



Journal
of the
Railway and Canal
Historical Society

THE RAILWAY & CANAL HISTORICAL SOCIETY

Founded 1954 Incorporated 1967

PRESIDENT: H. W. Paar

VICE-PRESIDENTS: Prof. T. C. Barker, H. V. Borley, Charles Hadfield,
Geoffrey Holt, Charles E. Lee, P. G. Rattenbury, Jeoffry Spence

CHAIRMAN (Managing Committee): Grahame Boyes

HON. SECRETARY

R. E. Kilsby
Banestree
Jacobs Well Road
Guildford
Surrey GU4 7PA

HON. TREASURER

Peter R. Davis
103 North Street,
Hornchurch,
Essex
RM11 1ST

HON. EDITOR

J. V. Gough
12 Victoria Gardens
195 London Road
Leicester
LE2 1ZH

MEMBERSHIP SECRETARY: R. J. Taylor, 64 Grove Avenue, Hanwell, London
W7 3ES

LOCAL GROUP SECRETARIES

London R. H. G. Thomas, 174 Markfield, Courtwood Lane, Addington CR0 9HQ

North Western – B. R. L. Davies, Fron Fawnog, Gwernymynydd Mold, Clwyd

North Eastern – S. Tyson, Westwood, 27 Carr Lane, Acomb, York YO2 5HT

West Midlands – Miss M. Cooling, 9 Berberry Close, Birmingham B30 1TB

East Midlands – F. W. Eele, 75 Brendon Road, Wollaton, Nottingham NG8 1HZ

AREA CORRESPONDENT

South Western – D. E. Bick, Pound House, Market Square, Newent, Glos.
GL18 1PS

JOURNAL OF THE RAILWAY & CANAL HISTORICAL SOCIETY

VOLUME XXVII

No. 9

NOVEMBER 1983

CONTENTS

RAILWAYS AND THE ST. LEGER <i>P. L. Scowcroft</i>	266
THE RAILWAYS OF HARTLEPOOL <i>S. L. Bragg</i>	276
METROPOLITAN DISTRICT RAILWAY MAPS AND 'ON EITHER SIDE' AND OTHER STRIP MAPS <i>David Garnett</i>	283
JONES' TRAMROAD, RISCA <i>Gordon Rattenbury</i>	288
THE BRIDGEWATER NAVIGATION COMPANY: RUNCORN AND WARRINGTON <i>Peter Norton</i>	290
EXTRACTS FROM THE MINUTES OF THE NEWARK NAVIGATION COMMISSIONERS <i>G. Y. Hemingway</i>	292
BOOK REVIEWS	295
CORRESPONDENCE	301
INDEX TO VOLUME XXVII <i>Compiled by H. C. L. Trickett</i>	302

Railways and the St Leger

BY P. L. SCOWCROFT

In the mid-nineteenth century it was said that the three outstanding things to see in Yorkshire were York Minster, Sir Tatton Sykes, and the St. Leger. The last of these dated from 1776, though not under that name until 1778; but even if the later date is taken, it remains the oldest of English classic horse races.¹ It has always, apart from one or two occasions during the last war, been run at Doncaster. Racing in Doncaster dates from at least 1600; from the early eighteenth century the Doncaster Corporation was providing a subsidy for the races on the Town Moor. By 1750 September had become the month for the then annual meeting. In 1766 the Doncaster Gold Cup was instituted and, ten years later, local landowner Colonel (later General) Anthony St. Leger proposed a race for three-year-olds. That year a new course was laid out on Doncaster Common. Even then the September race week was a great social occasion locally — the town's hotels, inns, and lodging houses were full, concerts and balls were laid on at the Mansion House, and the town's new theatre opened for a month-long season. However, with the expense and difficulty of road travel in the eighteenth century, numbers attending, though often considerable, were small compared with what they were to become during the Victorian and Edwardian periods and at times since. Comparing, say, 1876 with 1776, the St. Leger meeting had become not an affair patronised by local nobility and gentry and a limited number of townspeople of the lower classes but an attraction visited by hundreds of thousands of all classes from all over England.

It was, of course, the advent of the railway which wrought this change. Indeed, people began coming to the races by train even before Doncaster itself had a railway station of its own. The North Midland line from Derby to Leeds opened in summer 1840 with a station at Swinton which was linked to Doncaster by coach and canal boat services.² The *Doncaster Gazette* for 4 September 1840 reported that

arrangements are being made for several coaches and boats from Swinton station during the races. A temporary suite of rooms is now in course of erection for station waiting rooms, etc. Additional clerks, porters and policemen will be in attendance.

A superintendent from Leeds was there on 2 September supervising this. Certainly the NMR made a financial killing during the 1840 race week, taking overall £3834 1s 9d during the week (ending 19 September), compared with £2792 0s 10½d the previous week and £2519 6s 1¼d the following week — receipts were even higher than for August bank holiday week. Arrangements, however, were not entirely satisfactory, for as the *Gazette* reported on 2 October 1840,

eleven boats on the river and coaches and omnibuses on the road have been proved to be totally insufficient to convey the traffic. More persons were left behind than could be possibly conveyed.

In 1842 we hear of Mr Outhwaite of Leeds and Messrs Wood and Pye of Doncaster contracting to furnish conveyances to and from Swinton Station during Doncaster race week. Wood's offices were in High Street, Pye's at the New Angel Inn. We also read of racing commencing and finishing at an early hour on Friday 16 September (the last racing day) 1842 so that race visitors could reach their trains at Swinton or Masborough (Rotherham). That year the NMR took £4264 in passenger receipts in the week ending 19 September, compared with £3124 for the week ending 5 September and £3706 for the week ending 1 October.

But Swinton was inconvenient for race travellers and a Doncaster station appeared at last on 5 August 1848³—albeit a temporary structure east of the Great North Road, which of course until 1910 crossed the railway on the level—with the opening of the Great Northern line from Askern Junction. Be it noted that the opening, whether 5 August or 2 September, was just in time for the St. Leger meeting; in the *Gazette* of 1 September the Lancashire & Yorkshire Railway proudly announced that

the 6.15 a.m., 8.45 Express and 9 a.m. *ex* Manchester Victoria will convey Passengers THROUGH TO DONCASTER on each day of the DONCASTER RACES and that on WEDNESDAY 13th September 1848 (being the ST. LEGER day) and on the 15th September (CUP day) SPECIAL TRAINS will leave as follows: Victoria 7 a.m., Middleton, Rochdale, Todmorden, North Dean (for Halifax), Heaton Lodge (for Huddersfield), Mirfield, Dewsbury and Wakefield, taking up passengers from Wakefield and arriving in Doncaster about 11.15 a.m. (1st and 2d class only); Halifax 7 a.m., calling at all stations to Wakefield (arr. about 8.10 a.m.) and meeting the 7.50 a.m. *ex* Leeds and arrive Doncaster about 10 a.m. (1st, 2d and 3d class); York (via Normanton) 6 a.m. (1st, 2d, 3rd Classes), 7.25 and 9.50 a.m. (1st and 2d only); Goole 7.30 and 9 a.m.

Day returns were offered at ordinary single fares. In the evening specials were to be despatched as often as practicably convenient to the Company from 5.30 to 7.30 p.m. For passengers from the south coaches still ran from Masborough and Swinton. On Leger Day nearly 8000 arrived in 243 carriages of the six specials (seven had been advertised) and five regular trains. The specials arrived between eleven and one; the last was despatched on its return journey at 8 p.m. Sixty-two policemen (signalmen) lined the track to Askern.

A makeshift, if promising, arrangement. By the next year further options were available in the way of race specials as the GNR had been opened southwards to London on 4 September 1849. On Leger Day (12 September) a special express was advertised from London Bishopsgate (Eastern Counties Railway) at 5.45 a.m. to reach Doncaster at noon, allowing 15 minutes for breakfast at Peterborough. (It duly arrived on time, double headed, with nineteen coaches). The return working, at 5.30 p.m. was expected to be in London at 11.30. There was also a special from Bishopsgate on Monday 10 September, the day prior to the races, taking seven hours, and one from Doncaster to Bishopsgate on the race Friday at 5 p.m. Other specials came from Manchester, Liverpool, Leeds, Wakefield, Bradford, Halifax, Huddersfield, Hull, York and Newcastle. The one fly in the ointment was that the South Yorkshire Railway was not open in time because of a mishap to one of the abutments of a bridge at Conisbrough and Sheffield excursionists had to travel by road or via Retford (by the Manchester Sheffield & Lincolnshire Railway and the newly opened GN line). The GNR alone conveyed over 10,000 passengers on Leger Day without trouble. It had passed its first major test with flying colours. Its specials from Leeds, planned to run via the Midland to Methley and thence via Knottingley (LYR), had to be re-routed via Dewsbury (London & North Western Railway) and Wakefield because the Midland, high-handedly or more probably because of a misunderstanding, pulled up the junction rails at Methley. The town was busier than in any other previous race week.

The following year saw further developments. Refreshment rooms on Up and Down platforms were brought into service early in September. Five hours were now allotted for race excursions to reach Doncaster from London. The GNR ran one such from Maiden Lane each race morning—and ordered that the Leger Day special be divided if necessary—as did the rival LNWR from Euston, all at

single fare for the double journey. An ordinary train on the Monday was timed at 4 hours 43 minutes but was 2½ hours late because of engine failures. The Midland provided two trains each race morning from Sheffield (the SYR was now open); LYR specials catered for trippers from Liverpool, Manchester, Leeds, Wakefield, Bradford, Halifax, Huddersfield, Pontefract, and Goole. Apparently the GN specials kept time well and got away in the evening with little confusion, apart from some Sheffield passengers being taken to Wakefield, York, and even London. The *Gazette* summed it up: 'The railways have made Doncaster's races what they ought to be. They have opened them to "the masses"'. Nevertheless the companies were surprised by the demand; at Sheffield excursionists burst the barriers and thronged the carriages to the tune of ninety per carriage. The GN special from London on Leger Day was triple-headed and so full when it passed through Lincoln that a second train had to be put on for the Lincoln excursionists. Altogether 2000 travelled through or from Lincoln that day.

In 1851 we hear for the first time of excursion trains to the Doncaster Spring race meeting in March, from London on both days with a 'short working' from Boston, then the home of the GN locomotive works, also from Sheffield, York, Leeds, and Wakefield. But the September meeting remained of paramount importance. Pressures were beginning to build up on the GN, not only in furnishing rolling stock for excursions, but in space for handling excursions at platforms and stabling the empty stock until it was time for the return journey. In 1851 pressure on platform space was eased by the SYR erecting a platform 200 yards long on the down side of their line at Cherry Tree Junction, just south of Doncaster station, for the use of third class Sheffield passengers (first and second class were conveyed by separate specials to the ordinary platforms). The *Gazette* proudly noted that the GN special from London on the day preceding the race days (Monday) was 'well patronised and had decidedly the whiphand on this day of its tardy though cheaper copyist the North Western'.⁴ The efficiency of station staff in getting passengers away was also praised as was the competence of coachowner/innkeeper Mr Pye (who died, greatly mourned, in 1859) in managing the refreshment rooms. As a sample of what the staff had to cope with, in one hour between 11 a.m. and 12 noon on Leger Day at least twelve trains arrived: MSLR from Manchester (8 carriages); GNR from Barnsley (200 passengers), delayed by a derailment; MR from Leeds and Bradford (22 carriages); GNR from Barnsley (9 carriages); SYR from Leicester, Nottingham, and Derby (13 carriages); York & North Midland Railway from Hull (16 carriages); GNR from Leeds, 'an enormous train (34 carriages) not merely filled inside but the roofs of several swarming with human beings'; GNR from Peterborough and Boston (17 carriages, mainly 1st Class); GNR from Lincoln (6 well-filled carriages); YNMR from York; GNR from London (1st and 2nd Class), almost on time; GNR from Wakefield (6 carriages) — and that list is not exhaustive as the report does not include LYR excursion trains. In the evening, 14 trains were despatched from the Down platform (2 ordinary, 12 special) and a like number from the Up platform (3 ordinary, 11 special). This seems few to us, and would have seemed so to Doncaster railwaymen even a few years after, but trains were relatively few in 1851, the business was largely concentrated between 5 and 7 p.m., and trains were despatched on a time-interval basis.

It would be tedious (and unnecessary) to detail arrangements year by year. Traffic expanded alarmingly. In 1855, by which time the GN locomotive works had moved to Doncaster, the number of visitors again exceeded those of previous years and facilities offered by the GNR, MR, LYR, and SYR were better than ever before. More use was being made of the ordinary trains on the three days prior to the races — Monday afternoon's ordinary train from King's Cross

decanted 350 of its 400 passengers at Doncaster. Some of the Tuesday excursions were not too well filled — one from Bradford (MR) contained only eight passengers, people having travelled by ordinary trains so as not to be obliged to return that day — but the LYR ran seven trains from Manchester, ordinary and special, while a train from York brought 400 passengers. On Leger Day (Wednesday) fifteen specials arrived at the station plus others from Sheffield which terminated at Cherry Tree. In 1860 railway arrangements were reckoned 'admirable' in the hands of Messrs Leith (Superintendent), Wood (Clerk in Charge), Brown and Newman (Inspectors). The GNR ran no specials on Monday or Tuesday as they had done in 1859, but several ordinary trains ran in two parts as Monday arrivals by these were 'unprecedented'. There were specials by the dozen on Wednesday, of course, and with the basic two-platform station clearly inadequate for dealing with the huge numbers, trains set down passengers not only at Cherry Tree platform (SYR, MR) but also at Shakespeare sidings (GN, MSLR) and Marshgate sidings (SYR), respectively to the south-east and north of the main station. These sidings and the Loco sidings beside and in front of the 'Plant' Locomotive Works, were then used for stabling the excursion trains during the afternoon. Fourteen thousand passengers came from Sheffield alone on this day. Crowd control was an obvious problem, but GNR Police Inspector Williams was in attendance all week with several detectives and little pickpocketing was reported. Special trains were again run in abundance on Friday (Gold Cup day and the last race day) by the GNR (from Nottingham, London, Leeds, Bradford, York, and Halifax), SYR and MR (five specials between them from Sheffield) and the MSLR (from Manchester). The GNR and SYR in particular made money and this can be clearly seen in the pattern of traffic statistics. The GN's traffic receipts for the week were £30,733 (as against £28,460 and £27,653 the preceding weeks and £27,133, £25,400 and £28,243 the weeks after); the SYR took £4148 in Leger week, compared with £2562 the week before and £3070 the week after. In 1863 the GNR figure was £39,360, many thousands up on the weeks either side; the MSLR, which had taken over the SYR, grossed £7921 in the week against around £5500 in the weeks either side of it.

