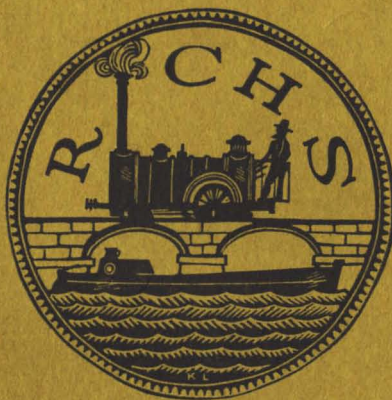


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A THIRTEENTH CENTURY CANAL AT RHUDDLAN

by Frank A. Sharman

This note is not based on primary sources but solely on published work. Its purpose is to draw attention to an early, and possibly unique, example of the canalization of a river. Published writings on the work carried out on the River Clwyd towards the end of the thirteenth century only mention that work incidentally. The standard works on canals and river navigations appear not to mention it at all; on the later history of the navigation nothing seems to have been published. The author hopes, therefore, that someone better suited to the task than he will be able to pursue the lead that this note offers.

The River Clwyd rises in the hills of Denbigh and flows almost due north to the sea. It reaches the coastal plain near the small town of Rhuddlan. One would expect that its course across the coastal plain would be a winding one, that being the usual pattern where a highland river loses speed on reaching flatter ground. But from Rhuddlan, to its estuary near Rhyl, the course of the River Clwyd is remarkably straight. This is not a geographical freak; it is simply that this part of the river is an artificial cut. Whether this cut may more properly be called a river improvement or a canal depends upon one's use of those terms; but it will also depend on how much of the course is natural and how much artificial. This question can not at present be answered and that is because the straightening was carried out between 1277 and 1280 and the surviving records from that remote period give no answer. But much information about the work can be gleaned from the published extant records. We can certainly say why the river was straightened.

The Welsh Borderland had always been much fought over. Rhuddlan (which had a castle at least from the time of Domesday Book—though not on the site of the present one) was in the middle of the disputed area and changed hands many times. The issue remained in doubt until Llywelyn ap Gruffyd established an hegemony and declared himself Prince of Wales. Eventually he clashed with Edward I, and Edward proved more than a match for him. By a determined and well organized campaign, mounted from Chester to strike across North Wales, Edward crushed Llywelyn, receiving his surrender at Rhuddlan in November 1277. This surrender was, effectively, the end of the border dispute.

Even before Llywelyn's final surrender Edward was putting into effect a policy that would make his conquest permanent. This involved, in the first place, establishing a military dominance over the area by building a string of castles—which included Hope, Flint, Denbigh, Conway, Caernarvon, Ruthin and a new castle on a new site at Rhuddlan. The second part of the policy was the settlement of the area. For this purpose Edward founded a number of new towns in the area, associated with the castles. In Edward's time many new towns had been planted in most parts of England—they were an economic proposition for the King or for any other great landowner. At Rhuddlan, and elsewhere in Wales, the hope clearly was that, by attracting settlers

with the promise of burghal privileges, an established community, with an interest in stable conditions, would be established to ensure a more permanent peace. So Rhuddlan got its new Borough, for there was profit and peace in it. As was usual the town was laid out in a grid pattern of burgage plots and a charter was granted; the settlers duly came.¹

Rhuddlan was suitable for a borough because it had the castle to protect the newcomers. And the site was clearly a good one for the castle as it guarded the coastal plain, the river crossing and the entrance to the Vale of Clwyd to the north which gave access to St. Asaph, Denbigh and Ruthin. But Rhuddlan's drawback was that it was almost two miles inland. The Clwyd, though tidal as far as Rhuddlan, was not, at the time, navigable, though there is some evidence that it once was.² Edward knew the military advantages of water communication—indeed, his invasion of Wales had been supported by a large fleet from the Cinque Ports and he no doubt wanted to be able to supply his new castle from the sea. Besides, access to the sea would be a considerable advantage to the new town. For these reasons it was decided to make the Clwyd navigable.

Edward I had moved into Rhuddlan, in the course of his campaign, at the end of August 1277. Work of some kind had probably started almost immediately, but the first work to be done was probably the start of the new castle itself. However, the accounts which cover the period November 1277–March 1279 show an expenditure of £414 8s. 4d. for “*magnum fossatum in quo nunc est portus qui ducit a mare usque castrum*” (a large dyke in which there is now a way leading from the sea to the castle).³ We may conclude that the work on the river started towards the end of 1277; the greater part of the work would undoubtedly have been carried out in the usual summer construction season, i.e. April to November 1278.⁴ The words “*in quo nunc est portus*” suggest that the navigation was open by March 1279. It may well have been open, but it seems unlikely that it was completed, as the accounts show another item of £340 16s. 11d. attributed to the *fossa maris* on 3 November 1280.⁵ This date may well be the *terminus ante quo* for the completion of the canal. In any event, Edwards finds⁶ that the whole work at Rhuddlan castle, town and navigation, was completed in four seasons (1277–1281).

But however long it took them to do it, the achievement was remarkable for its time. Some idea of it may be had from the costs. Taylor gives us a total cost for all the works at Rhuddlan of £9,613 2s. 8½d. Converting this sum to modern terms, he concludes that the total is the equivalent of “something like £1,000,000”.⁷ As the total recorded expenditure on the *fossa maris* was £755 5s. 3d. we may think of this as being in the region of £75,000.⁸

Who was responsible for this work? In this early period the architect or engineer did not have his present status. But in the case of the castles of North Wales we may be able to identify the man with the main responsibility. He was James of St. George, a Savoyard who had the overall direction of the Kings Works in North Wales after 1283. From 1278 to 1283 (the period of the building of the *fossa maris*) he

was exclusively concerned with Flint and Rhuddlan. There seems to be nothing to connect him expressly with the river works but it is an irresistible implication that James—who the records refer to as “ingeniator”—was the first canal engineer in this country of whom we have record.⁹

The work on the ground was done by a large labour force recruited from most parts of England. Frequently accompanied by military guides, they came on foot from all areas to assemble at Chester, there to be allocated to the many building projects then going ahead.¹⁰ Some may even have been forced labourers—for this is suggested by the account item for the payment of mounted soldiers for guarding labourers “*ne fugerent per viam*” (lest they flee along the way).¹¹ But which of all that came to North Wales built the canal? The accounts divide the workers mainly into masons, carpenters and *fossatores*. We may assume that the masons and carpenters played but a minor role; the *fossatores* dug the navigation. Whether one translates *fossatores* as ditchers or diggers, they were in practice the labourers doing the unskilled work. Somewhere amongst them were the first navvies. Taylor shows¹² that in the recruitment drive of 1277 an exceptional number of *fossatores* came from Lincolnshire, Parts of Holland. He comments: “the recruitment of so large a contingent of *fossatores* from the basin of the Wash and their specific assignment to Rhuddlan as well as Flint at this early stage of the works suggests that it may have included men experienced in fen drainage specially chosen for constructing the new Clwyd canal”.

