office, New Shirehall, Abbey Foregate, Shrewsbury
Papers of Messrs Cooper & Co., Broseley (formerly Potts & Potts): Coalbrookdale (Darby) 1705-1911; Severn Horse Towing Path, 1884-98.

Staffordshire County Record Office, County Buildings, Eastgate St., Stafford
Leek Canal specifications and John Rennie's report c.1800.

East Sussex Record Office, Pelham House, Lewes, Sussex
Royal Military Canal, Hythe to Winchelsea, book of plans, 1835.

Westmorland Record Office, County Hall, Kendal, Westmorland
Job Bintley, surveyor, Kendal: account book for work in connexion with railway construction, 1845-46.

Worcestershire County Record Office, Shirehall, Worcester
Papers of Messrs Brookes & Badham: plan of Wyre Piddle with route of Oxford, Worcester & Wolverhampton Railway superimposed, 1865.

York City Library, Museum Street, York
Survey of River Ouse, map, plans for proposed lock, by Thomas Surbey, 1699

East Riding of Yorkshire County Record Office, County Hall, Beverley, Yorks
Market Weighton Drainage and Navigation papers, 1768-1930.

ALTERATIONS TO NAMES OF PASSENGER STATIONS

By Jeffery Spence

GROUP B: LONDON & NORTH EASTERN RAILWAY

SECTION IV: NORTH BRITISH RAILWAY

Latest Name	Date A (see Notes)	Previous Name(s)	Date B Notes (see Notes)
Abbey Town	8/1889*	Abbey	
Alexandra Parade	1.7.1923	Alexandra Park	
Alloa	1/1882*	1. Alloa	
		2. Alloa (North)	12/1875*
Anniesland	9.1.1931	Great Western Road	
Balado	6/1878*	Cleish Road	
Bargeddie	1.4.1904	Cuilhill	
Barnhill (Glasgow)	?	Barnhill	
Bellingham (Nth. Tyne)	21.9.1926	Bellingham	
Belses	7/1862*	New Belses	
Berwick-upon-Tweed	?	Berwick	
Blairhill & Gartsherrie	1.2.1899	DrumPELLIER & Gartsherrie	
Bogside (Fife)	1933-4	Bogside	
Bonnybridge High	H	Bonnybridge	
Bonnyrigg	1.8.1868	1. Bonnyrigg	
		2. Bonnyrigg Road	12/1866* A
Bowland	7/1862*	1. Bowland	
		2. Bowland Bridge	5/1849* B
Broomieknowe	1.8.1868	Bonnyrigg	
Burgh-by-Sands	1.7.1923	Burgh	
Burnbank	1.5.1902	Greenfield	
Caldarvan	1/1877*	Kilmaronock	
Canonbie	3/1904*	Canobie	
Clackmannan Road	18.12.1893	Clackmannan	
Clarkston (Lanark)	?	Clarkston	
Clydebank	?	1. Clydebank	
		2. Clydebank Central	?
Clydebank (East)	17.5.1897	Clydebank	
Coatbridge (Central)	C	Coatbridge	
Commonhead (Airdrie N)	7/1886*	Commonhead	
Cowdenbeath (Old)	1.6.1890	Cowdenbeath	
Craiglockhart	1/1891*	1. Craiglockhart	
		2. Exhibition	6/1890*
Crianlarich		1. Crianlarich	
		2. Crianlarich Upper	4/1951*
Crossgates (Fife)	1.7.1923	Crossgates	
Dalhousie	7/1847*	South Esk	
Dalmeny	June 1890	Forth Bridge	D
Dalmuir Park	C	Dalmuir	
Dumgoyne	6/1898*	1. Killearn	
		2. Killearn (Old)	1.10.1882
		3. Dumgoyne Hill	1.4.1896
		4. Dumgoyne	11/1897*
Dunfermline (Upper)	1/1890*	Dunfermline	E
Duns	5/1883*	Dunse	
Drumshoreland for Broxburn		Broxburn	
	1.5.1870	1. Eastgrange, Culross & Torryburn	
East Grange	1909	2. East Grange, Culross & Torryburn	6/1878*
		3. East Grange, for Culross	10/1886*
East Linton	12/1864*	Linton	
Eskbank & Dalkeith	?	1. Gallowshall	
		2. Gallowshall, Eskbnk	9/1850*
		3. Eskbank	10/1850*