By 1867 the GNR was grossing £48,478 in Leger week (compared with £42,062 the week before and £44,144 the week after). Racing was big business for it. That year it had to borrow 66 carriages from the London & South Western, 60 from the London Chatham & Dover, 50 from the LNWR, 28 from the North London, 50 from the North Eastern and 22 from the Great Eastern to make up the race excursions. Altogether it ran 2500 carriages to Doncaster; over 70 excursion trains ran, more than half of them GN. The Loco sidings had to house Leeds and Bradford specials and NER specials from York and Scarborough, Marshgate sidings the MSL Keadby specials, Marshgate horse dock the LNWR trains, Cherry Tree Goods sidings Midland trains from Sheffield, the adjacent St James' siding MSLR Manchester specials, and Shakespeare siding specials from the south. Marshgate had three miles of tracks, thirteen new sidings having been specially constructed in 1863 at a cost of over £6000. On Leger Day 1867 there was a race between two Halifax excursions, which for three or four years had seen keen competition between the LYR and GNR. The LY train departed from Halifax at 8 a.m., a minute or two earlier than the GN. The trains proceeded by different routes, the former via Wakefield (Kirkgate), the latter via Laisterdyke and Wakefield (Westgate). The LY train arrived at Doncaster about 9.15 a.m. but was brought to a stand by a signal at the north end of Doncaster station, the GN train being given the road instead, much to the annoyance of the LY passengers! However, they were first back home, by half an hour, though both trains left around the same time. The *Doncaster Gazette* of 13 September 1867 floridly described the scene at Doncaster station:—

No station was ever more unlike that of Mugby Junction. There is no dull, sleepy silence here. All day long huge trains come thundering in, with terrific clatter, snort and crash, belching forth fire and smoke, as if so many monsters had been let loose to carry fell destruction in their path instead of thousands of persons who are to be made glad some or wretched by the result of a few minutes' race; and thousands of others who come for mere pleasure and to enjoy the great annual 'outing' in the company of their friends. Cabs dash at headlong speed in all directions.

Francis Cockshott, Superintendent of the Line, came to oversee arrangements on the Monday; Seymour Clarke was there on Tuesday evening and Assistant Superintendent of the Line Conder and four district agents were also fully engaged. The MR and MSLR both sent supervisors.

Still crowds increased. In 1862 the GNR was surprised by the influx, as there was a trade recession and the alternative attraction of the International Exhibition in London, to which six MR and GNR excursions were advertised from Doncaster itself during Leger week; 50 'immense passenger trains' emptied in five hours on Wednesday, thirty of them specials — of the 50, 14 were GN, nine MR, seven LYR, six MSLR, the rest SYR and NER. In 1863 25% again more passengers were estimated; of the thirty-odd Leger day specials, only eight left from the station, against nine from the Shakespeare sidings and 17 from the Loco sidings. Additionally, at Cherry Tree 14,500 SYR and MR passengers from Sheffield detrained. A minor derailment caused extensive delay, but otherwise arrangements went well. The 1864 Leger brought 74 trainloads. These figures were to seem puny only a decade later.

Space at the station was limited, and sorely needed alterations and additions were put in hand during 1873. Railway officials could not work miracles for ever. Many extra staff had to be drafted in for the week; in 1872 30 policemen, 50 porters and many signalmen assisted the regular staff with 104 special trains— 135 altogether — on Leger Day alone bringing 150,000 visitors. 101 trains were despatched in 2¼ hours during the evening. There were 61 specials on Gold Cup day, Friday. In 1873, however, it was noted that the station was insufficient for ordinary traffic let alone specials, and further complaints were voiced in 1875 about its inadequacy. Facilities had of course to be provided to the various temporary sidings — in 1874 a temporary road was built to obviate passengers dropped off the forty trains using Cherry Tree sidings crossing the tracks to reach the town centre. In 1875 some half a million travellers arrived at or left Doncaster between the Monday and Friday. Of 120 Wednesday excursions, forty were dealt with at Cherry Tree, 15 to 20 at Shakespeare Goods sidings, about 40 at the Loco sidings, the rest at Marshgate sidings and the station. Still GNR receipts rose; in 1875 these, at £69,246 for Leger Week, exceeded those of the week before by £9872, those of the week after by £10,573. Of the other major railways only the MSLR receipts show a 'peak' for this week of the month, and the Leger was perhaps as important for them as for the GNR.

By 1876 the station alterations were beginning to have a beneficial effect. The Down platform had been extended and the removal of old running sheds mitigated hold-ups at the Marshgate crossings. The demolition of the former erecting shop at the Plant Works enabled tracks to be constructed for mineral and freight trains. The number of visitors — including horses, for there were special trains for them, too, from Newmarket, the York area, and elsewhere — was probably a record. Even Tuesday had 20 specials plus ordinary trains running with double

the number of coaches; Leger Day saw 120 to 130 excursion trains, all but a few dealt with away from the station, at Cherry Tree (40), the Loco sidings (40), the Shakespeare and Goods sidings (20) and Marshgate (12). All morning they arrived; the evening peak was squeezed into 1½ hours between 7 and 8.30, rather later than usual.

The local press now began to mention a particular type of special, that for the house parties of nearby nobility and gentry. Lord Fitzwilliam's special train came from Elsecar – a goods station for the nearby ironworks, supplied with a covered platform for this passenger purpose – in September 1871 and on other occasions this Wentworth Woodhouse house party included the Prince of Wales; the Marquis of Drogheda's special came from nearby Birdwell, Sir John Astley's from Brigg (Elsham, in later years), Mr Winn MP's from Wakefield (Nostell in later years), and Mr Sykes MP's (in 1876 carrying the Prince of Wales, who liked to spread his favours around) from Brough, but this latter stopped at Barnby Dun on all four racing days to keep clear of the congestion in Doncaster, and the journey was completed by carriage.

Both platforms had been extended by 1877, and additional waiting rooms, lavatories, and staff rooms erected. Each platform was now sufficiently long for two or even three trains to load or discharge simultaneously if need be. A new platform face was added on the Down side. By 1878 a new booking office on the Down platform obviated the need for the temporary office erected on the Up platform – both offices now had two windows, one 1st and 2nd classes, the other 3rd class. Two hundred and fifty specials were dealt with during the week at this time, 120 on the Wednesday; 15 inspectors, 30 policemen, 60 porters and 50 signalmen were needed extra to the normal staff. Traffic still grew; in 1880 960 passenger trains (there were horse, luggage, and mineral trains also) were dealt with between Monday and Thursday. With the station improvements (including this year, and 1881, further platform extensions and a new bridge in 1881 doing away with passengers crossing the line) a greater percentage of the 140 Leger Day specials could be dealt with at the Station, though the Loco sidings, St James' Bridge, Cherry Tree, Shakespeare, and nearby Goods Shed continued to be fully used. Passengers were estimated at 230–250,000 between Tuesday and Thursday (70,000 Tuesday, 120,000 Wednesday, 50,000 Thursday). There were three horse-train departures on Friday evening, four on Saturday morning.

Platforms were fully covered and the station freshly painted in time for the 1882 races; a new Station Road – built over in recent years by the town's Arndale Centre – facilitated road connections between station and racecourse. Specials on Leger Day now touched 150, some of the increase being attributable to six extra Great Eastern special trains, one from Liverpool Street, using the GE/GN Joint Line.⁵ There were now nearly 350 trains altogether on the Wednesday in 1884, with 1000 during the week. Private specials included those from Welbeck Abbey, Wentworth, Nostell, Nun Appleton, Brantinghamthorpe, and Blankney Hall, near Lincoln, on the Joint Line. The Prince of Wales' special arrived at 10.25 a.m. on the Tuesday at Marshgate Dock Siding, after which he joined Mr Sykes' Brantinghamthorpe party. Due to the early harvest there were many excursionists from rural areas.

In its coverage of railway arrangements for the races the local press usually reported that there had been no serious delays, mishaps, accidents, or injuries. Sadly this was to change in 1887. At first all went well; 450 specials were dealt with on Tuesday, Wednesday, and Thursday including several private specials, though some noblemen attached special carriages to ordinary trains. But on

Friday came disaster. At 12.15 p.m. a Midland excursion train (11.30 a.m. ex Sheffield) had been standing for two minutes at Hexthorpe ticket platform, 1½ miles from Doncaster station, for tickets to be taken (the normal practice in times of exceptional traffic) when an MSL express from Liverpool to Hull (8.40 a.m. ex Liverpool) ran into the back of it. The guard's van and three rear coaches of the Midland train were telescoped by the boiler of the express locomotive. 25 passengers were killed or died later in hospital; at least 66 were injured. Almost all the casualties were in the Midland train, and all the fatalities in its rear two coaches. Remedial measures were commendably swift. At least ten doctors were quickly on the scene and assistance came from nearby houses. Amazingly, the line was cleared by 4.30 p.m. in time for returning race traffic. (Traffic had meanwhile continued on the goods line.)

What had happened? The MSLR had been worked on the absolute block system since 1880. There were blocks here between Hexthorpe Junction and Cherry Tree (in which Hexthorpe platform was situated) and Cherry Tree and GN/SY Junction box. The only exceptions were on the Wednesday and Friday race days between 6 a.m. and midnight when these two blocks were cancelled and signalling done by ground flags. Drivers were instructed to proceed cautiously and be able to stop immediately on seeing a train in front. This was a printed order, one of a very voluminous bundle; a written order was also given to the signalmen at Hexthorpe and Cherry Tree. The flag signalmen had verbal instructions from Mr J E Halmshaw, MSLR District Superintendent. No. 1 Signalman – near the halfmile post, 30 yards from the ticket platform – had to exhibit a red flag the whole time a train was in the ticket platform and repeat the signal to Signalman No. 2 further down the line towards Hexthorpe Junction. No. 2 Signalman had orders to bring to a stand any approaching train and inform the driver that there was a train at the ticket platform and to proceed cautiously; No. 1 Signalman was to repeat the signal and caution. Some 43 passenger trains ran over the line between nine and one on Wednesday and 25 were due to on the Friday. The signalmen had a nine-hour tour of duty (6 a.m. to 3 p.m.). There were altogether six signalmen between Hexthorpe and Cherry Tree and South Yorkshire Junctions with similar instructions. The Hexthorpe cabin signalman had to keep his signals up until drivers reduced speed to about 12 mph. He did so. It seems clear that both flag signalmen directly involved waved their red flags at the express but the driver took no notice and indeed later said he saw no flagmen. He had 200 yards' visual notice of the Midland train (it was nearer 400 yards in fact) but could not pull up 'because the rails were greasy'. His fireman said he saw both red flags but claimed he did not know what the first was for and had no time to tell the driver of the second. The driver further thought that tickets on the MR train had been collected at Conisbrough as they had been on the afternoon of Leger Day and that it would not have to stop for that purpose at the ticket platform (though his written instructions were to the contrary and one of the MSL train guards had told the driver so). Neither driver nor fireman knew, so they said, that the block had been suspended.

The inquest jury found the driver and fireman guilty of negligence and hence of manslaughter. They were, however, found not guilty at York Assizes on 14 and 15 November. This was surely a correct decision, firstly, because of the contributory negligence of the MSLR guards, who had not applied their handbrakes (one was collecting the tickets of passengers in his van, the other had seen the first red flag but had done nothing about it); secondly, because of the absence of cord communication; and thirdly because of the conflicting hand and fixed signals, respectively at danger and all clear. The proved inefficiency of the Smith non-automatic vacuum brake, in use on the MSL express, was a principal factor

in the Board of Trade Inquiry, but little or nothing was made of that at the trial. The affair generally shed little credit on the MSLR — it should be noted that the GN only suspended the block system during the race period in the siding working.

In 1888 a total of 1149 passenger trains were handled at Doncaster on the four race days, and this appears to be a peak in numbers of trains, though according to Wrottesley⁶ 1881 was a peak for receipts to the GNR (£10,207). Trains were perhaps becoming longer — certainly, according to the *Doncaster Review*⁷, only 912 arrived and departed during the 1894 race days, 282 of them on the Wednesday; after 4 p.m. on this day 175 trains had to be despatched, 43 of them from the Up platform and a like number from the Down platform — of these 86, 40 were GN, 25 MSL, 10 NE, the rest from other companies. The Friday evening (3.30 — 11 p.m.) was nearly as busy a day for the station with 47 departures from the Up platform and 37 from the Down, though of course traffic from the out-sidings was lighter.