This suggestion is most attractive, but not, on the published material, beyond doubt. *Fossatores* came in great numbers from other areas—as one would expect of general labourers. 300 came from Parts of Holland, but Taylor elsewhere¹³ seems to suggest that not more than 77 men were engaged on the canal. Further, in the second period of recruitment in 1282 Lincolnshire again produces a large number of *fossatores*, although the canal was probably finished by 1280. Again the published records do not show special payments to Lincolnshire *fossatores*, as would be expected if they had special skills. Indeed, Edwards has shown¹⁴ that Edward I’s building programme was a considerable drain on the country’s labour market; the large numbers from Lincolnshire may therefore be only a matter of available supply.¹⁵

But wherever they came from, their achievement, under James of St. George, was a remarkable one. When they had finished there was a straight water communication between borough, castle and the sea. Ships of 40 tons fully laden could navigate it. At Rhuddlan there was a wooden bridge spanning the cut and “it is likely that . . . a section of the bridge could be raised or swung aside to allow the passage of sailing ships to the castle”.¹⁶ The castle itself had a river gate giving immediate access to the river; it also had a “Dock Gate” which probably enabled vessels to moor in the moat, out of the main stream, and in the protection of the castle walls.

The new town was granted its charter in September 1278 and the burgage plots were being built on by March 1279.¹⁷ It still retains much of its rectilinear street pattern but, compared with some of the

other foundations of Edward I, it did not thrive. The castle was made untenable in 1648 because of its involvement in the Civil War. The river is now unnavigable again. For how long it remained open to navigation and, indeed, all of its later history, are matters that are worthy of investigation.

NOTES

- 1 The outstanding work on this subject is "New Towns of the Middle Ages" by Maurice Beresford, Lutterworth Press, 1967.
- 2 "According to the Chronicles, Gruffyd ap Llywelyn's ships had anchored in the river at Rhuddlan in 1063": "Rhuddlan Castle", A. J. Taylor, H.M.S.O., 1956, p. 11 (cited hereafter as "Taylor (Rhuddlan)").
- 3 Pipe Roll 122, m. 28d, quoted in "Edward I's Castle Building in Wales", J. G. Edwards, in "Proceedings of the British Academy", Vol. 32, 1946, O.U.P., at p. 32. Edwards quotes this extract in support of his remark that the *fossa maris* was "work in connexion with the dock at Rhuddlan". If this suggests that the work on the river was incidental to the landing at Rhuddlan, then the emphasis must be misplaced.
- 4 For "the season" see Edwards, *op. cit.*, p. 19.
- 5 Pipe Roll 124/29, quoted in Edwards, *op. cit.*, p. 69.
- 6 Edwards, *op. cit.*, p. 33.
- 7 Taylor (Rhuddlan), p. 11.
- 8 This figure is, of course, the roughest and readiest.
- 9 Taylor (Rhuddlan), pp. 7 and 8; and in "Castle Building in Wales in the Later Thirteenth Century: the prelude to construction", A. J. Taylor, in "Studies in Building History", edited by E. M. Jope, 1961 (cited hereafter as "Taylor (Prelude)").
- 10 Taylor (Prelude), *passim*, gives a remarkable account of this deployment of labour; the whole essay is a *tour de force*.
- 11 Exch. Acc. Various, 485/19, quoted in Edwards, *op. cit.*, p. 59, n2. The right of the King to enforce labour, both as against the men themselves and as against their Lords is obscure; but then the exact nature of this forced labour is not clear.
- 12 Taylor (Prelude), p. 108.
- 13 Taylor (Rhuddlan), pp. 10 and 11.
- 14 Edwards, *op. cit.*, p. 53 ff.
- 15 This is only a slight discussion of the matter. And it must be remembered that Taylor studied the original documents at first hand; the present writer merely speculates at second hand.
- 16 Taylor (Rhuddlan), p. 11.
- 17 Beresford, *op. cit.*, p. 552.

* * *

THE DAY THE TRAIN LEFT EARLY

by P. L. Scowcroft

Complaints about the late departure of trains are commonplace; it is less usual to read of their early departure and it must be quite rare for a railway company to be taken to court over this, but it did happen to the South Yorkshire Railway¹ on 7 March 1857 at Barnsley County Court, when one William Tune of Beechfield, Barnsley, a brewer by occupation, was awarded £1 10s. damages and £1 5s. 8d. costs against the company for expenses incurred by their negligence.

Mr. Tune had apparently travelled to Bramwith² from Barnsley by the S.Y.R. on the morning of Monday 26 January 1857 and was intending to return by the train booked to leave Bramwith at 6.35 p.m.³ On approaching the station some five minutes or more before that time⁴ he was disconcerted to see the train already pulling out of the station.

His shouts to the guard to stop were not heeded. As he had an important engagement next morning⁵ Mr. Tune was obliged to get home by some means or other, which he in fact did by walking the short distance to his brother's farm at Trumfleet, taking his gig to Askern and thence by cab to Barnsley, arriving home "awfully starved" about midnight. On 28 January he wrote a letter of complaint to the S.Y.R., enclosing a bill for £1 2s. expenses.⁶

To do them justice, the company investigated the complaint promptly.⁷ Unfortunately for them Bramwith station had no clock and stationmaster Richard McLean's watch was broken at the time. According to the guard the train had left Thorne three minutes late (at 6.23), Stainforth one minute late (6.31)⁸ and Bramwith at "the wright (*sic*) time by my watch, it being [right] by Doncaster Plant⁹ Clock". The stationmaster at Barnby Dun, the next station after Bramwith, averred that the train arrived a "minute or two before its time" by his watch—he was not sure whether this was correct or not but he pointed out that the train's arrival was often early because of the easy timing (5 minutes) for the 1½ miles from Bramwith (bearing in mind the engines and track of the day and also the sharp curves of that particular line, necessitating speed restrictions, the timing does not seem unduly generous despite the flat terrain). The train guard admitted hearing a shout after the train left Bramwith, but he could not hear what was said.

Armed with this information Mr. Bartholomew for the company sent a letter to the complainant saying the train did not leave Bramwith before time and that it would have been quite out of the question for it to be stopped once it had left. Mr. Tune replied saying he had no alternative but to start proceedings in the County Court for negligence, which he did later that month.

At the hearing, after Mr. Tune had told his story, the advocate for the company in opening his case said, "A company is exposed to dangers on both sides. If they are too late, actions are brought and special trains taken. If they are too soon by one minute actions are also brought". He pointed out the "great probability" of the plaintiff's watch being wrong, saying, "Country watches generally are wrong—they have no standard to go by".¹⁰ The guard, in giving his evidence, produced his notebook made up on the day of the incident, confirming the times given above. He stated that his watch, which he referred to on leaving each station, "went very regularly" and was right that day having been checked twice or three times against the clock of the Doncaster Plant Works which kept London time and which the S.Y.R. took as its standard. He admitted he heard a shout on the other side of the river at Bramwith¹¹ after the train had gone "one length"—according to his watch it was then 6.36—but it would have been "against the rules" to stop the train and he could not have communicated with the driver anyway.¹² He doubted if they could have run the 1½ miles to Barnby Dun in 5 minutes as the train "had two extra goods wagons on".¹³

Richard McLean, the Bramwith stationmaster, said that the train stopped for about two minutes while one passenger "got in for

Sheffield". He could not remember whether any got out, though two minutes seems excessive unless the train had time in hand, which as we have seen was not the company's story. He heard a shout just after giving the train the "right away" but thought it was a bargeman on the river Don shouting for the bridge to be opened.¹⁴ When Mr. Tune ran up a moment or two after, whilst McLean was opening the level crossing gates, it was too late to stop the train.