Latest Name	Date A (see Notes)	Previous Name(s)	Date B Notes (see Notes)
Falkirk (Grahamston)	3/1903*	1.Grahamstown 2.Falkirk (Grahamstown) 12/1852* 3.Grahamston (Falkirk) 6/1854* 4.Falkirk 11/1855* Crofthead for Fauldhouse	
Fauldhouse & Crofthead	1.9.1906	1.Whitehouse	
Fontburn Halt	12/1921F	2.Fontburn 7/1904*	
Forest Mill	18.12.1893	Kincardine	
Fountainhall	3/1849*	Burn House	
Glencourse	12/1877*	Glencross	G
Granthouse	2/1915*	Grant's House	
Greenhill Junc.	7/1854*	Scottish Central Junc.	
Hamilton Central	?	1.Hamilton	
		2.Hamilton Terminus 12/1878*	
		3.Hamilton (Cadzow St.) 5/1879*	
Haymarket	1.8.1846	Edinburgh	J
Helensburgh (Central)	H	Helensburgh	
High Street	1.1.1914	College	
Humshaugh	1.8.1919	Chollerford	
Inverbervie	5.7.1926	Bervie	
Inveresk	5/1847*	Musselburgh	
Inverkeilor	12/1896*	Inverkeilor	
Jedfoot	12/1913*	Jedfoot Bridge	
Junction Bridge	1.7.1923	Junction Road	
Kielder Forest	1.10.1948	Kielder	
Killearn	1.4.1896	Killearn (New)	
Kilsyth	1.1.1936	Kilsyth (Old)	
Kinross Junction	16.10.1871	1.Kinross	
		2.Hopefield 12/1860*	
Kirkbank	20.5.1868	Old Ormiston	
Knowesgate	1/1908*	Knowe's Gate	
Ladylands Platform	11.7.1927	Ladylands Siding	
Lennoxtown	10/1881*	Lennoxtown (Blane Valley)	
Lenzie	6/1890*	1.Kirkintilloch	
		2.Kirkintilloch Junc. 5.7.1848	
		3.Campsie Junc. 12/1849*	
		4.Lenzie Junc. 11/1867*	K
Leuchars Junction	1.7.1852	1.Leuchars	
		2.Leuchars (St Andrews Rd)	
		5/1852*	
Livingston	7/1925*	1.Livingston	
		2.Livingstone 12/1875*	
Loch-Leven	16.10.1871	Kinross	
Longwiton	4/1875*	Rothley	
Lyneside	12/1871*	1.West Linton	
		2.Lineside 10.6.1870	
Macbie Hill	25.5.1874	Coalyburn	
Manuel	1/1866*	Bo'ness Junc.	
Maryhill Park	H	Maryhill	
Middleton (North)	1.7.1923	Middleton	
Milton of Campsie	6/1912*	1.Miltown	
		2.Milton 6/1874*	
Morningside Road	10/1886*	Morningside	
Newhailes	2/1939*	New Hailes	
Oakley (Fife)	9.3.1925	Oakley	
Parkhead Stadium	c.1951-2	Parkhead	
Partick Hill	C	Partick	
Peacock Cross	2/1882*	Hamilton (Peacock Cross)	
Peebles East	1950-1	Peebles	
Pomathorn Halt	7.7.1947	1.Penicuik	
		2.Pomathorn 2.9.1872	L
Port of Menteith	6/1880*	1.Cardross	
		2.Port of Monteith 5/1858*	

Latest Name	Date A (see Notes)	Previous Name(s)	Date B Notes (see Notes)
Prestonpans for Tranent	7/1858*	Tranent	
Rhu	24.2.1927	Row	
Rosewell & Hawthornden	9.7.1928	Hawthornden for Rosewell	
Rosslynlee	2.9.1872	1. Roslin	L
		2. Rosslyn	6/1864*
St Boswells	1.3.1865	New Town St Boswells	
St Monance	5/1936*	1. St Monance	
		2. St Monan's	10/1875*
Saughton	1.2.1902	Corstorphine	M
Scotsgap	10/1903*	Scot's Gap	
Singer	1.12.1907	Kilbowie	
Stobs	9/1862*	Barnes	
Tayport	6/1879*	1. Ferry-Port-on-Craig	
		2. Tay Port	7/1851*
Thornielee	3/1872*	Thornielee	
Tulloch	1.1.1895	Inverlair	
Twechar	29.9.1924	Gavell	
Tyndrum Upper	H	Tyndrum	
Tynehead	3/1874*	Tyne Head	
Uddingston	?	1. Uddingston	
		2. Uddingston East	C
Uphall	1.8.1865	Houston	
Waverley	4/1866*	North Bridge	
Whiteinch (Victoria Park)	8/1925*	Victoria Park (Whiteinch)	
Yoker	?	1. Yoker	
		2. Yoker (High)	C

NOTES

A See also Broomieknowe. B See also Bonnyrigg. C Believed to be between Aug. 1952 and July 1953. D Reported in Dunfermline Press 28.6.1890. E. Dunfermline Lower opened 4.3.1890. F *Bradshaw* date; R.C.H. gives date as 'Jan. 1922'. G Probably a misprint. H Believed to be between Aug. and Oct. 1953. J On extension to Waverley (late North Bridge). K Extension to Lenzie was July 1867. L When Penicuik branch opened. M When Corstorphine branch opened.