By the late 1890s the well-tryed arrangements had become established. In 1898, 921 special and ordinary trains were dealt with at Doncaster on the four race days (Tuesday 59/133; Wednesday 156/134, Thursday 69/134, Friday 104/134). By 1904 the total had risen to 1045 because there were more ordinary trains through Doncaster each day (Tuesday 49/177, Wednesday 172/177, Thursday 47/178, Friday 67/178 — a decline of 53 specials compared with 1898). Several hundred thousand passengers were dealt with — we have passenger figures for 1909 which are representative of this vintage period: Tuesday 57,850, Wednesday 190,000, Thursday 55,850, Friday 77,680. Additionally, some six to seven hundred horses were dealt with for the races and Tattersalls' Bloodstock Sales, then held at the same time. In 1898 four new signal boxes were erected for Leger Day, dividing existing block sections — notice the lesson of Hexthorpe being taken to heart — and a new junction was made at the Decoy, south of Doncaster on the GN line, to permit trains from the south which had run into Shakespeare sidings to regain the Up line without being shunted. St James' sidings (the former 'Cherry Tree' basically) were extended for Great Central special traffic from Manchester, Sheffield, and Liverpool (nine trains Tuesday and Thursday, 28 Wednesday, 14 Friday) and were styled St James' Station. The bulk of the traffic was from Yorkshire (Sheffield particularly), but there were heavy trains from London, Brighton, Norwich, Newmarket, Cambridge, Birmingham, Northampton, Derby, Leicester, Manchester, Liverpool, Chester, Newcastle, Carlisle, and Lincoln. Even the North Staffordshire sent excursion trains. On the Wednesday West Riding excursions (LYR, GNR, Hull & Barnsley) ran into the Loco Yard, on the West side of the station, NER and MR excursions into the Down Goods Yard, MR Sheffield excursions into the Goods Shed sidings (Up side), GER, LNWR, and GNR excursions from the south into the Shakespeare sidings. Inevitably, goods and mineral traffic (except for a few coal trains during the small hours), likewise locomotive repairs, were suspended for the week to provide the necessary siding capacity. Passengers were handed a printed notice giving their train number — displayed of course on the train itself — how to get back, and the time of starting back. Punctuality in this was vital as trains set off every 75 seconds. All tickets were collected at the last *regular* stopping place before Doncaster — again we see the lessons of Hexthorpe being digested without putting pressure on the busy Doncaster station staff. The specials were not all third class excursions but included some interesting workings. There were still private specials — for Arthur Wilson's Tranby Croft house party and those at Rufford Abbey, Welbeck Abbey, Nostell Priory, and Market Weighton — though many such parties engaged first class saloons and attached them to ordinary

trains. This type of special declined dramatically with the growth of motor cars and by 1908 there was only one, plus private saloons and reserved compartments. The GCR ran a first class special from Sheffield every race day and there were first class specials to Manchester and Cleethorpes on Friday evening. There was a GN dining car special from King's Cross, stopping only at Grantham, every race day, timed at three hours each way, serving lunch on the Down journey, dinner on the Up. The following year (1899) the GCR tried to horn in on the London Leger traffic by providing a special from Marylebone. In 1908 the new GNR Royal Train was used for the first time, to bring Edward VII to Ollerton on the pre-race Monday. He made the journey from Rufford to Doncaster Town Moor by car, though.

Extra staff included 11 clerks, 17 inspectors, 20 signalmen, 45 porters, 35 police, 30 guards, eight lampmen and a special breakdown gang to repair telegraphs — over 160 plus senior officials of several companies.⁸ This in itself created a catering problem; the old engine shops were used as kitchen and dining rooms and a marquee was erected for the senior officials. The special additional working timetable ran to 47 folio pages in 1899.⁹ Some 1200 were employed in the station and sidings during the week. The locomotives of all specials would of course need watering and possibly coaling while they were in Doncaster, and surely some rudimentary carriage cleaning must have taken place.

Further refinements were introduced or proposed in the remaining years to 1914. By 1904 it was reckoned that 70 miles of Doncaster sidings were used for stabling special trains. A 60-foot turntable was installed that year for dealing with the new, larger engines. Interchangeability of return tickets between Midland and GC trains to and from Sheffield was introduced, rather belatedly, in 1903. An attractive facility in 1904 and other years was dinner, bed, and breakfast at the Great Northern Hotel in Leeds and first class rail travel to and from Doncaster each race day, all for £3 12s 0d. Both the GN and GE offered five day excursions from London for those who wished to stay in Doncaster. Horse traffic blossomed; in 1903, 717 yearlings for Tattersalls' Bloodstock Sales arrived in 431 horseboxes, from Cottingham, Sledmere, Thirsk, and various Irish stables, and 689 were sent away in 473 boxes. Much of this traffic was handled at Marshgate Cattle Dock. A more commodious station for the racecourse was proposed north of the Low Ellers by the South Yorkshire Joint Railway, both in 1904 and 1905. The GNR, although a partner in the SYJR, objected, on the grounds that it would lose revenue and (rather huffily) that it reflected on its race arrangements at Doncaster station, and the idea was finally dropped in April 1907.¹⁰ The SYJR does indeed skirt the racecourse, but on the side of it distant from the stands, and there would have been problems in laying on cabs and other transport from Cantley Bridge, then right out in the country. The single line would have inhibited traffic. Doncaster station and surroundings were well placarded and provided with facilities, like the (very carefully licensed) cabs. As the *Gazette* wrote on 12 September 1913:

The work of bringing passengers from and despatching them to all parts of the country has been brought to such a perfect pitch of organisation that one year's story . . . is a precise repetition of that told the year before.

War broke out a month before the 1914 St Leger and arrangements were made to utilise only the Station and St James' platforms; these proved adequate for the much reduced traffic. After the war things revived, of course — the 1920 St Leger attendance was estimated at half a million — but while there remained many excursion trains (estimated in 1921 at about forty a day, double on Leger Day, with the GCR trains as formerly being dealt with at St James' Bridge) there

were now other ways of getting to the races. Private cars were on the increase and charabancs were an important factor in moving the crowds, at least 500 crowding a special park on the Low Pasture, with others elsewhere, on the Wednesday of the 1920 St Leger. In 1924 the *Gazette* observed that very little extra staff assistance was required beyond a few officials, some extra police to license the extra taxis plying from the station and additional hands to load and unload horses — by and large the normal staff coped, on overtime. St James' Bridge station was still used by passenger trains and, on Leger Day, so were the various goods sidings. In 1929 the *Doncaster Chronicle* estimated over 100,000 rail visitors in the four days (a decline from the palmy pre-war era but a substantial number nevertheless). In 1928 despite the arrangements to accommodate 3000 cars and 1000 charabancs and despite the fact that people were even flying to the races and have continued to do so, 200 special trains were booked, with 300 ordinary and special trains on Leger Day. Many specials, whether from London, Liverpool, or Manchester, had restaurant cars and there was a non-stop Pullman express excursion from King's Cross (9.40 a.m.) arriving at 12.45 p.m., for a fare, inclusive of Pullman supplement, lunch, and dinner, of £2 10s. Four years later, in 1932, there were still 170 — 180 special passenger trains and 70 — 80 horse specials. It should be remembered, too, that there were special trains in the opposite direction, as Leger Week was, and to a degree still is, a Doncaster holiday week. On 5 September 1936, the Saturday before the big race, specials were run for London & North Eastern Railway employees and their families, 600 of whom went to Great Yarmouth, 300 to Blackpool, and 250 to London. More station rebuilding started in 1937 and, though interrupted by the war, was pushed forward vigorously in spring 1946 to be finished for the 1946 St Leger. For a few years more the railway remained very important for conveying travellers to the St Leger; when the author went to work in Doncaster in 1956 he remembers being amazed at the crowds the station vomited forth even on the Tuesday, but the vast increase in private car ownership has meant that visitors go by road to the big race, which is now, and has been for most of the post war period, on a Saturday. In any case, race crowds are not what they were, nor is race week the local occasion it once was. This should not stop us from saluting those railwaymen of the GNR and other companies who by their enterprise, flair for organisation, and capacity for sheer hard work made such a success of the September race week in Doncaster as a railway operation, bringing pleasure to millions of excursionists and profit to their own railways. Doncaster was fortunate, in one sense, that the pressure of Leger traffic once a year twice hastened station improvements, in the 1870s and 1930s. Doncaster and the GNR were fortunate in another sense in that, due to Doncaster's importance as a railway centre and the presence of the Plant Works after 1853, there were so many sidings available for the accommodation of excursion traffic. Otherwise a separate station might have had to be built, even more than one station by different companies, as was the case at Epsom. But they were spared that.

REFERENCES

- 1 The Oaks was first run in 1779, the Derby in 1800.
- 2 See my article in *Journal of the Railway & Canal Historical Society* XX, pp. 35—41.
- 3 Thus Wrottesley, *The Great Northern Railway*, I, p. 36; but the *Doncaster Gazette*, which I prefer to follow, says the line was not inspected until 31 August or opened until 2 September (Grinling, *History of the Great Northern Railway*, p. 79, says 4 September).

- 4 The GNR's 1st-class return fare from London was £2 6s 0d against the £1 of the LNWR and Midland, but the former still conveyed more 1st-class passengers.
- 5 The GER put on a special from Liverpool Street on Friday, Gold Cup day, and the GNR felt it had to follow suit, but only twelve used its train and only six the GE train.
- 6 *Op. cit.*, II, p. 154
- 7 October 1894, p. 12.
- 8 GCR, NER, LYR, MR, and GER as well as GNR. In 1909 H. G. Lewin, NER District Superintendent and a famous railway historian, came.
- 9 Acworth, *The Railways of England*, pp. 237–9.
- 10 B. J. Elliott, *The South Yorkshire Joint Railway*, p. 17.
- 11 In 1936, 38 aircraft flew into the new Doncaster Airport on the first two days of the meeting — there were 35 passengers in 22 machines on Leger Day itself.

The Railways of Hartlepool

BY S. L. BRAGG

It is not easy to unravel the early history of railways in the Hartlepool area. Two terminal stations had already disappeared before the first Ordnance Survey in 1857, and another important link line appeared and disappeared between the first and second surveys. In the following note I have tried to trace the changes that took place up to 1923. The authorities consulted are listed in the appendix. In general they all agree with Tomlinson and discussion is only necessary where they add to his story. With the additional information presented, it is possible to reconstruct the sketch numbered NE19 in Cook and Hoole's RCHS publication. It may even be possible that there are as many as four more stations to add to *Clinker's Register*.

The Hartlepool Dock & Railway Company, incorporated in 1832, opened the first section of its line, from Thornley Colliery to Castle Eden, on 1 January 1835. The Tide Harbour at Hartlepool was opened on 9 July 1835 with a first shipment from Thornley Colliery, but the railway was still incomplete. According to the 1851 supplement to Sharp 'the temporary ways were in so miserable a condition that on average every train that came down got off the way four or five times.' Again, 'the embankment between Crimdon and Hartlepool was unclosed for nearly a mile and coals were brought by a temporary line on the east side of Hart Warren.' The line was opened throughout from Haswell to the new coal drops at Hartlepool on 23 November 1835, when coals from South Hetton colliery were shipped.

The HD&R company granted licences to private operators of passenger coaches on 21 July 1836 and 26 October 1837, and operated its own coaches from 1 May 1839. I have found no information as to where these coaches picked up or set down passengers. It seems unlikely that they were taken up the embankment towards the coal drops, so perhaps the line to the town, skirting the north side of the docks, was brought into use at the time the coaches were started or not long afterwards. This line is shown on a map of Hartlepool by John Moore and R. L. Allen, dated 1839, but no station is marked.

Work on the Victoria Dock, which had been shelved while the Tide Harbour was built, was resumed in October 1838. According to the 1851 account, however, it was not until 1840 that the HD&R had completed the lock and gates and the works between the Tide Basin and the Slake, allowing the Dock to be opened to traffic on 7 December 1840. The Slake was a huge shallow pool where waters were impounded and then released in a rush to scour out the harbour. The new works included a swing bridge for the road and a double lifting bridge for the railway. This railway ran from the direction of Hartlepool under the tracks to the drops, then over a lock and the sluices from the Slake to end at an ironworks in Middleton, which had begun in 1838, on the south side of the harbour. The layout is shown clearly on J. T. W. Bell's map of Hartlepool, dated 1841, which was reproduced in Tomlinson (p.346). Bell's map also marks the Hartlepool station at the NE corner of Victoria Dock. This position is confirmed by the first Ordnance Survey in 1857 and is about 7 ch. to the east of the later passenger station.

Wright's *Directory* of 1881 refers to 'the newly erected and commodious station of the North Eastern Railway, which will amply suffice for all possible requirements for generations to come.' The note appears on page 242, in a section entitled Hartlepool Historical Notes, and it is quite clear from the content that this is a reference to Hartlepool and not the new West Hartlepool station. The plans of the East and West Hartlepool Tramways, prepared for deposit for the 1881 Parliamentary session, also mark Hartlepool station in the new position on Northgate, as does an 1884 Admiralty survey map. It would therefore appear that the later Hartlepool station was opened about 1880. The most obvious date to chose would be 6 June 1880, simultaneously with the new station at West Hartlepool (see below). The mileages on Airey's maps up to 1887 inclusive are, however, consistent with the original position, whereas from 1894 onwards they are consistent with the later one. The large scale OS plan of 1896 describes the original station as a goods shed.

Construction of the Stockton & Hartlepool Railway started in May 1839, although the company was not formally incorporated by Parliament until 1842. It was opened for mineral traffic on 12 November 1840 and for passengers on 10 February 1841. The line ran close to the sea shore to a terminus just south of Middleton House. Wood (p. 25) suggests that the station was actually called Middleton. This S&H station is clearly shown on Bell's 1841 map, at modern co-ordinates 520337. The line continued north-westwards to join the HD&R line round the harbour. Part or all of this extension may have belonged to the latter company, which had already made a strategic purchase of the Middleton House estate through which it passed. Certainly the HD&R worked the traffic from the S&H round the harbour to the north side of Victoria Dock. To reach the coal drops the S&H wagons had then to be hauled up an inclined plane. The additional charge for this operation discouraged traffic and eventually forced the S&H to consider building their own dock.