The Barnby Dun stationmaster, who had apparently told the plaintiff three days after the event that the train had arrived 5 minutes early by his watch and had, as we have seen, reported to his superiors that it was one or two minutes early, now testified that the train was three minutes *late* having decided over a month after the event that his watch was 8 minutes slow. Not a helpful witness for the company, and one feels that he had altered his evidence for the court hearing to conform with that of the guard.

The stationmaster at Stainforth said the train had come in at 6.29 and stayed no more than 1½ minutes—again this seems rather a long time, to us at least, for two passengers to alight and three to board.¹⁵ He was sure his watch was right because it tallied with the guard's(!) and equally certain that the Stainforth/Bramwith journey could not be done in less than five minutes (taking his evidence with McLean's, this would mean that the train did not leave Bramwith until 6.37½, 2½ minutes late!).

All in all, the guard's carefully documented evidence (perhaps suspiciously carefully documented considering the casualness of the S.Y.R.'s working at that time) was but clumsily corroborated by his colleagues and it was no doubt this that enabled the judge to give judgment for the plaintiff, although one may doubt that the train was as much as 7 or 8 minutes early in its departure. Perhaps Mr. Tune's manner in the witness-box was more convincing than the doubtless less well educated railway employees and perhaps, too, the judge was influenced by the reputation of the S.Y.R., which was a byword for informal, casual operation and minor mishaps,¹⁶ of which this little story may be viewed as an example.

NOTES

- 1 Leased by the Manchester, Sheffield & Lincolnshire Railway 1864 and finally absorbed by them in 1874.
- 2 North of Doncaster, between Stainforth and Barnby Dun. The S.Y.R. took a different course from the present direct Doncaster/Thorne line, following the River Don (the S.Y.R. had amalgamated with the River Dun Navigation in 1850) for most of the way. The curvature of the line later gave rise to the quip (by a N.E.R. director) that the S.Y.R. believed in the old saying that one good turn deserved another!
- 3 I have used the 12-hour clock as this is the one of course used in contemporary timetables and correspondence on the incident.
- 4 In his original complaint Mr. Tune said the time was 6.27; at the court hearing he testified that his watch said 6.30 and it had been two minutes fast on checking it at Doncaster earlier in the day. On first seeing the train he said he was approximately 80 yards away.
- 5 Additionally, Mr. Tune's brother, Mr. Richard Tune, a farmer of nearby Trumfleet, was missing, having been apparently thrown from his gig into the River Don at Barnby Dun whilst returning from Doncaster market the previous Saturday (24 January). His body was not recovered until

noon on the following Wednesday, when an inquest was held. A letter written by Mr. William Tune to the S.Y.R. on 3 February is edged in black.

- 6 Cab 16s. at 1s. a mile; 5s. driver; 1s. gates.
- 7 The investigations were carried out at Doncaster by the company's officer in charge, one William Dodgson, who reported to the Engineer (and *de facto* General Manager) Charles Bartholomew, whose offices were at Rotherham, not on the S.Y.R. The company's office in 1857 was even further away, at Sheffield, and their solicitors, Baxter & Co., were a Doncaster firm. The confusion caused by this dispersal, was such that the court papers in this case described them as "The South Yorkshire Railway Company of Barnsley". An intriguing, if minor, point is that some of the S.Y.R.'s officials reported on Lancashire & Yorkshire Railway memorandum sheets.
- 8 These times were confirmed by the respective stationmasters.
- 9 The Great Northern Railway Works, which had been at Doncaster since 1853.
- 10 Clearly contrasting them with standard "London time" (or Greenwich Mean Time, strictly) observed in theory by all railway companies.
- 11 The note of evidence says Stainforth, but this is surely an error.
- 12 It was to be many years before adequate communication was available on any railway.
- 13 All passenger-carrying trains on this line were mixed at this time. The Thorne/Doncaster section of the S.Y.R. (built without Parliamentary powers being sought) had carried passengers for little more than six months at the time of this incident.
- 14 The railway at Bramwith (single line) was at that time crossed on the level by a road and flanked to the north by the River Don and to the south by the canal, both of which were bridged by the road. Mr. Tune approached the station (which had one platform on the river side of the rails) from the far side of the river.
- 15 The train was accustomed to halt at Barnby Dun for two minutes but this was to enable tickets to be collected as it was the last station before Doncaster.
- 16 See George Dow, *Great Central*, vol. 1 (Locomotive Publishing Co., 1959), pp. 225-53 and D. L. Franks, *The South Yorkshire Railway* (Turntable Enterprises, 1971) for further examples. The bad timekeeping of the S.Y.R.'s trains was so notorious that Bradshaw headed his S.Y.R. timetables "No information—Accuracy uncertain"! (Dow, *op. cit.*, p. 225). Its heavy coal traffic, however, made it a successful railway.

This short article is based on original letters and notes of evidence and contemporary newspaper reports; the writer would like to acknowledge his indebtedness to the Sheffield City and Doncaster Borough Libraries and to Miss Mary Walton of the National Register of Archives for their assistance.

* * *

PASSENGER TRAFFIC ON THE LISKEARD & CARADON RAILWAY

by M. J. Messenger

One thing which has, metaphorically speaking, placed the Liskeard & Caradon Railway on the railway map, apart from its ungainly locomotives passing into the hands of the G.W.R., is the well-known and oft-repeated fact that it carried passengers in goods trucks for free whilst charging for their baggage. It is apparent from the Minute Books, however, that this service did not last so very long and that at other times passenger traffic was probably little different to other mineral lines.

The L.C.R. was incorporated in 1843 and construction began early

in 1844 at the Cheesewring, the northern terminus of the line. On 28 November 1844 the line was opened for traffic southwards as far as Tremabe, the intervening three-and-a-half miles to the head of the Liskeard & Looe Union Canal at Moorswater being delayed due to a dispute with the Duchy of Cornwall over the cost of land which the company was unable to pay for anyway. Moorswater was eventually reached in March 1846 and another Act was obtained in 1847 to increase the capital. Although built primarily for the mineral traffic from the newly discovered Caradon copper mines this latter Act made provision for the carriage of passengers but no advantage was taken of it.

At its northern extremity the L.C.R. reached, at this time, Stows Hill and the Cheesewring, a geological phenomenon, on the edge of Bodmin Moor. Studded with the remains of early man this attractive stretch of open moorland has long been popular with day-trippers. Wilkie Collins describes delightfully the antics of three drunken Liskeard tradesmen he encountered there in 1851 but not all excursions were of this nature. In June 1850 the Liskeard Temperance Society's outing was to the Cheesewring and 300 of their members travelled thence in seven wagons on the L.C.R. The novelty attracted, according to the local newspaper, some thousands of people and it would seem to have been an isolated occasion. The first reference in the surviving minutes of the railway to passengers is in May 1869, after the introduction of steam power, when a request to take 300 children to Looe on Whit Monday was regretfully declined as they could not risk so many children. The following August, however, the Looe Artillery Volunteers were conveyed to Moorswater but at their own risk entirely. (The L.C.R. were now working the railway from Moorswater south to Looe built by the L.L.U.C. in 1860 alongside their canal.) Passes to travel on ordinary mineral trains were strictly controlled and severe reprimands issued when necessary.

One regular excursion up the Caradon line was that of the Directors on the occasion of their annual inspection of the line. As for other excursionists only open trucks were available but these were "swept and garnished" and fitted with seats. Horses pulled the two or three wagons up the line but the return was by gravity, the man in charge having a whistle which he blew lustily at the many level crossings.