Date A indicates date of alteration of latest name

Date B indicates date of alteration of previous changes.

* Date of first appearance in *Bradshaw*

GROUP B: LONDON & NORTH EASTERN RAILWAY SECTION V: GREAT NORTH OF SCOTLAND RAILWAY

Latest Name	Date A (see Notes)	Previous Name(s)	Date B Notes (see Notes)
Auchindachy	10/1862*	Botriphnie	
Banff	6/1928*	Banff Harbour	
Buckpool	1.1.1887	Nether Buckie	
Bucksburn	4/1897*	Buxburn	
Cairnbulg	9/1903*	Inverallochy	
Craigellachie	1.6.1864	Strathspey Junc.	
Dandaleith	1.6.1864	Craigellachie	
Grantown-on-Spey (East)	6/1950*	1. Grantown	
		2. Grantown-on-Spey	1.6.1912
Inverurie	1.5.1866	Inverury	
Keith Town	5/1897*	Earlsmill	
Kirkton Bridge Halt	6/1908*	Kirkton Bridge Halt	
Kittybrewster	4/1856*	Aberdeen (Kittybrewster)	
Knockando	6/1905*	1. Knockando	
		2. Dalbeallie	1899 A
Lady'sbridge	6/1886*	Lady's Bridge	
Logierieve	10/1862*	Newburgh Road	
Maud	21.9.1925	1. New Maud Junc.	
		2. Maud Junc.	5/1866*

Latest Name	Date A (see Notes)	Previous Name(s)	Date B Notes (see Notes)
Mintlaw	1.9.1867	Old Deer & Mintlaw	
Nethy Bridge	1.11.1867	Abernethy	
Newseat	5/1884*	New Seat	
Rothie-Norman	1.3.1870	Rothie	
Spey Bay	1.1.1918	1.Fochabers-on-Spey	
		2.Fochabers	11/1893*
		3.Fochabers & Spey Bay	1.1.1916

NOTES

A When it became a public station. **B** Was reputed to have been first called 'Banks', but no evidence forthcoming.

Date A indicates date of alteration of latest name.

Date B indicates date of alteration of previous changes.

* Date of first appearance in *Bradshaw*

* * *

CORRESPONDENCE

Book Reviews

Sir,—I do not know what your reviewers have against Messrs David & Charles—a firm of publishers who seem to be doing splendid service to transport history of many kinds—but hard on the review of which Mr David St John Thomas quite justifiably complains comes an even more waspish attack on Colin Maggs's book on the M. & S.W.J.R.

Your reviewer admits that Mr Maggs has 'undertaken a great deal of research and his text contains much information not published hitherto' and that his story 'is told in an interesting manner and with ful documentation.' This might well be thought to commend the book, but no: we are invited to disparage it because, for example, Mr Maggs is unaware of the existence of certain printed evidence for the existence of a siding for horseboxes.' It is true that study of a large-scale map might well have revealed the existence of this important feature; by the same token, then, your reviewer might well refer to a large-scale map to supplement the deficiencies of the ones in the book, which are presumably only intended to give the general reader his bearings. Anyway, with the text to help me, I find the 'confusing' one on p.52 perfectly intelligible.

Your reviewer also complains that there is no reference to the proposed Witney-Cheltenham link; is not this in fact mentioned on p.71 of the book? And he requests more information on the Cheltenham Station Company, of which I found as much information as I personally needed on pp. 40 and 50. If reviewers want general railway histories to include all the minutiae of horse-box sidings and parliamentary acts they are, I suggest, out of touch with what most readers require, and are asking for a very different type of book. I concur with J.E.N.'s criticisms of certain details of editing, but these are matters which can surely be put right in a later edition.

May I suggest that a more balanced and generous approach to this book would have devoted five paragraphs to its real merits and one to its minor defects, instead of the proportion actually allotted, which is approximately the reverse?

N. W. NEWCOMBE

BOOK REVIEW

THE CANALS OF SOUTH WEST ENGLAND. By Charles Hadfield
Published by David & Charles Ltd. 50s.