An Act of 1844 established the Hartlepool West Harbour & Dock Company, and on 27 January 1845 work began on improving the west harbour and building a new dock. The works cut the S&H line to Middleton and isolated the terminus. According to Wood (p. 25) 'a temporary terminus was erected on the west side of South Street. Soon a new station was built opposite Victoria Terrace facing the present Custom House.' Wood repeats the statement on p.41 and adds: 'A spur line running north west from New Stranton clear of the coal staiths led to the piece of land in front of the West Dock Offices where was sited what was later described as a 'queer toy like structure'.' The spur and station

are clearly marked on the map in the 1851 supplement to Sharp, the modern grid reference of the station site being 515328. These developments are all shown on the first of the accompanying sketches.

Wood's reference to the west side of South Street is difficult to understand as the whole course of the S&H was to the east of the street at that time. Martin, however, put the temporary station on Pimlico Street. Now according to Wood (p. 25) the first halt out of Hartlepool (Middleton) was at Stranton Station, 'near Newburn Mill and at the foot of what is now (1967) Burbank Street.' This position could also be described as the south end of Pimlico Street, referred to by Martin. No station is marked on the 1851 map, but the 1857 OS shows a 'cabin' at grid reference 517322 where the railway crossed a lane from New Stranton to Seaton Carew via the sea shore. This could have been the site of a passenger station. A coal depot is shown close by on the 1914 OS plans. Mr Jeffery Spence has drawn my attention to a reference to Stranton in *Bradshaw* for July 1847 under the note 'Sunday trains leave Stockton at 9.40 am and 1¼ pm and Stranton at 1 and 6 pm.' There was no mention of the station in the adjacent table and the reference did not last long, but it does confirm the existence of this stopping point.

According to Wood (p. 84) the S&H changed its official address from Stranton to West Hartlepool on 2 March 1847. It seems reasonable to assume that the new terminal station near the dock offices was renamed West Hartlepool at the same time, though according to Clinker the new name did not appear in the timetables until February 1848. Meanwhile the new West Dock, later called the Coal Dock, and the inclined sidings up to the staiths were opened on 1 June 1847.

Further Acts were obtained in 1847 and 1850, and the West Hartlepool dock system was enlarged. Jackson Dock, on which work started in 1849, was opened on 1 June 1852, together with a new graving dock. In the same month the Leeds Northern line was completed to Stockton, bringing new traffic over the S&H. A new spur was therefore constructed, diverging from the original S&H just north of Newburn Bridge and running west of South Street to a warehouse on the west side of Jackson Dock. This is clearly shown on a sketch map in the special issue of the *Sunderland News and North of England Advertiser*, produced to commemorate the opening of Jackson Dock. In the issue of the same newspaper for 23 April 1853 there is a reference to a fatal accident to a railwayman on 'the Leeds Northern line to Jackson Dock'.

The new line crossed the road to the 1845 station on the level, and the neighbouring ground was required for sidings. So yet another new passenger terminus was built, beside the new spur with a frontage on Mainsforth Terrace. General offices were included in the building, and these were already in use by 30 July 1853 according to the *Sunderland News* of that date. The same paragraph refers to the expected opening of the passenger station on '1 Sept. next', but I can find no reference to this event in subsequent issues. Wood merely gives the date as 1853. The 1845 S&H terminus must have been closed simultaneously, while passenger trains would no longer have passed through Stranton.

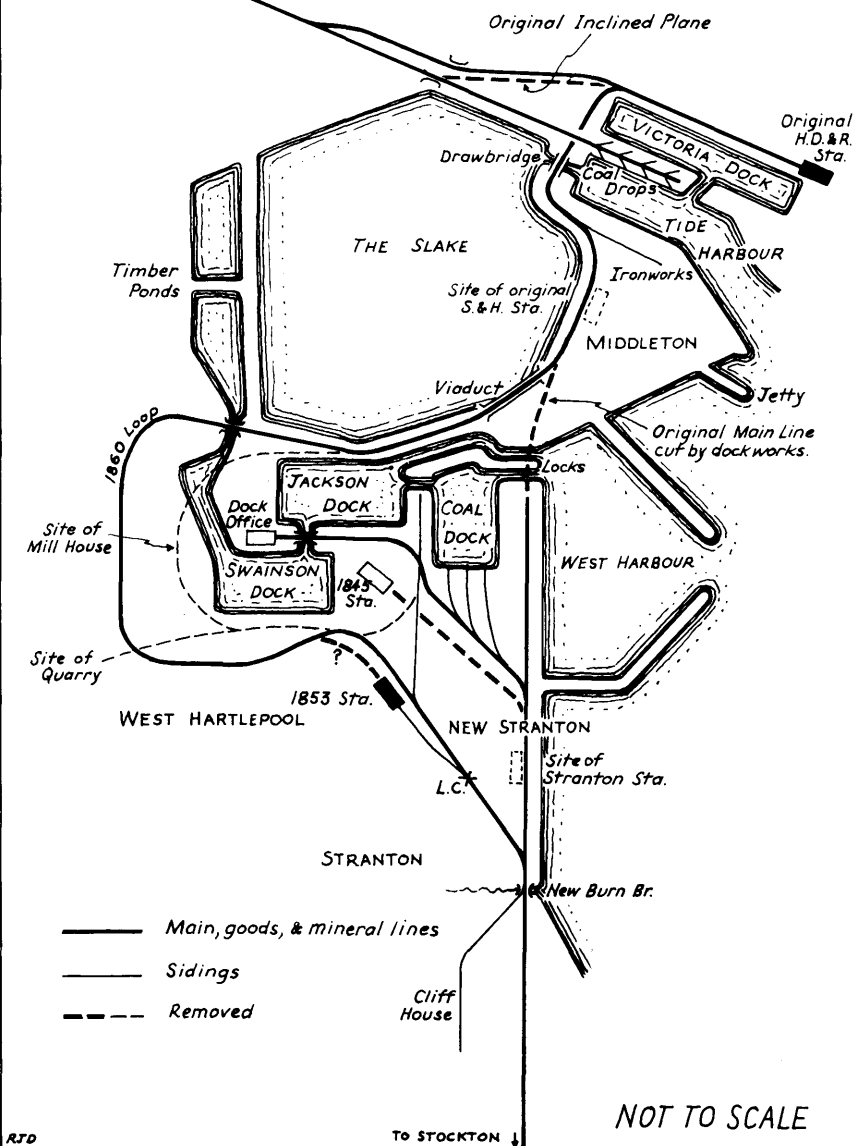
Yet another dock, Swainson, was opened on 3rd June 1856 and the sidings had to be arranged once again.

The first Ordnance Survey of the area was carried out in 1857, and the maps, published in 1861, at last give a complete and authoritative picture. All traces of the 1841 line beyond the dock entrance, and of the first station in Middleton, had by then disappeared, as had the 1845 terminus and most of the spur leading to it.

TO HASWELL

DIAGRAM OF THE HARTLEPOOLS

c. 1865



RJD

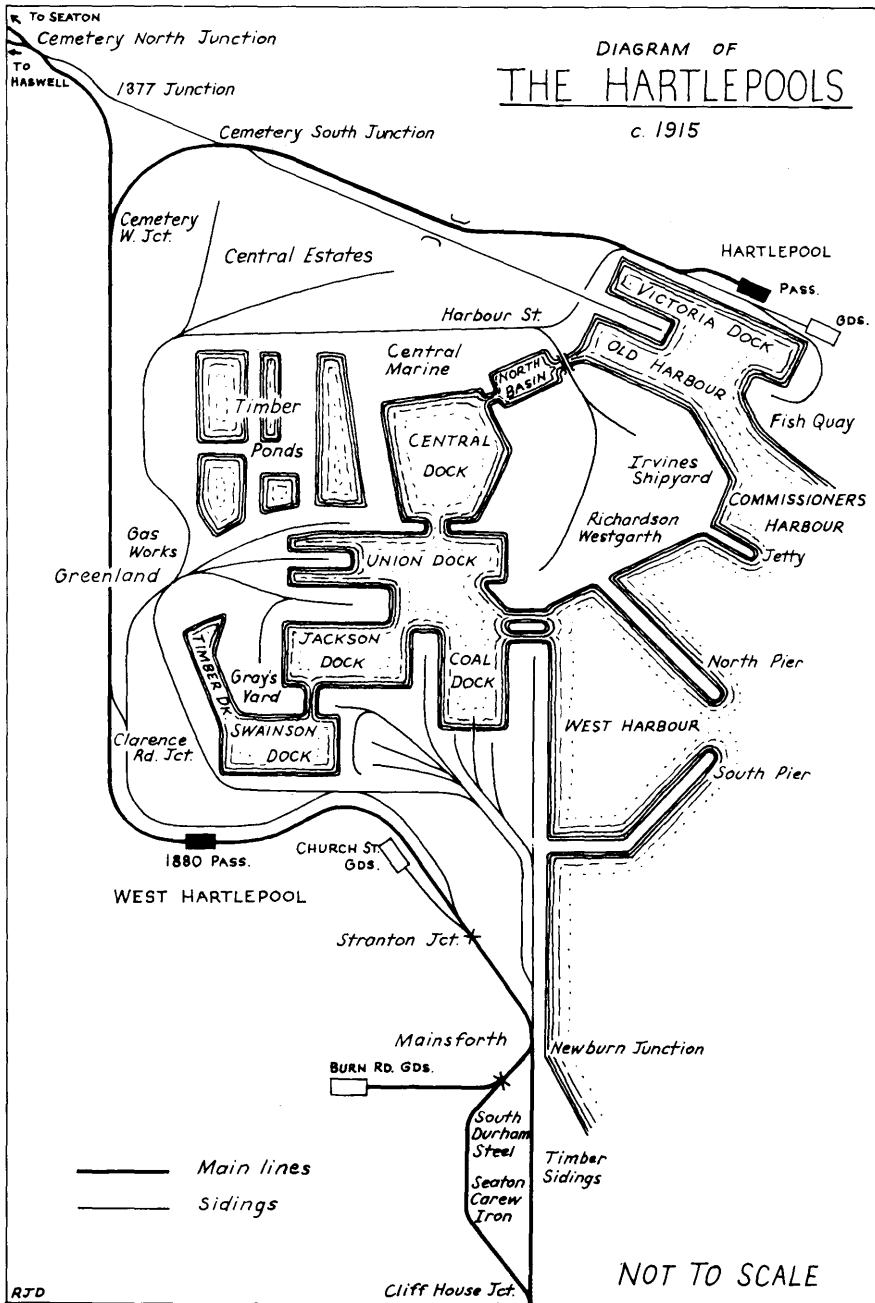
Long sidings ran west to a quarry and round the docks as far as the Mill House. There was also a west-to-north siding spur. Tomlinson reproduces (p. 602) a map of 1859 which shows the Mill House siding extended round the north of the Jackson Dock: on the way it crossed over a cut to a large new timber pond which must have been dug since the 1857 survey. The short north-to-west spur had already disappeared, suggesting it was only used in the construction of the docks. However, it continued to be shown, as a sort of vestigial organ, on the 1-in. maps of the '60s (for example, those reproduced by Messrs David & Charles), and even on the 1876 and 1894 Airey's maps which were presumably based on them.

The 1857 OS shows a Railway Office on the land between Jackson and Swainson Docks. This was presumably the dock headquarters of the company's goods services and its existence may explain an anomaly on the Airey's and RCH maps. Each issue, from 1876 to 1914 at least, marked West Hartlepool Goods station as 2m 26ch from Seaton Carew, compared with the (true) distance of 1m 76ch to the 1853 station which became the main goods station in 1880. Although the Airey's maps show this '2-26' Goods station in unrealistic situations, the 1914 RCH map sites it at the Docks Railway Office, and the distance is consistent with this position. By that time, however, there was no longer any rail communication to that point across the swing bridge between Jackson and Swainson Docks. A Jackson Dock Goods station is listed in the 1904 Edition of the RCH *Handbook*, and it may be that the distance to it continued to be taken as the norm for all docks traffic.

Wood (pages 195 and 237) reproduces two maps which he dates as 1861 (I suspect that these maps may actually be slightly later as they include features which are not shown on a map of 1863 drawn by S. Robinson) and which again show significant changes. A new timber pond has been added to the north of the first. The original siding round by the Mill House has disappeared, to leave space for timber sidings west of Swainson Dock. A new line sweeps round outside these sidings, passes between Jackson Dock and the Slake, crosses the south east corner of the latter on a viaduct, and joins the line of the original S&H/HD&R connection of 1840.

This new link between West Hartlepool and Hartlepool was opened for goods on 5 April 1860 and for passengers on 13 January 1862. According to the 1-in. OS maps of the sixties, which are followed by the 1876 Airey's, this new connecting line started at the north end of the 1853 station rather than running to the east of it as did the later lines. Certainly the distance from West Hartlepool to Hartlepool given on the 1876 Airey's maps would be consistent with such a connection, and a reversal near Stranton level crossing would otherwise have been necessary. A 25-in. plan, unfortunately undated but clearly after 1860 and before 1877, in Hartlepool Central Library shows a line running from the north end of the station but connecting only with the long siding running west to a coal depot.

The West Hartlepool Harbour & Railway company was formed in 1853 out of an amalgamation of the S&HR, Clarence Railway, and Hartlepool West Harbour and Dock Companies: the WHH&R itself amalgamated with the NER on 1 July 1865. In 1876 work started on a further extension of the docks by transforming the Slake into the Central Dock complex. On 28 May 1877 a new line was opened to the west of this development. This line ran beside the 1860 link line for a distance and then struck due north to a triangular junction with the original HD&R line. Although the latter ran almost east to west, the junctions with it were called Cemetery South and Cemetery North, while the southern fork in the



new line became Cemetery West Junction. The 1860 link line was cut by the new docks, but the tracks at the southern end were retained as part of a new dock line to Hartlepool via Central Estate. Other parts of the 1860 line were retained as dock sidings. A link was also put in to allow through running from New Stranton on the original S&H to the 1860 line at Church Street.