In 1877 the British Association visited Phoenix and South Caradon mines and a train was provided for them from Moorswater. Two years later the Looe line was opened to passengers, worked by the L.C.R., but riding on the Caradon line was still only permitted by permission of the Directors. A limited number of free passes was issued each summer. Whilst inspecting the Looe line Col. Rich was asked to look at the Caradon also and gave the offhand opinion that there were many worse lines! Encouraged by this the Directors decided to try for passenger traffic and wrote to the Board of Trade asking if they could carry passengers and charge them without further ado so long as they were not hauled by steam! The Board's reply is not recorded. About 1880 plans were made to cut off some of the line's sharp curves and bridge the many level crossings but money was short and little got done.

In August 1884 Col. Rich inspected the line to enable it to carry passengers as a light railway but permission was not forthcoming. He did suggest, however, that excursion traffic could be taken gratuitously at passengers' risk. Suitable notices were immediately prepared and erected at strategic points along both the Looe and Caradon lines. It would appear therefore that the well-known habit of the L.C.R. in carrying passengers free on payment for an umbrella or hat dates from this time. The railway was always hard up but in 1886 the Caradon mines closed and the railway passed into Receivership and any source of income must have been acceptable. The service seems to have been stopped some ten years later when the track had deteriorated to such an extent that freight trains were not safe and by the time the Liskeard & Looe Railway (as the L.L.U.C. had become) took control of both lines in 1901 only the regular passenger service on the Looe line was operating.

That there was some excursion traffic, or one train at least, is witnessed by the well-known photograph (which decorates most pubs in the Caradon area) of the locomotive *Caradon* with a Sunday School outing in L.L.R. trucks on the line taken between 1901 and 1907, but by the latter date excursion traffic to the Cheesewring went by horse brake or charabanc. In 1909 the G.W.R. acquired the L.C.R., primarily to keep the L.S.W.R. at bay, and in 1917 closed the line to all traffic.

SOURCES

In addition to the L.C.R. Minute Books at PRO/BTHR:
 Wilkie Collins' *Rambles Beyond Railways*, 1851, rep. 1948.
West Briton, 28.6.1850.

Letter dated 5.4.1929, John Borlase Childs to A. K. Hamilton Jenkin
 (by courtesy of the latter).

Railway & Travel Monthly, Nov. 1910.

Railway Magazine, 1917.

Mr. Messenger has since written to say that a lady aged 92, who has lived by the L&C all her life, tells him that the Sunday School outings were an annual event, running from Cheesewring down to Looe and often hauled by two locomotives. She also remembers an engine hauling two coaches up to the Cheesewring when consideration was being given to running a proper passenger service. Mr. Messenger thinks this may have been in the early days of the LCR Receiver, or when the GWR had taken over.

* * *

THE RAILWAY ACTS OF PARLIAMENT OF 1873

By A. L. Barnett

(continued from p.72)

HAMMERSMITH EXTN. c.131. Inc. Cons. Kensington to Hammersmith Broadway. W.A. with Met. District. To be worked by MDR. 1½m.

CLEVELAND EXTN. MINERAL. c.135. Inc. Cons. from private r. of J. T. Wharton (Kilton br. r.) to jn. with NER near Glaisdale. W.A. with NER. R.P. over private r. to NER. May cons. br. to pit at Grange Farm; and br. to Girrick Moor. 12¼m.

FRESHWATER, YARMOUTH & NEWPORT. c.136. Inc. Cons. Freshwater to Yarmouth. 2m.

Cons. Yarmouth (jn. with auth. Yarmouth & Ventnor R., Tramway and Pier—Deviation—Act 1872) to Carisbrook (jn. Newport R.). R.P. to Newport over Newport R., over Isle of Wight (Newport Jn. R.) to any stn. it may cons. in Newport, and over parts of Ryde & Newport. W.A. with Newport Co., Yarmouth Co., and Ryde & Newport Co. 9½m.

36 & 37 Vic. 7 July 1873

SOLWAY JUNCTION. c.145. Purchase money from Cale. R. for Annan and Kirtlebridge br. to be used to satisfy all claims from landowners. Residue to general purposes of co.

LONDON CENTRAL. c.146. E.T. two years from 14 Aug 1873 for rs. auth. 1871 (Euston LNW and St. Pancras Mid. to Charing Cross R.).

CARDIFF & OGMORE VALLEY. c.147. Inc. Cons. Llangeinor, jn. with Ogmores Valley R., to Llanharan, jn. with GWR. Jn. to be made in the parish of St. Brides in event of passing of Llynvi & Ogmores Act. Llynvi co. to have R.P. over r. The co. and the two cos. may take T.As. 8½m.

LONDON & AYLESBURY. c.149. Power to raise additional capital.

ALEXANDRA (NEWPORT) DOCK(*). c.151. E.T. four years from passing of this Act. Rs. at Newport, auth. 1865, to be same gauge as S.Wales and GWR, between Newport and Cardiff. Monmouthshire R. & Canal co. may subscribe.

CHESHIRE LINES(*). c.153 Cons. from Marston, Winsford Br., to Victoria Salt Works, Wincham. ¾m.

DUDLEY & OLDBURY JN. c.154. Inc. Cons. jn. with Stour Valley br. LNW to Oldbury, and to Dudley, jn. with S. Staffordshire br. of LNW. Br. to Birmingham Canal. T.A. with LNW 3¾m.

LLANTRISSANT & TAFF VALE JN. c.155. Cons. jn. at Llantrissant between auth. r. and the Ely Valley R. E.T. for further three years for part of rs. auth. 1866. Sch: Agreement between TVR, L & TV, Llynvi & Ogmores and GWR. ¼m.

LNW (NEW LINES ETC.). c.156. Duplication of M.L. at Primrose Hill. 1¼m. Cons. Seaton to Wansford. 11¼m.

Norton Br. Extn., Norton Canes to E. Cannock Jn., Hednesford. 2¾m. Widenings of Liverpool & Manchester R. Enlargement of Lime St. stn., Liverpool. Sch: Signal-boxes at Wansford, the property of Stamford Co., to be delivered to LNW. GN and Stamford Co. to run four passenger trains between Wansford and Stamford to connect with LNW trains. R.P. to LNW to Stamford with use of stn.

TAFF VALE. c.158. Deviation of part of Llancaiach br., abd. pt. br. 1½m. Jns. with GWR, Newport, Abergavenny & Taff Vale Extn. R. ¾m.

Cons. from jns. with M.L. to Llanwonno Colliery (Ynysbwl br.) 4¾m. Cons. from Rhondda Fawr Br. to Clydach Vale 1m.

Conn. at Llancaiach to be used only for traffic to and from sdgs. on north side of GWR stn. at Llancaiach, and to and from Harris's Navigation Co's Col. L.C. across NAH&TV Extn. R. R.P. over NAH&TV R.

DUNFERMLINE & QUEENSFERRY. c.160. Inc. Cons. from Charleston Br. Jn. to North Queensferry, and pier. Royal Boroughs of Dunfermline and Inverkeithing may subscribe. T.A., NBR. Sch: NBR to work. NBR to build Dunfermline Lower St. NBR to provide steamers for Queensferry Passage. 5½m.