Charles Hadfield's *Canals of Southern England* was published in 1955, and covered the whole of the south from Cornwall to Kent. In revising this for a new edition, he has felt it desirable to divide it into two volumes, a decision which most will think well advised, and this is the first to appear. The most immediately striking thing about the book concerns modern economic history rather than canals—in 1955 one got (excluding appendices, notes, etc.) 321 pages for 35s., whereas today we must pay 50s. for 167 pages. The above figure will also show that there has been no substantial expansion of the contents. This is a pity, for there are many places where one feels that Mr Hadfield could have enlarged to our profit—for instance, one would have welcomed more about the pound locks on the Exeter Canal (which Mr Hadfield now accepts as original features of the canal without the reservations of the older book). However, the text has been thoroughly rewritten in the light of further research—and we owe it largely to Mr Hadfield that research workers are more plentiful than they were in 1955—and the publishers' claim that this is virtually a new book is just.

The author is under no illusions regarding the significance of the canals under review; they were 'of little economic importance compared to those of the midlands and north'. But this does not mean that their histories are any the less interesting—often quite the reverse—and the fact that they were on the whole of little more than local importance has enabled him to deal with them individually. All his gift of summing up a canal's story in brief is there: the Glastonbury Canal, he says, 'carried what little required to move between Highbridge and Glastonbury', and one at once has a picture of an unsuccessful canal, amply confirmed by his account of it—sold to the Bristol & Exeter Railway Co. for £7,000 (it may have cost its promoters £30,000), unloaded by them a few years later on to another railway company, and finally used by the latter as part of its line.

This excellent book is not noticeably enhanced by the illustrations or the maps. There are two of the latter, taken from the older book, and showing little more than where the canals were. Some mysterious shaded pictures are too small, and are presumably contributed in the main by fellow historians, who are not usually photographers, as is all too evident. Much the best picture is of the Bridgwater & Taunton being inspected in 1922; at the other end of the scale, it needs the eye of faith to pick out the Ilminster inclined plane in the blurred photograph purporting to show it. Some of the pictures, too, seem to be included in a laudable attempt to be fair all round rather than to show any significant feature. No doubt economics forbid the only satisfactory solution in a case such as this where photographs are not so thick on the ground as in more 'fashionable' canal areas: the employment of a professional photographer to take pictures under instruction from the author. But it is a pity that this fine book, which will obviously be the standard work for many years to come, should be marred in this way.

Students who do not have the earlier book should certainly add the present one to their library at once. Those who do have *Southern England* would be well advised to acquire the newcomer as well, for not only does one have here a lucid statement of the history of the canal movement in the light of the most recent researches, but comparison of the two books shows most interestingly the development of the thought of a distinguished scholar.

PHILIP A. STEVENS

★ ★ ★

RECENT LITERATURE

William J. Skillern

- BRITISH Railways Board (Totnes & Ashburton) Light Railway Order 1967. (Statutory Instruments 1967, No. 1756). (H.M. Stationery Office, 8d; by post, 11d.)
- BULLEID, H. A. V. The Aspinall era: [the locomotives designed by John Aspinall]. 1967. (Ian Allan, 45s.)
- BUTT, John. The Industrial archaeology of Scotland. 1967. (David & Charles, 50s)
- CASSERLEY, H. C. and DORMAN, C. C. Midland album: [photographs of Midland Railway scenes]. 1967. (Ian Allan, 30s.)
- CHESTER Newspaper index, 1955-9; [subject index to three Chester newspapers and a few other publications]. 1964. (Chester Public Library, 21s.)
- CLAYTON, G. and REES, J. H. The Economic problems of rural transport in Wales: the results of two case-studies of transport in Mid and West Wales. 1967. (University of Wales Press, 12s 6d.)
- COOKE, D. N. Industrial steam locomotives of Southern England and South Wales. 1968. (Warwickshire Railway Society, 4s; available by post at 4s 6d from R. C. Evans, 4 Windsor Terrace, Clifton, Bristol 8).
- COX, J. A. Worth Valley Railway stockbook, 1968. (Keighley & Worth Valley Railway Preservation Society, Haworth Station, Keighley, Yorkshire, 2s 4d.)
- EDMONDSON, John B. The Early history of the railway ticket: a documentary reprint [of 1905 publication]. 1968. (Lancashire & Cheshire Antiquarian Society, c/o Portico Library, 57 Mosley Street, Manchester 2, 5s.)
- FESTINIOG Railway (Light Railway) (Amendment) Order 1968. (Statutory Instruments 1968, No. 178). (H.M. Stationery Office, 1s 6d; by post, 1s 9d.)
- THE FOOTPLATE (magazine of Stockport [Bahamas] Locomotive Society). Quarterly, from December 1967. 2s. (available by post at 2s 3d from J. A. Wolstencroft, 12 Maple Grove, Worsley, Manchester).
- GLOVER, Graham. British locomotive design, 1825-1960. 1967. (Allen & Unwin, 45s.)
- HUDSON, Kenneth. Handbook for industrial archaeologists: a guide to fieldwork and research. 1967. (John Baker, 15s.)