A new West Hartlepool passenger station (the one still in use in 1983 but now called Hartlepool) was opened on 6 June 1880. On 6 July 1880 the whole new dock complex – comprising Union Dock, Central Dock, and the North Basin – was opened. All these developments are shown on the second Ordnance Survey, made in 1896. They are shown diagrammatically on the second of the accompanying sketch maps.

There was a further revision of the OS in 1914/1915 and the maps, published just after the war, show new sidings north of the timber ponds, while timber pond No. 3 had been reduced in size. The South Basin had been opened up in 1913 so that Union, Jackson, and the Coal Docks formed a single complex. The lock into Victoria Dock had been removed, making it tidal, in 1910. The north entrance to the docks from Hartlepool Harbour was widened in 1918. Another important development was the opening of the coast route to Seaham (and Sunderland) on 1 April 1905, at which time Cemetery North Junction was moved 24 ch. to the West. The new line ran along the track bed of the HD&R line (thus displacing the Hartlepool-Ferryhill lines to one side) to a point just before Hart station, but there were no platforms on the new line at Hart until after grouping.

On the southern boundary of West Hartlepool the 1861 map reproduced by Wood shows sidings extending south westward from the line to Stockton at Newburn Bridge, serving ironworks and sawmills. An Admiralty map of 1884 in Hartlepool Borough Library shows that by then (and probably much earlier) the iron works line had looped back to the main line to form the Cliff House Branch. The 1895 OS map shows other sidings running almost due west, and by 1914 these had been extended to a goods station at Burn Road. The *RCH Handbook* for 1904 refers only to Burn Road Siding, without mentioning goods facilities there.

As will be apparent from this essay, the Hartlepoons formed a district where quite major changes of railway geography occurred and were themselves then superseded by others before being recorded on official maps. No less than six different stations seem to have borne the name Hartlepool at various times, and two of these, plus one other, bore the name West Hartlepool. In addition there was a passenger station at Stranton and there were goods stations in the Docks and at Burn Road. The author would be pleased to correspond with any member who has additional information bearing on this complex system.

REFERENCES

- 1 C. R. Clinker, *Register of Closed Passenger Stations and Goods Depots 1830–1977*
- 2 R. A. Cook, and K. Hoole, *North Eastern Railway Historical Maps*, RCHS 1975
- 3 K. Hoole, *A Regional History of the Railways of Great Britain Vol. 4, The North East*, 1965
- 4 Robert Martin, *Historical Notes and Personal Recollections of West Hartlepool and its Founder*, 1924
- 5 Sir Cuthbert Sharp, *A History of Hartlepool 1816*, reprinted by John Proctor with a Supplement to 1851

6 W. W. Tomlinson, *The North Eastern Railway*, 1914

7 Robert Wood, *West Hartlepool*, 1969

ACKNOWLEDGEMENT

The author would like to record his gratitude to Miss M. E. Hoban, Reference Librarian at Hartlepool Central Library, and her colleagues, who drew his attention to several unexpected references when he was preparing this article, and made available to him a wide range of early maps.

Metropolitan District Railway Maps

BY DAVID GARNETT

In the *Journal* for March 1977, Volume XXIII No. 1, my *Tentative Check List of Metropolitan District Railway Maps* was published. Subsequent research makes it desirable that Section III, on page 32, be re-written.

III

1879. The Improved 'District Railway' Map of London. First edition. A poster type map measuring about 43in. by 26in., folded into covers 5½in. by 7¼in. Title in top margin in black throughout. Date appears only on back cover. 'A' version represented by BM copyright copy 3480 (244), received on 8 May 1879 and NLS Map. s.55.19. These have no imprint on the map face. 'B' version: BL C17: 70 (210). As before but the work 'Railway' in the title is now included in the inverted commas with 'District'. 'C' version: GL Folded Maps 1879; as before but WATERLOW & SONS (LIMITED) LONDON now shown centrally in bottom margin. District Railway open to Turnham Green and Richmond. 'D' version: CUL Maps. d.72.87.2. District Railway now open also to Ealing.

1880. The Improved 'District Railway' Map of London. Second edition. Title now in red and black. Date only on cover(s). 'A' version: BL C17: 70 (29). 'SECOND EDITION' in blue, underlined and overlined in t.l.c. 'B' version: BM 3485 (73) received 15 July 1880. '(SECOND EDITION)' in blue follows title in top margin. North Point 3¾in. high. 'C' version: title as before; BL J Maps 173. North Point now 2in. high. Authorized route 'To Hounslow' shown dotted.

1882/6. The Improved 'District Railway' Map of London. Third edition. Title as before but '(THIRD EDITION)' now in red. Date on cover(s) only. 'A' version: BM 3485 (75) received 3 August 1882, GL Folded Maps 1882, BL C17: 70 (30) and J Maps 40, CUL d.72.88.1. 'B' version: 1883 on cover: GL Folded Maps 1883, CUL d.72.88.2. 'C' version: Author's collection: 1884 on front cover; '1/1/85' (sic) in b.l.c. No subway at South Kensington. 'D' version: Glazed poster at London Transport Museum [1885]; 'Subway now open' and shown. Opened 4 May 1885. 'E' version: GL (shelf mark not recorded), now shows 'Indian & Colonial Exhibition' [1886] in place of 'International Inventions Exhibition' at top of Exhibition Road.

There are a few points in this section which may be worth noting. There is no copy of the first version of the 6th edition of The 'District Railway' Map of London at BM, believed to have been published in 1898, but there are copies at GL, London Transport Museum Library, Greater London Council Archives, and John Rylands (Manchester University) Library R. 108562.

Ralph Hyde has discovered a version attributed to 1899 which has a large blue wheel overprinted round the London Aquarium with the wording 'Greater Britain Exhibition. The Garden of London (etc)'. The next known version, attributed to 1901, is as described in the penultimate paragraph on page 33 of the original article. Copy also at John Rylands Library R.108561. The last-known version of the 6th edition, attributed to 1904 despite '(Ba.601)' in b.l.c., is as previously published, with the addition of a copy at London Transport Museum Library.

There have been no other significant 'discoveries'.

ABBREVIATIONS

BL Bodleian Library, Oxford
 BM British Library, formerly British Museum
 CUL Cambridge University Library
 GL Guildhall Library, London
 NLS National Library of Scotland
 t.l.c. top left-hand corner

'On Either Side' and other strip maps

BY DAVID GARNETT

John Ogilby, 1600--1676, may not have been the originator of strip maps whereon a route was shown by a somewhat straightened line running vertically on the page, with items of interest depicted, or described, on either side. In 1675 he published an atlas of an hundred plates, each covered by six scroll-like strip maps of important road routes. These were hand coloured and had beautiful little pictures of churches, forests, and other features alongside, with suitable notes and tiny town plans where needed. A most interesting feature was the way he showed the length and steepness of major gradients. This was by a stylised mountain straddling the route. The height and steepness varied and the mountain was drawn *upside down for down gradients*. Perhaps Ogilby had seen the Jacob's Ladder carved on the West front of Bath Abbey where descending angels are depicted coming down head first!

In 1846 the weekly *Railway Chronicle* began issuing a series of 'Travelling Charts' covering the various routes out of London. These were printed on strips of paper about 8½ inches wide by several feet long, folded into pink paper covers 8½" by 5" and sold for 6d or 1/-. The railway route was shown by straight lines down the centre of the sheet. Stations, junctions, under and over-bridges were shown, and mileages given every quarter of a mile. Down either side of the line were copious notes about adjacent features, with heavy emphasis on ecclesiastical buildings and gentlemen's residences.

Road strip maps were extensively used by motoring organisations for personalised routes. The route to be followed was of considerable topographical accuracy, showing bends and junctions, together with roadside landmarks. There was an easy-to-follow route description alongside.

Sometime before the First World War the East Coast Route railway companies produced the first of the modern strip-map booklets for the use of passengers. This was probably produced by the Great Northern Railway since pictures of GN railway interest seem to predominate. The booklet consisted of 40 pages, 7¼" by 8½", with a thick blue paper cover printed in brown and white. The front cover was only half width, which was sufficient as the booklet was supplied folded in half vertically. No price is indicated and it is presumed that they were issued free, as were most later editions. The title, *On Either Side*, was in use for half a century.

The strip maps, of the route between London King's Cross, and Edinburgh Waverley, occupy pages 5 to 36 inclusive. The remaining pages are letterpress with half-tone illustrations, and there is a folded railway map of Great Britain tipped in at the end. All the letterpress is printed in blue and all the illustrations in a nondescript colour perhaps best described as 'plum'. The railways are printed on the strip maps in red with a vertical straight line representing the route under description. There are copious but brief and well-chosen notes of interesting features to be seen from the train and there are many illustrations. Stations, tunnels, and junctions are indicated, with intermediate mileages. The GN & Piccadilly Ry, Bakerloo and City & So. London Ry are, like the Metropolitan Ry, depicted as having through running with the GNR!

The first edition claims Copyright, but there is no copy in the British Library and all subsequent editions merely claim 'All Rights Reserved' — about as much use as 'Keep off the Grass'.

The only firm clue to the date of publication is a reference to 'His late Majesty King Edward VII', who died on 6 May 1910.

On Either Side was re-printed, probably between the end of World War One and the Grouping of the railways. The design was almost unaltered but there was now a maroon cover and the letterpress was in a very dark blue and the illustrations in black. The tipped-in-map had been re-designed. Shortly after grouping in 1923 the London & North Eastern Railway Company re-issued the booklet in a grey cover with their name and initials replacing those of the former (constituent) Companies and with a new system map at the end.

The booklet was soon completely re-designed, possibly in connection with LNER publicity at the British Empire Exhibition of 1924 and 1925. The new design had a full-width cover of thick white paper printed in blue, black, yellow and pink, with a 'piano' edging. This cover design survived for ten or eleven years but there were a number of small changes to the contents during this time, including replacement of worn blocks and updated information about facilities and publicity material. Five variants are now known, at least one of which really qualifies as a new edition. For a time in the 1930s the cover was overprinted in gold ink 'Price 3d' but later versions were again issued free.

The variants known at present are as follows:

1. Letterpress and pictures printed in black. Picture of King's Cross platform 1 on page 5. At the end, item 7 (of 16) in *A FEW FACTS* is LUGGAGE. The sleeping compartment is unoccupied. The bed is on the left. There are seven headings under *LITERATURE FOR TOURISTS* including HOLIDAY SUGGESTIONS and ANGLING. There are 21 items under THE 'HOLIDAYS' SERIES ILLUSTRATED, including NOTES FOR AMERICAN VISITORS published only in 1924.

2. As above except: only 15 *FACTS*. *LUGGAGE* has been omitted. *LITERATURE FOR TOURISTS* is now *HOLIDAY LITERATURE*. *HOLIDAYS* has been replaced by *HOLIDAY SUGGESTIONS*. *ANGLING* has been replaced by *TOURS IN SCOTLAND* and there are now only 12 items under THE 'HOLIDAYS' SERIES ILLUSTRATED and no *NOTES FOR AMERICAN VISITORS*. Immediately before the list of titles is 'with maps:—'.

3. As before except: platform 10 shown on page 5. Bed now on right in sleeping compartment. No 'with maps:—' under THE 'HOLIDAYS' SERIES ILLUSTRATED.

4. As above except 'PRICE 3d' overprinted twice in gold on the (flattened) back cover. The ink is often badly faded.

5. Still 'PRICE 3d'. Letterpress and pictures now printed in dark sepia. On page 65 *ROW* has been re-named *RHU*; (effective 24.2.27). The sleeping compartment is occupied. Changes to the *HOLIDAY LITERATURE* page too numerous to list.

NOTE. Only sufficient details are given above to differentiate the versions known at present. They may be insufficient to identify an 'un-discovered' version.

In 1935 a new edition appeared and this time it carried a date, in parenthesis, after the imprint. Similar new editions dated 1936 and 1939 are known and one of 1937 has been reported but not yet traced. The remaining stock of the 1939 edition was sold after World War Two for 1/- with a label on the cover disowning high speed trains and other pre-war features. A copy was bought as recently as 1965.

All the LNER designs showed the London — Edinburgh route extended to Fort William and Mallaig, to Inverness and to Aberdeen. The 1936 and 1939 editions have 'No. 11' on the cover but the significance of this is not clear.

There were two editions of *On Either Side* which did not cover the London to Scotland route. One covered only the Scottish routes from Edinburgh to Fort William and Mallaig, Inverness and Aberdeen. It was apparently issued free and there is no indication of publication date.

There was an East Anglian edition with a striking cover designed by Frank Newbold. This had 'No. 10 3d' on it but no indication of publication date. Ottley lists it as '[1932]'. Be it remembered that the London to Scotland edition had reverted to free issue by 1935 and that the 1936 edition was 'No. 11'.

Three other series remain to be mentioned. In 1924 the Great Western Railway issued, for 1/-, the first of three guides, with strip maps, prepared for them by the guide specialist firm of Ed. J. Burrow & Co. The maps, each with a rather charming little sketch of a train passing on from the end of the railway strip, occupy the right hand pages. The left hand pages describe details to be seen *Through the Window*, as the series was titled, with numbered references to locations on the maps. The excessive prominence of roads on a railway map probably reflects the compiler's main line of business. *Paddington to Penzance* was the first of the series. *Paddington to Birkenhead* followed in 1925 and *Paddington to Killarney* (via Fishguard) in 1926. At least the first of these ran for more than one edition before war in 1939. Normally supplied with paper covers, hard back presentation copies were also available.