SOUTH WESTERN (GENERAL). c.161. Deviation Windsor lines at Clapham Jn. Stn. ¼m.

Diversion east of stn. ¾m.

Diversion of W. London Extn. R. to conn. with above. Abd. lines replaced by above. Diversion at Poole. ¼m.

CORNWALL MINERAL RAILWAYS(*). c.162. Inc. conversion to r. of

4' 8½" gauge, deviations, and cons. of new rs. between Par and Newquay. 18m.
 Br. to Melangoose (Retew br.). 2½m.
 Carbus br. 1m.
 Br. to Newquay and Cornwall R.: Hendra to Drinnick Mill. 2½m.
 Br. to Treamble (East Wheel Rose br.). 9½m.
 Transfer of Newquay & Cornwall R. to Co. (Burngullow to Drinnick Mill).
 To be M.G., Burngullow to Hendra.
 Stns. to be built at Melangoose Mill, Carbus and Roche. The co. to purchase the Cornwall Minerals R. & Harbour Co. (inc. 26 June 1872) which had acquired Newquay R. and Par R. Earlier Ltd. Co. dissolved.

LONDON & BLACKWALL. c.163. Improvement of Stepney stn. Landing pier at termination of Millwall Extn. R. Agreements with ferry owners. Compensation to Poplar & Greenwich Ferry Co. Agreements with GER.

HALESOWEN & BROMSGROVE BRANCH RAILWAYS(*). c.165.
 Dev. of line auth. 1865 and 1866. 4½m.
 Abd. pt. rs. auth. 1865 and 1866. E.T. for pt. rs. auth. 1865 and 1866 to 1 Aug. 1876.

BRISTOL & NORTH SOMERSET. c.168. Cons. Hallatrow to Camerton. 3½m.
 Br. to be "separate undertaking". W.A. with GWR. GWR may subscribe.

BANBURY & CHELTENHAM DIRECT. c.172. Inc. Cons. jns. Kings Sutton to Chipping Norton. 16½m.
 Direct line at Kingham. 1m.
 Bourton-in-Water to jns. at Cheltenham. 17½m.
 Compensation to E. Gloucestershire R. Sch.: To be worked by GWR.

KELVIN VALLEY. c.175. Inc. cons. from Maryhill (NBR) to Kilsyth. 17½m.
 Cons. Kelvin Valley W. to Kelvin Valley E. Jn. 1m.
 Agreement with NBR. NBR to work; may acquire five years after opening.

LEEDS, CASTLEFORD & PONTEFRACT JN. c.176. Inc. cons. jns. at Garforth to jns. at Castleford. 7½m.
 Cons. Castleford to Cutsyke (L & Y). ¾m.
 Use of Garforth and Castleford stns. R.P. to and W.A. with NER and L&YR.

LLYNNI & OGMORE. c.177. Cons. jns. at Brynmenyn to jn. with S. Wales R. at Pencoe. 5m.
 If Cardiff & Ogmore R. Bill passes, then r. shall terminate at Bryncethin Jn.
 Deviation at Pyle. ¾m.
 Conn. at Pyle to M.L. of SWR. ½m.
 Nantfyllon to Cymmer, jn. with S. Wales Mineral R. 2½m.
 Cymmer West Jn. to Abergwnfi. The Co. may divert this br. to accommodate Thomas Joseph (lessee of mineral seams at Blaengwfi). Said T. Joseph may make jc. r. from br. to S. Wales Mineral R. Jc. r. may pass under r. to Cymmer.
 R. to Cymmer not to be opened before r. to Abergwynfi without consent of T. Joseph. Sch: Agreement L & O and GWR. GWR to work L & O from 1 July 1873.

L & Y (NEW WORKS & A.P.). c.179. Cons. Chadderton to jn. with Oldham Br. 1¼m.
 Manchester loop line (Victoria to Thorpes Bridge Jn.). 1½m.
 Kearsley to Linnyshaw Moss and to Farnworth 2m.
 Dev. Brighouse br. Abd. pt. br. auth. 1866. ½m.
 Cons. Co. and LNW, Kirkham to Wrea Green (direct line). To be part of Preston & Wyre R. 1½m.
 E.T. Clayton West, and Blackburn & Padiham brs. to 1 Aug. 1875.

METROPOLITAN DISTRICT. c.180. R.P. over W. London R. from Kensington, Addison Road to Uxbridge Road. Use of Addison Road stn.

METROPOLITAN. c.181. May subscribe to Saint John's R.

MUCH WENLOCK & SEVERN JN. c.183. Cons. Lightmoor to jn. at Stirchley with LNW Coalport br. 1½m.
R.P. over GWR to Coalbrookdale and over part of Wellington & Severn Jn.
R. R.P. to GWR over rs. auth.

UPWELL, OUTWELL & WISBECH. c.184. Inc. Cons. Wisbech, jn. with GER to Upwell. Agreements with GER. 6¼m.

CALEDONIAN. (A.P.). c.185. Cons. Uddingston to Holytown. 3½m.
Conn. to Wishaw & Coltness R. (CR, M.L.) at Mossend. ¼m.
Fallside to Bothwell. 1½m.
Poniel Jn. to Alton Heights Jn. 2½m.
Hunthill Jn. to E Kilbride. 3½m.
Cadzow Jn. (Hamilton) to Fairhill Colliery. 1½m.
Cons. from Hamilton-Strathaven br. to the E. Kilbride-Strathaven road. 2¼m.
Law Jn. to Holytown 5¾m.
Fullwood Jn. to Milnwood Jn. ¾m.
Dev. of Carmyllie R. 5½m.
Two brs. at Greenock ¾m.
Br. at Grangemouth ¾m.
LNW and Mid to have R.P., Law Jn. to Holytown.

CALEDONIAN (WILSONTOWN & WEST CALDER JN.). c.186. Cons. jn. with Wilsontown br. at Haywood to West Calder. 6¾m.

CARLISLE CITADEL STATION(*). c.187. Dev. of M.L. of Lancaster & Carlisle and Cale. Rs. from Upperby to Caldew Bridge through Citadel Stn. 1½m.
Conn. Cale. R.M.L. to NER. ¾m.
Continuation to NER near London Rd. bridge. ¼m.
Upperby to Rome St. jn. ¾m.
Conn. from NER ¼m.
Upperby to Crown St., Goods, LNW ¼m.
Conns. from Maryport & Carlisle R. 1½m.
Conn. NER to Rome St. Jn. ¼m.
Conn. from Cale. R. Port Carlisle br. to near Caldew Jn. ¼m.
Enlargement of Citadel Stn. Rs. rendered unnecessary by this Act to be abd. NBR to abd. constr. certain brs. auth. 1865, 1867, 1868, 1870. Certain rs. to be vested in NER or M & CR. R.P. to Mid. and to NBR. Cale. R. to provide accommodation for G & SW locomotives.

CALEDONIAN (GORDON ST., GLASGOW, STN.). c.188. Stn. in Glasgow facing Gordon St. Cons. Central Stn. Jn. (Pollock & Govan R.) to Central Stn. 1¼m.
Eglinton St. to Strathbungo (Glasgow & Kilmarnock Joint line) ¾m.
Conn. to Glasgow & Paisley Joint line. ¾m.
Road bridge to be built across Clyde beneath R. viaduct.

CITY OF GLASGOW UNION. c.189. Haghill Jn. to Parkhead Jn. ¾m.