- ★**LAMB, Brian.** The Peak Forest Canal and Tramway; the canal, Bugsworth complex, tramway: a discourse in maps [1968]. (Brian Lamb, 19 Moss Vale Crescent, Stretford, Manchester, 5s 6d.)
- ★**MILLER, Edwin (Compiler).** Eyewitness: the Industrial Revolution in the North East. 1967. ('Eyewitness', Sunderland College of Education, Langham Tower, Ryhope Road, Sunderland, Co. Durham, 5s 6d.)
- MINISTRY OF TRANSPORT.** Public Transport and traffic; presented to Parliament December 1967. (Cmnd. 3481). (H.M. Stationery Office, 3s 9d; by post, 4s.)
- MINISTRY OF TRANSPORT.** The Transport of freight; presented to Parliament November 1967. (Cmnd. 3470). (H.M. Stationery Office, 2s 9d; by post, 3s.)
- READING, S. J.** The Derwent Valley Light Railway. 1967. (Oakwood Press, 12s 6d.)
- ROCHE, T. W. E.** The withered arm: reminiscences of the Southern lines west of Exeter. 1967. (Branch Line Handbooks, 12s 6d.)
- SLINN, J. N. (Editor).** A Livery register of the Great Western Railway: locomotives, carriages, vans, wagons, buildings and signals, 1835-1947. 1967. (Historical Model Railway Society, 5 Cloister Mews, Theale, Reading, Berkshire, 15s.)
- TRAINS ILLUSTRATED** [2nd series]. Quarterly, from Summer 1967. (Ian Allen, 2s 6d.)
- VICTORIA** History of the county of Stafford; edited by M. W. Greenslade and J. G. Jenkins. Vol. 2, [with chapters on Canals by M. J. Wise and Railways by P. L. Clark]. 1967. (Oxford University Press, £9 9s 0d.)
- WRIGHT, A.** The North Sunderland Railway. 1967. (Oakwood Press, 12s 6d.)

ARTICLES

- ★**Samuel Whitbread:** the Bedford Canal, by Lynn Cater. (In 'Bedfordshire Magazine', Vol. II No. 83, Winter 1967/8 pp. 113-116)
- The Fitzwilliams and the navigation of the Yorkshire Derwent, by B. F. Duckham. (In 'Northern History', Vol. 2, 1967, pp. 45-61).
- ★These items are in the Society's library.

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ADDENDA

- Alterations to Names of Passenger Stations, pp. 38-41
- Add p. 38 : Banavie Pier 1.4.1901 Banavie **N**
 N on opening of a new Banavie station on Mallaig line
- Add p. 38 : Note **P** against Clydebank East
 P on opening of extension from Clydebank to Dalmuir
- p. 39 : Fountainhall became Fountainhall Junction 2.7.1901 on opening
 of Lauder Light Railway
- Add p. 39 : Note **O** against Kilsyth
 O From DGM circular 297 of 23.12.1935. This was official date,
 although distinction between Old and New stations was not required
 after withdrawal of service from Kilsyth (New) 3.2.1935

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From a recent legacy, I have set aside £50 to try to fill gaps in my collection of Airey's Maps. Any map at any price considered, but especially wanted : Manchester, Durham & Northumberland, Gloucester & Oxford, East of England. **D. Garnett, Little Somerford, Chippenham, Wilts.**

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A SHORT HISTORY OF THE LIVERPOOL & MANCHESTER RAILWAY, by G. O. Holt. (Revised edition.) 7s 6d (6s 3d to publication fund subscribers).

HOW FFESTINIOG GOT ITS RAILWAY, by M. J. T. Lewis. 2nd (Revised) edition. Price 12s 6d post free. Frontispiece and 2 pull-out maps. About 60 pp. Cloth binding and dust jacket.

Back issues of the *Journal* : duplicated typescript issues (pre-1965), 2s 3d each; printed copies for 1965 to 1967, 7s 9d each; for 1968, 5s 6d.

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