In 1927 the London, Midland & Scottish Railway Company issued the first of five route books prepared for them by Edmund Vale, to cover their principal routes. There were elaborate and well-produced guides, some with over 100 pages

of which about a third were the excellent strip maps, concentrated in the front, whilst the remaining pages gave more detailed accounts of places en route. The series was re-issued in December 1947, having been given a new look and with the strip maps entirely re-drawn. Much of the descriptive material was copied from the earlier editions but reference to Edmund Vale had been dropped. Previously priced at 1/-, they were now 2/6 but still very good value.

The titles published were:

1. The Track of the Irish Mail. Euston to Holyhead.
2. Along the Viking Border. Liverpool to London (Euston).
3. The Track of the Royal Scot (Part I). London (Euston) to Carlisle.
4. The Track of the Royal Scot (Part II). Carlisle to Edinburgh and Glasgow.
5. The Track of the Twenty-fives. London (St. Pancras) to Manchester (Central).

Finally, there was the delightful but all-too-short-lived series designed and published by S. N. Pike at 2/-. The first of these was published in 1946 and entitled *Travelling on the Southern Railway – Waterloo Edition – The Journey Mile by Mile*. No longer was the rail route stylised into a straight line, but it ran up the middle of the page with a sinuosity more akin to reality. The topographical detail was meticulous and generous. Roads, rivers, junctions, viaducts, tunnels, cuttings, embankments and spot heights were shown. Probable speeds and times were shown and there was a gradient profile alongside. The booklets were designed for the railway enthusiast rather than for those whose interest lay mainly in ancient monuments and local history. *Mile by Mile on the L.N.E.R.* followed in 1947 and a similar booklet for the LMS in 1948. A companion booklet describing the 'Western Region, British Railways (G.W.R.)' was advertised as being in preparation but this never saw the light of day. One wonders why not and grieves a little.



The Bristol and Poole Harbour Railway. — We congratulate our readers on the safe and steady manner in which the Committee of Management of the above line of railway are working out this excellent and important undertaking, highly calculated, as we believe it to be, to confer the greatest commercial benefits on Poole and the whole neighbourhood of the line. A Deputation from the Company, with their Solicitor, are now here for the purpose of establishing local committees from among the influential Gentlemen in the neighbourhood of the most important places through which the line is to pass. We have no hesitation in pronouncing this an excellent measure. The Surveyors will soon have reached Bristol, and will then return chaining and mapping the whole line a second time to prevent errors. This we are informed is part of the Parliamentary Survey.

(From *Poole and Dorsetshire Herald*, Thursday, 9 April, 1846, reprinted in part by the *Poole & Dorset Herald* on 10 November 1979. The modern-day paper commented that the front-page story was an advertisement for shares put out by the Bristol and Poole Harbour Railway Company. One could have had up to 60,000 at £20 each. It gave a long account of how the railway would link Bristol with Poole, passing through Wimborne and eventually linking Cherbourg via ships.) (From A. M. Jervis)

Jones' Tramroad, Risca

BY GORDON RATTENBURY

The prospect of the Monmouthshire Canal opening up the rich coalfield lying to the north of Newport was, in the early 1790s, a magnet drawing the attention of the merchants of Bristol to what they saw as an El Dorado waiting to be plundered.

Amongst those trying their luck was Edward Thomas Jones, a clerk from Westbury-on-Trym, who was employed in Bristol. It is thought that his financial backing came from John & Thomas Leman of Bristol (possibly his employers) when he obtained a lease of Waunfawr Wood to the west of the river Ebbw near Risca from Sir Charles Morgan of Tredegar Park, Newport for 21 years from 1794 at a sleeping rent of £500 p.a.,¹ with the right to extract coal and metallic ores. A galeage or royalty was also payable based on the weight of the minerals raised; the amount of this royalty has not been found, but 6d or 8d per ton was a common sum. His backers are reputed to have put £60,000 at his disposal for the venture and a colliery was opened in 1796.² In 1798 Morgan undertook that on the expiry of the lease in 1815 Jones should be granted an option to renew for a further 21 years.³

With his colliery in production and the Crumlin branch of the canal as yet unfinished, Jones was forced to use carts to distribute his coal, sending out 736 tons in 1796 by this method. In 1797 he sent 503 tons by cart and 64 tons on the canal; the following year 886 tons out of a total production of 1597 tons produced went by canal, and in 1799, 3503 out of 3989 tons used the canal.⁴

There is no record in the canal company's minutes of any request being made to them for permission to construct a railroad from the colliery to the canal; possibly this was considered an unnecessary formality, as the intervening land, although let to a farmer, belonged to Morgan. As Jones explained to Evan Phillips, Morgan's agent, in a letter dated 13 March 1800, when he had taken the lease there had been no bridge over the Ebbw and he had been forced to construct one for himself. Unfortunately, after he had made it, the tenant farmer had refused to grant him a wayleave over the farm from the place where the bridge reached it and he had, perforce, to build another. The requisite wayleave had not been forthcoming until September 1798, and he had not been able to finish the railroad until March 1799.⁵

In August 1798 the canal committee authorised the widening of the canal opposite Jones' wharf, but before advantage could be taken of this concession, a burst of the canal bank in August 1799 carried away part of the railroad.⁶ The MCC took advantage of the canals being dry to effect a very necessary evening-out of the depth.

As Jones stated in his letter to Phillips, he had placed his very dependence on '... a bad constructed, ill managed, unfinished canal as is borne out by Mr Outram's report', and he blamed lack of transport facilities for his inability to pay his sleeping rent. In addition to being unable to use the canal, he was still liable for the rent of the boats he had hired from the canal company, which with the boatmen's wages amounted to £2 10s a day, with the result that his anticipated profit of £475 for the year (insufficient to pay the sleeping rent) had been turned into a loss of £175. Morgan took a kindly view of his difficulties and released him from payment of the sleeping rent up to December 1799 provided that the galeage on his production was paid.⁷ In all, the canal was out of use for nearly three months.

Writing in 1801, Archdeacon Coxé gives a description of Jones's railroad, which he viewed from a bridge over the incline leading up to the canal. This part of the line, at least, was double tracked with an engine of some sort on the canal bank to haul up the loaded trams at the same time lowering the empty ones to the foot of the incline. Unfortunately, Coxé was not a technically minded man, and he does not describe the type of track used, nor does he seem to have noticed if it was made of wood or iron.⁸

Jones appears to have done the widening of the canal for himself in October 1801, but for an undisclosed reason he did not present the MCC with his bill for the job until March 1803, when the MCC ordered the immediate payment of the £6 3s he claimed.⁹ A week later the committee ordered that Jones should be informed that they were satisfied that:

... the damage done to the Company's Boat number 11 was sustained during the time it was in his occupation. . . and demanded that he should pay the cost of repairs amounting to £11 17s.

The colliery does not appear to have prospered to judge by the MCC minutes in which Jones features regularly amongst those reported to be in arrears with their tonnages. In May 1804 the canal company, tired of not getting any response from Jones, applied directly to the Lemans. The MCC had trouble in collecting tonnages right up to the bankruptcy of J.&T. Leman in 1816¹¹ and in 1819 accepted composition of 5s in the pound in settlement.¹²

Once the MCC's tramroad from Newport to Nine Mile Point to connect there with the Sirhowy Tramroad was opened in 1806, albeit in an incomplete form, there is no doubt that Jones transferred much of his traffic to that line, and within six months his popularity with the MCC again dwindled and he was sent the following letter by the canal committee:

... the Committee desire that he will not build any more Tram Waggon on the construction of those now used by him . . . as they are found to be very injurious to the Road. And if any more are built upon similar construction they will not be allowed to pass.¹³

Probably the tramroad to the canal was still in use in 1815, as on 4 January the MCC wrote to Lemans threatening that if their tonnages were not immediately paid it was their intention to seize 'their Boats and Waggon', indicating that they were still trading on the canal: whilst it is known that the colliery was continued after 1816, there is no evidence of a continued use of the tramroad.

Plans deposited in 1850 by the Monmouthshire Railway & Canal Co., as the company was then known, in connection with their conversion to a standard gauge railway, show the tramroad *in situ* and in the ownership of John Russell of Piercefield, Chepstow who then held Risca Black Vein Colliery on the site of the old Waunfawr Colliery. There is no indication that the tramroad was in use at the time, however.¹⁴

The route of the tramroad can still be traced, despite the fact that the district through which it passed has been almost entirely built up, much of it having been used for present-day roads or lanes. Starting at ST 2305 9133, where are the remains of the bridge over the Ebbw, it ran in a straight line to the canal at ST 2316 9168, where a house on the canal bank reached by a straight, steep path marks the top of the incline. The total length of the line was only a quarter of a mile, but the colliery was reputed in 1810 to have three miles of underground tramroads.¹⁵

REFERENCES

- 1 A sleeping rent was payable even should no minerals be extracted. The galeage or royalty payable at a fixed price per ton was payable on all minerals raised. If the amount due for galeage exceeded the sleeping rent galeage alone was payable, otherwise the amount due for galeage had to be made up to the sleeping rent.
 - 2 Phillips, Elizabeth, *Pioneers of the Welsh Coalfield*, Western Mail, Cardiff, 1925
 - 3 NLOW, Tredegar 50/130
 - 4 NLOW, Tredegar 50/132
 - 5 NLOW, Tredegar 50/133
 - 6 PRO, MCC sub-committee report 28 August 1799
 - 7 NLOW, Tredegar 50/134
 - 8 Coxe, Archdeacon W., *An Historical Tour of Monmouthshire*, 1801
 - 9 PRO, MCC committee minutes, 9 March 1803
 - 10 PRO, MCC committee minutes, 6 April 1803
 - 11 PRO, MCC committee minutes, 7 October 1816
 - 12 PRO, MCC committee minutes, 21 July 1819
 - 13 PRO, MCC committee minutes, 4 December 1805
 - 14 Gwent Record Office, P&BR 159
 - 15 John, A. H., *Industrial Development of South Wales*, 1950
-

The Bridgewater Navigation Company: Runcorn and Warrington

THE BRIDGEWATER NAVIGATION COMPANY: RUNCORN AND
WARRINGTON

BY PETER NORTON

The transfer of the Bridgewater Canal and the Mersey and Irwell Navigation from the Duke of Bridgewater's Trustees to the Bridgewater Navigation Company has been described elsewhere,¹ but other sources reveal other interesting details. The first directors of the new company were also railway company directors, and the new owners took over on 1 September 1872. At a later date some directors who were independent of the railways were appointed, notably Peter Rylands of the Warrington wire firm.²

A programme of modernisation was promptly put in hand. Fenton Dock at Runcorn, named after the company's chairman, was opened on 22 July 1875. The main waterway was developed for through traffic to Manchester and beyond. The Runcorn & Latchford Canal was dredged for through traffic to Warrington, a steam pump being installed at Latchford (later Manor) Lock to supplement the water supply carried across country from Woolston New Cut.

Edward Leader Williams came over from the River Weaver as Engineer and General Manager. He ordered the first steam tugs in 1875; they became known as 'packets' and there were 28 in total. They were used on the main canal and later in the River Navigation, even at times below Howley Weir at Warrington.⁴

There was a chronic shortage of flats, and an immediate order was placed for 20 new flats from yards as far afield as Winsford and Wigan. They were all built of English oak and bolted with galvanised bolts. They were 68ft long, 14ft 2in. wide and 5ft 10in. in depth; carrying capacity was to be 90 tons.

The first of these flats was launched on 13 December 1872 at the company's yard at Runcorn⁵ in the presence of Edward Leader Williams and Sir Edward Watkin, the company chairman. Lord Wharnccliffe gave the name of *John Ellis* by breaking a bottle of wine over the stern

On 7 June 1873 the sixth of these flats was launched at the company's dockyard at Anderton, Cheshire, and named *Hercules*. She was photographed by Mr Birtles of Northwich, a member of a family who later set up business in Warrington. This boat at least was afterwards 'despatched to Winsford for a load of salt which will season the timber.'⁶

Two other flats, apart from *John Ellis* were named after railway company directors, i.e. *John Chapman* and *William Fenton*.⁷

Relations between the company and its work-force were not always happy, for at the beginning of February 1884 the flatmen were out on strike. Twice in the previous three years wages had been reduced⁸ and on this occasion a further reduction was proposed of 1s per week. There were some negotiations between the company and the men, but the terms were not acceptable to the majority of the men. 300 boats (each manned by 2 men) were duly tied up. The company responded with an ultimatum that a further reduction in wages of 1s per week would be made if the men were not back at work by Tuesday, 12 February.

Of course, the men did not go back, and they duly acquired considerable sympathy in Runcorn. On Sunday, 17 February, collections were made at two meetings of the Salvation Army there, totalling £3.14s.⁹ On the following day there was a march round Runcorn, accompanied by hymn singing and ending with an open air meeting.

On Wednesday, 13 February, there had already been a mass meeting at Warrington. On the march over from Runcorn one man who was already drunk climbed on the parapet of Astmoor Bridge, jumped on a passing flat that was still working, and assaulted the captain.¹⁰ Everything was otherwise extremely orderly.

There was another mass meeting at the Assembly Rooms in Scotland Road, Warrington, on 20 February,¹¹ the men having previously dined at the Cocoa Rooms in Horsemarket Street. The meeting was preceded by the singing of sacred songs, and many wore blue ribbons as a token of total abstinence.

There were men from Runcorn and more from Manchester who had arrived by train. The average weekly earnings including tonnage money were 28s to 30s for a captain and 23s to 25s. for a hand. There were lively speeches at all meetings and public support and sympathy was maintained, but many men, particularly in Runcorn, found other work. However, the company found other men who would accept the lower wages, and most of the original men returned to work on Wednesday, 27 February.¹²

To complete the story of the strike (or to be factual, the lock-out) the life of the men on the flats was undoubtedly hard. They sometimes had to carry cargoes from Liverpool as far afield as Rochdale. In addition to the wages quoted, they received an overcoat every year, 5 tons of coal per year, beds, bedding, cooking utensils, and oil for lamps whilst abroad. There was also a less arduous job ashore when the men were incapacitated through old age.