GREAT WESTERN. c.190. Connecting line at Bristol. ¼m.
Moss Valley Jn. to jn. with Ffrwd br. R. and colliery br. 2½m.
Extn. of Llwynennion Br. r. (near Ruabon) to Llwynennion Sanitary Pipe Works. ¾m.
Devs. at Netherton and Rowley Regis. 1¼m.
Pts. rs. auth. 1862 may be abd. Landore br., auth. 1871, may be abd.
Three devs. at Dowlais of joint GWR and Rhymney R., auth. 1872 1m.

R.P. to TVR. Pts. rs. auth. 1872 to be abd.

E.T. purchase lands in Kidderminster for five years.

E.T. for r. to Old Swinford, auth. 1868, to 13 July 1876.

E.T. for r. at Rowley Regis to 17 July 1874.

Berks & Hants, Bridport, Calne, E. Somerset, Faringdon and Marlborough Rs. may adapt to N.G. only, or to M.G.

Faringdon Co. to be vested in co. Co. and Briton Ferry Co. may enter W.A. Co. may purchase Briton Ferry Co. W.A. with Cowbridge Co. W. & T.A. with Great Marlow Co. Agreements with Wexford R. Co. Co. may acquire accommodation at Waterford. Co. may subscribe to Alcester, Marlow, N. Somerset, and Pontypool R. Cos. Co. may exercise borrowing powers of Corwen, E. Somerset, Leominster, Vale of Llangollen, Wellington & Drayton, and Wellington & Severn Cos.

LONDON & BLACKWALL (STEAMBOATS). c.191. Co. may provide steamboats to Greenwich. May purchase Potters Ferry.

SEVERN BRIDGE & FOREST OF DEAN CENTRAL. c.192. Inc. Cons. from Severn Bridge to Jn. with Forest of Dean Central R. at Awre. Agreements with GWR and Severn Bridge Co. 1½m.

SWANSEA & CARMARTHEN AND LNW. c.193. LNW to purchase line between Pontardulais and Swansea, with Penclawdd, and Gower Road brs.

SWINDON, MARLBOROUGH & ANDOVER. c.194. Inc. Cons. from Swindon, Jn. with GWR, to Marlborough stn. 12m.

Wolfhall Jn., Berks & Hants Extn. R., to Red Posts Jn. 14m.

Marlborough R. may subscribe. Agreements with LSWR; further agreement as to use of Andover Jn. stn. Agreement with Marlborough R. and GWR to admit working as continuous r. over Mid. R. and B & HER between Marlborough and Wolfhall; to be adapted to N.G. by B&HE., Mid. or GW rs. Agreements with LSWR for alterations between Red Posts and Andover stn. R.P. over LSW to and use of Andover stn. R.P. from Marlborough to Wolfhall. GW to have R.P. to Marlborough.

36 & 37 Vic. 21 July 1873.

LNW (NEW WORKS & A.P.). c.201. R.P. over Festiniog R. from Jn. with Bettws. br. of Co. to terminus of Dyffws br. F.R. Power to subscribe to Oldham Co. St. George's Harbour to be vested in Co. Co. to sell Railway Clearing House buildings to persons acting as trustees for r. cos.

ROSS & LEDBURY. c.202. Inc. Cons. from Ross to Dymock. 7½m.

Conn. from Ross & Monmouth R. ½m.

Dymock to Ledbury (Jn. with GWR). 4½m.

Co. may acquire parts of Hereford & Gloucester Canal; navigation rights to cease. W.A. with GWR and Ross & Monmouth.

CENTRAL WALES & CARMARTHEN JN. c.203. From passing of this Act, name to be Central Wales & Carmarthen Jn. R. Co. (former name Swansea & Carmarthen Rs. Co.). E.T. for r. auth. 1869 to 12 July 1876. Co. shall abd. const. of Mumbles Extn. R.P. over Carmarthen & Cardigan R. to GWR at Carmarthen. R.P. over Llanelly R. from termination of Vale of Towry R. to Carmarthen Valley (Llandilo) Jn. E.T. to 12 July 1876 for short connecting r. at Carmarthen to C. & C.R.

BALA & FESTINIOG. c.207. Inc. Cons. Bala Jn. (Jn. with Corwen & Bala R.) to Festiniog (stn. of Festiniog & Blaenau R.). 22½m.

GW., Vale of Llangollen, Llangollen & Corwen, and Corwen & Bala may subscribe. W. & T.A. with contributing rs. W. & T.A. with Merionethshire R. Reciprocal R.P. with Merionethshire.

GN (MELTON TO LEICESTER). c.208. Cons. Melton Mowbray to Leicester (Belgrave Road) 17½m.

Tilton to Loseby. 2½m.

Conn. to Mid. R. at Leicester. ¾m.

NORTH BRITISH. c.209. Cons. from near Whitburn (Wilsontown, Morning-side & Coltness) to Livingstone (Edinburgh & Bathgate). 4½m.
 Conn. at Bathgate (E & B). 1½m.
 Br. at Overgrange (Midcalder). 2¼m.
 Knightswood (Glasgow) brs. and dev. ¾m.
 Sdg. at Coatbridge. ½m.
 Dev. of North Monkland R. (jn. with Ballochney section of NBR) ¾m.
 To be vested in NMR.
 Dev. Capeldrae to Bogside (Fife). 1½m.
 Mineral sdg. at Haymarket. ½m.
 Borrowstouness to Bridgeness. 1m.

Enlargement of College stn., Glasgow. Abd. certain rs. Cale. R. to have R.P. over Knightswood brs. Connecting lines may be made to Forth & Clyde Canal, and co. to make openings in the ledges or flanges of rails if so required by Cale. R. and shall permit said co. to form connecting lines between that r., where it skirts the F & C Canal, and any wharves for the shipment of minerals etc. Broxburn R. to be sold to co. Milngavie co. to be amalgamated. Agreement with Burgh of Burntisland re Burntisland Harbour.

MIDLAND (A.P.). c.210. Cons. Stockingford to Ansley Hall colliery. 2¼m.
 Kingsbury Br. Sdgs. to Baxterley Park (Baddesley) colliery. 4¼m.
 Heanor Br. Extn. cons. from Ripley br. to jn. with cos. Heanor br. at its terminus. 2¼m.
 Not to take any part of the Butterley Co's r. between Waingrove's colliery and the br. r. of the Butterley Co. at Ripley stn.
 Cons. Teversall to Pleasley. 2¼m.
 Bestwood Park br. Bestwood Park Jn. to Bestwood Colliery. ¾m.
 Holbeck conn. line. ¼m.
 Whitecross Street Br. Met. R. to Whitecross St. Goods stn. ½m.
 Devs. of Bennerley and Bulwell br., auth. 1872. 1½m.
 Dev. of Nottingham & Saxby line (auth. 1872), Upper Broughton to Melton. 7¾m.
 Mowbray R. to pass under GNR (auth. 1873).
 Dev. in Keighley. ¾m.
 Widenings, Leicester to south end of Red Hill Tunnel.
 Widenings, Rushton to Bedford (River Ouse Bridge).
 Abd. Pts. Bennerley to Bulwell line, pts. of Melton br. and pts. of Nottingham to Saxby line.
 E.T. Settle-Carlisle line to 16 July 1875.
 Power to subscribe to Severn Bridge Co., but only with agreement of GWR.
 Sch.: Mid. R. to work Wolverhampton, Walsall & Midland Jn. R.
 Sch: GER and Mid R. to work Tottenham & Hampstead R.