The following year the Manchester Ship Canal received its Act of Parliament (at the third attempt) on 5 August 1885, and the final cheque was paid to the Bridgewater Navigation Company on 4 July 1887 for the canal and the river navigation. But that is another story.

REFERENCES

- 1 Charles Hadfield and Gordon Biddle: *Canals of North West England*, David & Charles, 1970
 - 2 Alfred Hayman: *Mersey and Irwell Navigation to Manchester Ship Canal*, Federation of Bridgewater Cruising Clubs, 1981
 - 3 2½ O.S. Map, 1877 edition
 - 4 Photograph: Warrington Library Collection
 - 5 *Warrington Guardian*, 21 December 1872
 - 6 *ibid*, 14 June 1873
 - 7 Runcorn UDC Canal Boat Registers
 - 8 *Warrington Examiner*, 16 February 1884
 - 9 *Warrington Guardian*, 20 February 1884
 - 10 *Warrington Examiner*, 16 February 1884
 - 11 *Warrington Guardian*, 23 February 1884
 - 12 *ibid*, 10 March 1884
-

Extracts from the Minutes of the Newark Navigation Commissioners

FROM G. Y. HEMINGWAY

9-2-1773: 1,500 tons of stone and 200,000 bricks to be ordered for the locks. Mr. Henshall is of opinion that Maplebeck stone may be worked as the common ashlar @ 2½d. or 3d. per foot. 'Note: the stone is only to be measured on the face, and not by the cubical foot. The expence of finding barrows and other implements is about 7½d. per floor'.

1-3-1773: Agreed with George Ellis to bring a boatload of Donington stone @ 5s. per ton.

18-3-1773: Agreed with Mr. Twelch to work and set the Maplebeck stone @ 5d. per foot, and the Donington stone @ 3¼d. per foot, 12" upon the bed, 'and if broader to be left to the Commissioners, and to be allowed for scabbling'.

6-4-1773: Two waggon-loads of Barrow lime to be ordered and 'to be made into putty with boiling water'. The Commissioners to 'find Mr. Sheppard 2 tons of coals' for the purpose. Mr Spragging to write for 'a metal copper that shall contain at least 120 gallons for boiling the same'.

Agreed with Mr. Sheppard to have 3s. 6d. for every 1,000 bricks laying in the locks.

3-5-1773: Mr. Twelch has 'agreed with the stone getters for the getting of 300 tons of Maplebeck stone @ 2s. 6d. per ton'.

21-6-1773: Robert Wilson Carcroft 'gave up the land where the lock is now making in the Pearson Close without desiring any consideration for himself, and likewise gave the Commissioners all the stone belonging to the old weir above the Mills'.

13-9-1773: Roger Pocklington Esq. and Mr. Handley, Commissioners for the Flood Road, to be asked to lend some bricks for the use of the Navigation.

18-12-1773: A stone to be set up at each end of the two weirs, 2' 6" above the caps of the weirs, 'and no boats to be admitted over the weirs until the water runs over such stones'.

28-2-1774: Charles Richardson, stone-mason, has agreed 'to scabble 50 ton of stone suitable for the bottom of the Middle Weir @ 1s. per ton, and is to be allowed 5s. for going over'.

11-8-1774: Agreed that boats passing down and landing goods shall pay no more than for the goods landed. And those passing down with nothing to deliver shall pay the lock dues agreed 28th. March last.

6-4-1775: Agreed with John Martin for raising the Upper Lock two feet higher than the present coping stones.

31-7-1775: The opening on the Averham side of the Upper Weir, 'which was the old Navigation, but now landed up with gravel - - - - - that gravel should be removed, and the bottom be paved with stone and walled on each side to keep the water in its proper station at low-water times'.

The second opening, 47 yards wide, 5' deep at one side and 3' deep at the other. 'which is one part of the old wear as the boats now navigate upon, shall be stopped up and made as a wear with piles and burstone on the back side'. The third opening, 55 yards wide and 18" deep, should be piled, 'and burstone on the back side'. The fourth opening, 10 yards wide and 18" deep, 'to be done in the same manner'.

9-10-1775: The boat purchased to be sunk in the middle breach of the Upper Wear 'to be sunk there forthwith, with gravel & stone in the proper manner'. Stone to be got to repair the other breaches.

10-11-1778: The Lock-keeper to take not more than 2d. per ton for parcels or bundles of empty sacks, bags or sheets delivered from any vessel.

17-3-1804: Resolved 'that it will be expedient and advisable to erect a bridge of stone or brick in lieu of the present Swivel Bridge near the Water Mill'.

13-6-1805: Walter Palmer Sheppard immediately to 'provide such proper materials as he shall think necessary for erecting a bridge of stone or brick over the Navigation at the Swivel Bridge near Newark Mills, according to the design made by the said Mr. Sheppard and approved by Mr. Jessop'.

'Ordered that the workmen and labourers that shall at any time hereafter be employed upon the Navigation be allowed two pints of ale a day, each Person, and a pint more when it shall be thought necessary by the Person to be appointed to superintend any of the works'.

12-12-1806: Catherine Clarke of Newark, widow, appointed Lock-keeper & Collector in place of her late husband, John Clarke, @ £35 p.a.

27-6-1815: It will be necessary to take down the Long Bridge near the Cotton Mill and make a breast wall for 200' next the Navigation, and then a culvert so as to admit the water to the small mill at the upper end of the bridge.

2-1-1816: 'In order to prevent injury to the owners of the Mill or any of the lands adjoining by means of the intended new bridge, the Commissioners are willing to have it built with six arches instead of four'.

7-5-1818: A pair of flood-gates to be erected on the south side of Mill Bridge, the top of the gates to be the same height as the lock gates.

7-6-1822: It is desirable to improve the haling path near Newark Trent Bridge 'by continuing it under one of the arches of the bridge, so as to prevent the necessity of the haling horses going over the Turnpike Road'.

1-5-1823: Approved that the haling path be made under the centre arch of Newark Trent Bridge.

6-9-1830: Attention to be directed to 'the practicability of carrying the waters of the Devon under the Newark Branch in line with the Old Trent Ditch about a mile from Newark on the Kelham Road and thence in such direction as to have their outfall into the River Trent below Bottom Lock'.

4-6-1831: No action to be taken on the above.

6-6-1834: Considered desirable 'to move the present horse way to the middle of the second arch from the north end of the bridge, owing to the check to the water-fall given by the stone bank as now erected almost in the middle of the stream, and also to the lodgment of sand and silt on the north side of the haling bridge'. The only disadvantage will be 'the necessity thereby arising to detach the line from the vessel during its passage through the bridge'.

5-5-1836: In future, pleasure boats passing Newark Upper Lock to pay toll of 6d. apiece.

5-5-1837: A penalty to be enforced against anyone 'driving stakes into the bed of the river for the purposes of fishing or otherwise'.

3-5-1838: Mr. Robert Caparn presented 'a plan of a proposed new line of canal from Newark to Marton Port'. Estimated cost £72, 312. 'But the Commissioners came to no resolution upon it'.

13-5-1841: The Surveyor 'to form a recess in the middle of the stone bridge of sufficient dimensions for the security of foot passengers meeting horses thereon'.

2-5-1844: £500 to be contributed towards the cost of a survey from Newark to Gainsborough to ascertain 'its capability of affording a Navigation for vessels drawing 5' of water at all seasons of the year'.

1-5-1845: The Survey ordered at the last meeting to be postponed.

7-5-1846: Application has been made by Mr. Brunswick, Engineer of the Nottingham, Newark & Lincoln Railway, 'for permission to cut through the towing path to form a basin near the river at Newark, to be placed by the side of the branch railway to be formed by the Railway Co'. Permission given, a swing bridge to be provided across the opening in the towpath, to be kept in repair by the Railway Co.

19-2-1848: The G.N. Co. in passing over the Newark Navigation (on their proposed deviation west of the town, to cross near the Castle) should 'be required to give a headway equal to that existing at the centre of the present Cotton Mill Bridge, such headway to be given across the whole Navigation'. (This deviation was not carried out, the line remaining east of the town).

5-5-1849: The Commissioners to pay for the lighting of six (gas) lamps to be placed on Newark Trent Bridge.

27-6-1850: The Commissioners to allocate £3,500 from their funds to aid the Commissioners of Lighting & Paving in any of the objects of their Act.

12-6-1851: Newark Improvement Bill, as amended in Committee, approved.

22-9-1851: A total of £699-11-9 has been incurred in obtaining the Newark Improvement Act. The balance of £3,500 (£2,800-8-3) to be paid to the Treasurer of the Improvement Commissioners.

6-5-1852: The G.N. Co. has agreed to pay £10 p.a. for the privilege of taking water from the Trent for the use of their engines.

Application to be made to the Midland Co. for the payment of £10 p.a. for the same privilege.

3-5-1853: £2,500 to be lent to the Commissioners of the Newark Improvement Act @ 3%, to be repaid over 30 years.

19-6-1855: And a further £1,000 on the same terms.

7-5-1857: £50 to be given towards the new Christ Church Schools and £50 to the Hospital in Newark.

Book Reviews

KIRKINTILLOCH SHIPBUILDING by A. I. Bowman. 84pp, 24 photos, 2 plans. Published by Strathkelvin District Libraries & Museums, 170 Kirkintilloch Road, Bishopbriggs, Glasgow G64 2LX. 1983. £2.50.

Widespread unemployment caused by the introduction of new manufacturing techniques is no new phenomenon and one place thus afflicted in the early 1860s was the town of Kirkintilloch, a busy canal port roughly half-way along the Forth & Clyde Canal. Modernisation of the local textile industries caused the problem, and one of the new industries proposed for the town was a co-operative shipyard to provide facilities that were otherwise lacking on the summit level of the canal. As Crawford & Co. this venture got off the ground in 1866 but lasted little more than a year before being taken over by J. & J. Hay, already well known along the canal as the operators of canal and estuarial craft. Hay's yard survived until closure of the canal in 1963 and in its early years played a notable role in the development of the famous 'puffers', many of which were operated by the firm itself. For two decades at the beginning of this century, the yard of Peter McGregor & Sons also flourished in Kirkintilloch; in contrast to Hay they built a wide range of craft, many of which were exported to distant parts of the globe, and they were early experimenters with motor vessels.

We are fortunate that, following closure of the canal and of Hay's yard, many of the firm's records were taken into safe keeping and a serious attempt made to record the reminiscences of men who had worked for them. It is from this wealth of material that Mr Bowman has been able to compile a brief but highly factual account of the two yards in Kirkintilloch. Included are lists of all craft known to have been constructed in the town and a pleasantly varied selection of photographs depicting the vessels themselves and the men who built and manned them. It is a book that will surely appeal to anyone interested in canal craft, coastal shipping or steam power and as such is a useful addition of the growing library of books devoted to the less spectacular, though vital, aspects of our industrial past. RODNEY WEAVER

THE LINE BENEATH THE LINERS by John W. Gahan. 80pp with 39 illustrations including two maps Countrywise Ltd. ISBN 0 907768 40 and Avon Anglia Publications ISBN 0 906466 578. 1983. £2.95.

Every aspect of the Mersey Railway is covered thoroughly. The history begins with the earliest proposals for a Mersey bridge and other river crossings to the present day with the line forming part of Merseyrail's new 'loop and link' lines. It is particularly pleasing to read details of the services which once operated from Liverpool through to North Wales, London and even Folkestone Harbour, as well as its brief venture into the operation of connecting bus services. The re-organisation of services on both the Mersey Railway and Wirral section of the LMS following electrification of the latter is also described well.

There is great detail of the steam locomotives including details of their subsequent travels after the distinctive new electric trains made them redundant.

There are descriptions, well illustrated with photographs, of the stations, lifts and hydraulic towers.

Perhaps, however, the book's best features are the chapters 'The Daily Scene in the Days of Steam' and 'Riding the line in "Mersey" Days' which really evoke the atmosphere of the line. S. ALASDAIR MUNRO

YESTERDAY'S RAILWAY: EDINBURGH. 36pp, card covers, with 60 b & w illustrations and a map. Railway Correspondence & Travel Society (Scottish Branch) 1982. ISBN 0 9508595 0 8. £1. 80.

This little booklet is a compilation of photographs of the Edinburgh railway scene during the 1950s and 1960s, with a minimum of editorial linkage. It seems fair enough, as far as it goes — a little nostalgic indulgence goes down very well with those of us who remember the scenes portrayed so well. It is always useful moreover to prepare a photographic record of how things were in a particular locality at a given time. Nevertheless it seems surprising that the RCTS, with its fine record of historical publishing, should have joined the ranks of the picture-book purveyors. There is plenty of scope for a serious thematic study of the development and subsequent decline of Edinburgh's railways. Perhaps the Scottish branch of the RCTS might tackle such a project in the future. DON MARTIN

THE FINDHORN RAILWAY by Ian K. Dawson. 32pp. Card covers, 9 b & w illustrations 5 maps and diagrams. Oakwood Press. ISBN 0 85361 284 6. £1.50.

The interesting publication by our member I. K. Dawson traces the history of the short lived Findhorn Railway which operated only during the short period 1860—69. Its purpose was to connect the Morayshire town of Forres with the nearby port of Findhorn by way of a junction at Kinloss on the Inverness — Aberdeen main line. It was operated by the Inverness and Aberdeen Junction Railway between 1862 and 1865, and by the newly formed Highland Railway from 1865 until closure. Never really a true commercial proposition, its final demise was due to the withdrawal by local landowners of guarantees to meet the shortfall between operating revenue of the line and the Highland Railway's working expenses. The sections of the booklet comprise: a summary of the background of the line's promotion; a chronology of its history; a description of its route and engineering features; an account of its one and only locomotive; and a guide to

present day remains. There are appendices covering timetables, traffic and revenue. It seems ironic that a worthwhile history of such a short lived and remote little railway should now be available in print, when so many Scottish lines of far greater significance have been neglected by historians. DON MARTIN

HORSES FOR HIRE compiled by Sheila Scott from the Posting Day Book of Crawford Inn, Lanarkshire. 1831–55. 36pp. card covers with 12 b & w illus. and a map. Biggar Museum Trust, Gladstone Court, Biggar, Lanarkshire. 1983. £1.80.