BRITON FERRY DOCK (TRANSFER) (*). c.212. From passing of Act, Briton Ferry Co. dissolved and dock, r. etc., vested in GWR. Earl of Jersey to be repaid.

36 & 37 Vic. 28 July 1873

GN (HALIFAX, THORNTON & KEIGHLEY RS.). c.220. Cons. Thornton to Keighley. 7¼m.
 Conn. to Keighley & Worth Valley R. ¼m.
 Cons. jns. at Queensbury to Ovenden (Halifax & Ovenden Jn. R.). 2¾m.
 Sch.: Agreement with L & Y.

MANCHESTER SOUTH DISTRICT. c.222. Inc. Cons. Throstle Nest East Jn. (with CLC) to Didsbury (field belonging to Sir Edward William Watkin) and to near Alderley (jn. with auth. Macclesfield, Knutsford & Warrington R.). 11½m.

Conn. to Stockport, Timperley & Altrincham R. ¼m.

Agreements with CLC and Macclesfield Co.

LNW (HOLYHEAD OLD HARBOUR). c.225. Power to improve harbour. Board of Trade may lease lands etc. to co.

TUNBRIDGE WELLS & EASTBOURNE. c.226. Inc. Cons. Red Gate Mill Jn. to Hailsham. 16¼m.

Agreement with Brighton Co.

NEWENT. c.227. Inc. cons. Over to Newent, and Dymock. 12m.

Part of Hereford & Gloucester Canal may be taken over for the r. Agreement with GWR.

CALEDONIAN (SOLWAY JN. PURCHASE). c.228. Cale. R. to purchase portion of Solway Jn. R. between Annan and Kirtlebridge (jn. with Cale. R.).

DIDCOT, NEWBURY & SOUTHAMPTON. c.229. Inc. Cons. Didcot, jn. with GWR to near Micheldever, jn. with M.L. of LSW. Br. Compton to East Ilsey. Conn. to LSW (Basingstoke-Salisbury line). 37¼m.

ELY & CLYDACH VALLEYS. c.230. Inc. Cons. from termination of Ely Valley R. to Clydach Vale Colliery. 2½m.

SNAILBEACH DISTRICT RS.(*), c.231. Inc. Cons. from Pontesbury stn. to Snailbeach and Snailbeach Mines. Snailbeach Mine Co. Ltd. may subscribe and appoint director. Gauge not less than 2' 4". 5¼m.

WREXHAM, MOLD & CONNAH'S QUAY. c.232. Buckley Co. leased for 1,000 years.

RYE & DUNGE-NESS R. & PIER(*), c.234. Inc. Cons. Rye to Dunge-ness. Pier 100 yards long with landing stages. Agreements with SER. R.P. to Rye stn. 10½m.

FORTH BRIDGE. c.237. Inc. Cons. from Queensferry br. of NBR to Inverkeithing. 3¾m.

Inverkeithing to Burntisland (jn. with Edinburgh, Perth & Dundee br. of NBR). 6¾m.

Inverkeithing to Dunfermline (jn. auth. Edinburgh, Dunfermline & Perth). 3½m.

Conn. at Inverkeithing. ¼m.

Number and position of piers to be prescribed by Board of Trade.

HENLEY-IN-ARDEN & GW JN. c.238. Inc. Cons. Rowington Jn. to Henley-in-Arden. 3¾m.

Agreements with GWR. May purchase lands of abd. Henley-in-Arden R.

HOYLAKES & BIRKENHEAD RAIL & TRAMWAY(*), c.239. Cons. Hoylake, terminus of Hoylake R. to West Kirby. 1¼m.

Bidston, terminus of HR, to dock line of Mersey Docks & Harbour Board. ¼m.

Locos not to be used in Birkenhead without consent of Commissioners of M.D. & H.B., or under the conditions of the Board of Trade.

BIRKENHEAD, CHESTER & NORTH WALES. c.241. Inc. Cons. from Chester, jn. with Chester & West Cheshire R., now in course of constr., to Bidston, terminus of Hoylake Co. 18¾m.

Bidston to Birkenhead, south docks.	1½m.
Conn. to north docks, in Wallasey.	1½m.
Woodchurch to Mersey R.	2½m.
From Wrexham, Mold & Connah's Quay R. to Buckley R.	5m.
From Hawarden to Chester Bidston line.	3m.
Connecting lines near Hawarden.	¾m.
Conn. to Ffrwyd br. of WM & CQR at Gresford.	¾m.

Locos not to be used in Birkenhead, except as above. Joint stn. with Mersey R. R.P. over WM & CQ, HBR & T., and Buckley Rs. Agreements with. MS & L., Mid., GN., CLC and Hoylake. Sch.: agreement with HR. HR not to oppose rs. Chester to Bidston, and to docks. Birkenhead Co. not to oppose certain rs. of HR., but if their rs. to docks are passed, then certain lines of HR to be omitted from Bill before House of Lords. Birkenhead Co. to work HR but not its tramways.

EDINBURGH, LOANHEAD & ROSLIN. c.244. Cons. Roslin to Glen-corse. 3m.

EVESHAM, REDDITCH & STRATFORD-UPON-AVON. c.245. Inc. Cons. jns. with Evesham & Redditch R. to Stratford-upon-Avon. R.P. over East & West Jn. R. and E & R. 7½m.

T.A. with E & WJR. R.P. to Mid. R. R.P. to E & WJR to Evesham. Sch.: E & WJR to work.

METROPOLITAN & SAINT JOHN'S WOOD. c.247. Cons. Finchley Road to jn. with Hampstead Jn. R. 1m.

Finchley Road to jn. with Mid. R. ¼m.

Finchley Road to Neasden (River Brent). 3¾m.

May carry goods (clause of Met. & St.JWR Act of 1864 repealed): not lawful to carry heavy goods between Swiss Cottage and Baker Street stns. between hours of 11 at night and 6 in morning. Not to carry night-soil, dung, manure etc. Agreements with LNW, Mid., and Met. May be vested in Met. Met. may guarantee interest on borrowed capital.

BODMIN & WADEBRIDGE AND DELABOLE. c.249. Inc. Cons. Wenford Bridge to Delabole. 9¾m.

Ten devs. of Bodmin & Wadebridge, approx. 7¾m.

R.P. over B & W. Arrangements with LSW, B & W, D & C and CMR Cos.

CORNWALL MINERAL AND BODMIN & WADEBRIDGE JN. c.250. Inc. Cons. from Roche to near Bodmin; jn. with B & WR. R.P. over B & W. Arrangements with LSW, B & W, D & C and CMR Cos. 5¾m.

SOMERSET & DORSET. c.251. Nettleship br. Cons. Binegar to Downside Colliery. 1½m.

Wells junction. Wells stn. (S & D) to jn. with sdg. of Cheddar Valley and Yatton line of Bristol & Exeter R. in yard of Wells stn. of that co. ¼m.

Raising of levels of part of Bath extn.

Widening of bridge by which Bristol & N. Somerset R. is carried over tramway of co. at Midsomer Norton. Alteration in level of line of co. at Midsomer Norton, and in levels of br. tramway of co. to Old Wilton Colliery.

All trains passing over the Wells Jn. line shall stop at both stns.