This pamphlet is a compendium of information from the Posting Day Book of the Crawford Inn, during the significant period when the Caledonian Railway was being promoted and laid out through the Upper Ward of Lanarkshire. The compiler has enlivened the extracts with a considerable amount of carefully researched information from other sources. As well as providing insight into pre-railway travelling conditions along the route adopted for the Caledonian main line, some details are given about the use of posting horses by engineers during the construction of the railway. DON MARTIN

LONDON'S CANAL WALKS produced by London Tourist Board, in association with Capital Radio, G.L.C. and British Waterways Board. 32pp paper covers. Strip maps, one diagram four small b & w illustrations. Free. 100 mm x 208 mm.

This a useful little pocket sized publication giving details of six canal walks in London, which collectively cover the whole stretch from Salmon Lane lock to Uxbridge. In each case distances are given as well as means of access, nearest station, bus services, etc. Also features of interest in the area are listed, and pubs where refreshment can be obtained. Text is brief but informative and the maps are clearly drawn. Recommended to anyone undertaking walks of London's canal system. NEIL PITTS

WALTER ATKINSON – BUILDER OF THE HARROW AND UXBRIDGE RAILWAY, by Dennis Edwards. 30pp, 8" x 5½", with 29 illus, one map, and two large folding plans. London Underground Railway Society, 26 Fishery Road, Hemel Hempstead, Herts, £1.25.

Walter Atkinson was a Civil Engineer employed in 1901–04 on the construction of the Metropolitan Railway from Harrow-on-the-Hill to Uxbridge, 6½ miles, and its one-mile branch from Raynes Lane to South Harrow. Born and educated in Lancashire, he also worked on many other railway contracts elsewhere in Britain and overseas during 1893 to 1943, and kept a diary with details of all these jobs, re-writing it as his memoirs after he retired. Recently these memoirs were lent by his son William to the present author, who extracted the story of Harrow to Uxbridge. This is told in full detail from the granting of the contract to the opening ceremony of the finished line, and the extra work for electrification six months later.

The line was mostly through flat meadowland, but included the ¾-mile brick viaduct at Roxeth, a deep cutting near Uxbridge, 23 bridges, stations at Uxbridge and Ruislip, and a branch down to a ballast pit and the Grand Union Canal which was later removed. The booklet tells how 600 men, 13 locomotives, four steam navvies, 40 tipping wagons, and a site office at Roxeth were used, and of Walter's journeys by pony and trap to keep an eye on everything. Most of the

29 splendid photos are from his private album showing work in hand, but ten are more recent. Large-scale accurate detailed plans of Uxbridge and Ruislip stations are included, but it is a pity the centre-page area map by a modern artist is not drawn to scale. A summary is given of Atkinson's other jobs in the London area, such as Willesden and Chesham goods yards, Ealing Common car sheds, the Upminster electrification, and the Northolt Central Line extension. The book is well written and well recommended. J. C. GILLHAM

Shire Album No. 8: CANAL BARGES AND NARROW BOATS by Peter L. Smith. 32pp, card covers, 44 photos plus one drawing. Shire Publications Ltd., Princes Risborough, Aylesbury, Bucks. First published 1975, revised 1979 and 1983. 95p.

By any standard the wide coverage attempted in such a modest publication is somewhat of an achievement in itself, so it is a pity that several errors have gone into print despite two revisions since it was first published.

Bartholomew's original system of compartment boats as instituted in 1862 featured 'push towing' in trains of six, a method superseded in 1892 by normal towing in trains of up to nineteen boats although push towing lingered on into the early years of the present century. This was the first successful application of push towing, a method mooted by Edwin Thomas of the Regent's Canal in 1859.

In more recent years — 1961 — push towing with a Bantam 49 tug made by E. C. Jones of Brentford was used for a time by the Hardy Spicer/Forgings & Presswork Group between their factories situated on the Tame Valley and Birmingham & Fazeley canals. This predated Messrs Cawood Hargreaves' efforts by some six years, although admittedly only one boat was propelled.

On page 2 the caption relating to the narrow boats *Towcester* and *Bude* gives the impression that the 'lime juice run' is still in operation. However, as far as the Murrells are concerned this ceased in early 1982 and as such has had an effect on the contract mentioned on page 27.

The photographs selected give a good representation of traditional barges and narrow boats under commercial operating conditions and on the last page useful guides are provided setting out the places where boats and the artefacts associated with them may be seen today; a strange omission is that there is no mention of the restored FMC steamer *President*, now in safe keeping of the Black Country Museum.

This booklet serves a useful purpose in that it can be easily carried, and it contains sufficient basic information for people still interested in seeking out details of canal craft and of a way of life that have, alas, now passed into the pages of history. PHILIP WEAVER

THE ST HELENS RAILWAY by John Tolson. 98pp, maps, photographs and illustrations. The Oakwood Press 1983 ISBN 0 85361 292 7 £4.80.

This book was published to coincide with the 150th anniversary of the St Helens & Runcorn Gap Railway on 21 February 1833. It starts with a concise history of the St Helens Canal which after over 70 years operation was giving cause for

complaints. The railway when it was built was ramshackle, but it competed with the canal until the two companies amalgamated in 1845. The railway was improved and extended, until in 1864 the LNWR took over the combined concern. Details are given of the locomotives, the passenger services, dock and canal operations and neighbouring railways (both friends and rivals). The final chapter brings the history up to date and it is all very well researched. The photographs and illustrations are excellent. The maps contain considerable detail but due to the small format of the book itself, the reader needs a magnifying glass.

PETER NORTON

THE STRATFORD-UPON-AVON AND MIDLAND JUNCTION RAILWAY, THE SHAKESPEARE ROUTE by Arthur Jordan. 136pp. 280 mm x 220 mm with 173 illustrations and 71 maps, diagrams and reproductions. Oxford Railway Publishing Company, 1983, ISBN 0 86093 131 5. £7.95.

No prior impressions of a book should colour the mind of its reviewer but I must declare that I had previously read this volume as I had bought it one August day in Stratford-upon-Avon, soon after publication. Reading it again confirmed my initial impression that the author had succeeded in his aim of attempting to capture the atmosphere of an English cross-country railway. Certainly it kept me engrossed the second time around; from Arnos Grove to Hammersmith the first two chapters had me in their grip — stations came up on me unawares.

Eight chapters and two appendices cover the main features of the SMJ. They give an outline history, a description of the journey, details of the passenger and goods services provided, locomotives and their crews, signalling, and finally decline and closure from 1952. To do this, the author contacted thirty former SMJ employees and the narrative is enlivened by many of their memories. Where the story particularly comes alive is at Stratford-upon-Avon where the author spent his boyhood years, his mother ran the SMJ station refreshment rooms, and he himself obtained a job in the booking office.

The author's style is easy to read, but one minor criticism is that the material could be better ordered in places. The description of the line is separated into two chapters, as are the recollections of Stratford station. Despite this, the book can be recommended to evoke an age and a railway that have gone, where hay from cuttings and embankments was sold to local farmers and yet in the company's last three years of life A. E. Diggins could hold four offices and rent his house from the company for £1 a year. R. DAVIES

STEAM ON CANALS by C. P. & C. R. Weaver. 96 pp, 120 illustrations. David & Charles, Newton Abbot, n.d. ISBN 0 7153 8218 7. £6.95.

Having had a surfeit of steam nostalgia, to the point that the sight of a kettle boiling puts my teeth on edge, it is a pleasure to welcome a book which deals with a serious subject in a sober and scholarly fashion, and at the same time is immensely readable: the more so since it is the product of two members who have done good service to our Society. The term 'canals' is interpreted, rightly

I am sure, to include waterways in general, and the wide variety of craft thereby brought within the book's scope will astonish many as much as it did me — and probably make them feel equally guilty at having hitherto underestimated the importance of the subject. After an introductory chapter on the coming of steam to the waterways, there are six sections on types of craft — on narrow and broad canals, rivers, etc — and the work concludes with a particularly intriguing section on archaeology and preservation. The book is profusely illustrated with interesting and well produced pictures. The supporting text is, to adapt Polonius, historical-technical, being a happy blend of these two aspects of the subject: there are some perceptive comments on the historical background, and the technical detail is put over so well that even I, least technically minded of mortals, followed it with ease. My only grouse is lack of an index. In all other respects a worthy conclusion to thirty years' research, and strongly recommended.

PHILIP A. STEVENS

THE HENLEY-ON-THAMES BRANCH by Paul Karau. pp. vii 176 with 238 photographs, 43 maps, plans, drawings and tables and a colour plate. Wild Swan Publications. 1982. ISBN 0906867 037. £11.95

The last year or so has seen the appearance of the railway super-book, large format, art paper, hardback, copiously illustrated and with numerous plans. This is the third example studied by the present reviewer and it is by far the best. The history of the line in every aspect is told in great detail, including the gauge conversion, doubling, ATC experiments, and post war singling. The early (broad gauge) period has evidently left little illustration, and this has been remedied by the inclusion of several reconstructed views in the form of drawings and a fine painting of Henley station in about 1860.

Most branch railways have some features of unusual interest and the Henley branch boasted a long timber viaduct over the Thames, which is well illustrated by old photographs and dimensional drawings. Another feature was the annual Henley Regatta which for many years generated a very large traffic requiring numerous special trains, many of which ran the 35½ miles from Paddington non-stop, while additional staff was provided from as far afield as Wrexham and Liskeard; at these times main line locomotives including the 'Castle' class appeared at Henley, which for the rest of the year was the terminus of a busy but rural branch only some 4½ miles long from Twyford.

This line was built by the GWR and hence has no period of independent existence to produce records; thus it was necessary to search the much greater records of the GWR if the official side of the story was to be told. Clearly by the detail given this has been done and it is a measure of the quality of research devoted to the text. The author closes his story in 1963, when steam power ceased on passenger trains, and since when the line has become skeletal.

An index would have been useful, for in spite of the modest length of line involved, such detailed treatment makes retrieval of specific references rather complex. It would also have been quite possible to add certain place names (Friday Street, Market Place and Shiplake Mill for example) to the general map, but these are minor points.

From its dust jacket, in GWR colours, through its title page with red lettering, to its acknowledgements (in which several of our members' names appear) this is an opulent book, but it is also a highly competent historical account and a fine pictorial record which will appeal not only to those who knew the line but also to GWR devotees, local historians and those who just delight in a finely

produced railway volume. It is a labour of love by a young man, fit to stand alongside Potter's *Whitby & Pickering Railway* and Higgin's *Wantage Tramway* as one of the milestones in recording railway history, as to content, while for presentation it has probably set a new standard of excellence.

As to value, this is not a cheap book yet it is good value, and discerning purchasers may elect to forego perhaps three of the indifferent works which abound and which will, it must be hoped, be superseded by books of stature in the future — in favour of such a publication as this one. H. W. PAAR

Correspondence

Contributions to Transport History

Sir, — I was asked recently if I thought that it was acceptable to offer for publication the results of incomplete research. My view is that if for some reason a member is not able or does not wish to carry the matter to completion (say, for example, that the subject is peripheral to his own, or unrelated, and to proceed further would hamper the main work) then there are literary devices by which the material can be offered, if it appears sufficiently original and interesting to do so. A *Contribution* will probably be a fairly major segment of material, *Notes* may be a collection of brief items worth recording, while *Additions and Corrections* enable those with appropriate information to make amendments to published accounts. All of these means, to my mind, are useful and important although another option should also be considered, that of passing on such material to one who is working upon the subject with a view to publication, an act which is made practicable if we complete our own entry for the *Register of Members' Research Interests*, and consult it on occasions such as these. H. W. PAAR

Bridgwater — its Docks, etc.

Sir, — C. H. Heard's article on Bridgwater prompted boyhood memories of Sully's coal yard at the Docks. Notes on this appeared in the September/October issue of the 1948 *Railway Magazine* referring to the broad gauge tracks and the coal traffic. Sully's original coal wharf at Dunball must have been transferred to Bridgwater Docks soon after the opening of the telescopic rail bridge. I can first remember the yard during the Second World War. Coal was discharged from the Outer Basin into rail trucks in the yard. Horses were used to move the trucks away from the quayside, but I never saw a coal train actually leave the yard. Steam road lorries were used through the town to British Cellophane and the gas works.

The yard was modernised in 1955 and in the November issue of the *Railway Magazine* for that year I reported the disappearance of most of the broad gauge. There did remain, however, one set of mixed points, with simple head-on connections rather than facing rails, and I raised the question whether or not there were any other surviving examples in use (then over 63 years after the abolition of the broad gauge!). Was this actually the last example? I raise one other question. Was the telescopic railway bridge unique in this country? P. M. BRAINE

[Pages 302-311 see Index]

All copy for the March *Journal* should be with the Editor by 18 November and must conform to the style-sheet published in the November 1981 issue. The top copy should be sent, not a carbon or a photocopy.

All material published in the *Journal* is copyright and may not be reproduced without the permission of the Editor. Views expressed in any article or item of correspondence in the *Journal of the Railway and Canal Historical Society* are not necessarily those of the Editor or of the Society.

Published by the Railway & Canal Historical Society at 12 Victoria Gardens, 195 London Road, Leicester LE2 1ZH, and printed by Hobbs the Printers of Southampton.