Co. to raise additional capital under name of colliery br. shares. Profit on colliery br. to be applied in payment of dividend on colliery br. shares up to 6%, which are not to participate in general profits. Colliery br. to be opened to public traffic.

36 & 37 Vic. 5 Aug. 1873.

Just over 750 miles of new railways were authorized in 1873 for Great Britain. This figure is not strictly accurate, as no deduction has been made for approved abandonments.

CORRESPONDENCE

Crystal Palace Station: Three Counties Station

Sir,—Before the Crystal Palace was destroyed by fire, tickets were issued from many stations including admission to the Palace. When looking through some old tickets I was reminded that tickets which did not include admission were clearly printed “to Crystal Palace Station”. I do not, however, recall that tickets to Alexandra Palace carried the word “Station”.

On the Great Northern main line there was a station called Three Counties. This was in Arlesey parish but served a mental hospital (formerly called a lunatic asylum) in the adjoining parish of Stotfold, Bedfordshire. The asylum was jointly owned by Bedfordshire, Hertfordshire and Huntingdonshire, hence its name. Tickets to and from Three Counties also bore the word “Station”, presumably to indicate they did not include admission to the asylum! H. V. BORLEY

The “Best” Histories

Sir,—I wonder what members’ views are as to which published canal or railway history is the “best”? The purpose of this enquiry is to try to establish which publications might be regarded as the most suitable patterns or models for future historians to use as a guide.

E. S. LOMAX

Sawbridgeworth

Sir,—The Northern & Eastern Railway was opened from Harlow to a temporary terminus at Spelbrook on Monday 22 November 1841. (Some records give Tuesday 23 November, but it would appear to be most probable that passengers were first conveyed on the Monday.)

The intermediate station, Sawbridgeworth, was at a level (or surface) crossing and here was the boundary between Hertfordshire and Essex. The station buildings were on the down side and being south of the crossing were actually in the parish of Sheering, Essex. Early maps do not show a platform or buildings on the up side and so one cannot say where up trains actually stopped. In the early days platforms were not always provided at small stations. In 1846 the Company authorized the construction of platforms at this and certain other stations.

In 1883 the main passenger buildings were constructed on the down side north of the crossing and were therefore in Herts, and a short up platform is shown on the south side of the crossing in Essex. The old station buildings were used as goods offices. The goods station therefore remained in Essex until it was closed on 18 April 1966.

In 1960 in connexion with electrification a new up platform of full length was erected opposite the down platform. The passenger station is now entirely in Herts. Recently the buildings of 1883 were demolished and replaced by modern buildings on the same site. The work was begun on 1 May 1972, and a new ticket office was brought into use on 13 December 1972.

H. V. BORLEY

Birmingham's Main Railway Stations

Sir,—I am interested to see that Mr. P. S. Richards says (*Journal*, October 1972), "on 17 September 1838 the first through train reached Birmingham from London". Whether he assumed, as I did, that this was the long-quoted, and therefore probably correct date, I do not know, but certainly *Aris's Birmingham Gazette* does not mention an earlier date for this important event.

In fact, as the Northampton newspapers and the Company's own advertisements make clear, through trains actually commenced on Sunday, 24 June 1838 with a limited service because part of the line between Denbigh Hall and Rugby was single track. The full service started on 17 September and the coach link withdrawn. A private diary kept by a Rugbeian confirms this and mentions the single line sections as "near Milton and between Weedon and the end of Kilsby Tunnel". I believe the former location refers to Roade Cutting and that the latter actually includes the tunnel.

It is curious that all the Birmingham papers failed to record the opening of the final section of the Grand Junction from the temporary station at Vauxhall to the permanent terminus adjoining the London & Birmingham's Curzon Street. As far as I can trace, January 1839 is the nearest known date.

C. R. CLINKER

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William J. Skillern

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- *The Wireworks Tramway and bridge at Tintern, by H. W. Paar and D. G. Tucker. (*In* "Severn & Wye Review", Vol. 2, No. 2, Winter 1972)
- *These items are in the Society's library.

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ERRATA

- July *Journal*, p. 50, line 1. Date should read "17 September 1944".
- July *Journal*, p. 50, line 9. Date should read "26 April 1965".
- July *Journal*, p. 32, para 4, line 4. For "S.W.R." read "S.V.R."

ADDENDA

Mr. K. Hoole sends additional names to add to the list of Mail Exchange Apparatus published in September *Journal*. They are N.E.R. sites from W.T.T. Appendix 1 January 1911.

Newcastle—Berwick: Annitsford, Cramlington, Stannington, Morpeth, Acklington, Chathill, Belford, Beal.

Leeds—Hull: Howden.

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BOOK REVIEWS

THE CANALS OF YORKSHIRE AND NORTH EAST ENGLAND, Vols. 1 and 2, by Charles Hadfield. Vol. 1 £3.50, Vol. 2 £3.95.

In these final volumes in the *Canals of the British Isles* series, long awaited by historians and canal enthusiasts alike, Mr. Hadfield has completed a daunting task. Started during the last war his researches culminated in the publication in 1950, after several rejections, of *British Canals*. This led to a more detailed series of books covering individual areas. Mr. Hadfield has written nine of the thirteen books himself, two in collaboration, and has worked closely with the authors of the others.

Vol. 1 covers the whole of the waterways in the area up to 1845 and up to 1845 for the Aire & Calder, Calder & Hebble, Ramsden's, the Barnsley Canal, and the Don. Vol. 2 covers the remaining waterways in the area from 1790 to 1845 and the whole of the area up to 1972. It must have been frustrating to many to have to wait six months in between the publication of the two volumes.

The book is illustrated by a total of 31 well-chosen photographs of excellent quality, some dating back to 1900, when photography was in its infancy, in addition there are 61 other illustrations and maps.

The author includes much about the Bartholomew family of engineers whose inventiveness and progressive ideas are still in use today.

From a present-day aspect the book covers, perhaps, the most exciting area of waterway development in the country as the great river navigations of Yorkshire are still alive with commercial traffic. For the student of our industrial heritage the book is indispensable and will provide many answers. Those wishing to see the area first-hand will find it an invaluable guide.

C. K. POTTER

YORKSHIRE RESOURCES BANK No. 1: WATERWAYS, by John Goodchild (EP Group, East Ardsley, Wakefield, 1972). £1.75.

This is a portfolio of illustrations on the lines of the well-known "Jackdaw" series, and attempts to cover, with much success, many aspects of the waterways of its chosen area by means of 22 illustrations. Many of these are reproductions of documents—Acts, reports, etc.—and, although they come nowhere near to being exact facsimiles of the originals (being printed on card they cannot possibly do so), at least they capture some of the flavour of the sources of canal history. The notes are brief and factual, designed to present the background to the non-specialist teacher for whom the portfolio is no doubt intended. The inclusion of suggestions for the use of the illustrations would have been helpful—teachers should be capable of working this out for themselves, but bitter experience shows that many of them are not. Even more serious is the omission of a select book-list; the books of Charles Hadfield are specifically mentioned, and the tyro will fare well if he sticks to these, but not all writers on waterways come within light years of Mr. Hadfield's standards of scholarship. By and large, however, the publication is useful and interesting, and the scheme could well be extended to other areas. But editors should be allowed more space—over-compression can lead to such obviously incorrect statements as the one here that "the last boat passed through Standedge Tunnel in 1921".

PHILIP A. STEVENS

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