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Obituary: Guy Yeoman Hemingway

Jim Jackson writes

GUY YEOMAN HEMINGWAY, a member of the Society, died on the 11 April last year. He was born on 30 June 1899 at Beeston, Notts, the son of James Angus and Sarah Amy (née Harding) Hemingway.

Mr Hemingway was educated first at Repton School (1914–18) and later at Hertford College, Oxford (1919–23). During the period 1918–19 he was commissioned as a 2nd Lieutenant in the Royal Engineers, being stationed at Kelham Hall, Newark, for much of this period. In 1926, as a civil engineer, he joined the family firm of Logan & Hemingway, with whom he remained until just before its closure in 1936. His subsequent career was mainly with Balfour Beatty and as a civil engineer he travelled on various construction contracts to every continent in the world with the exception of South America.

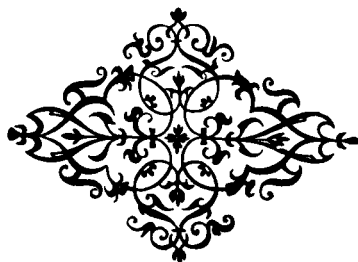
One of Mr Hemingway's great interests in life was railways, which included the accurate and detailed modelling of prototypes. In between the two World Wars he photographed and recorded the measurement of various types of railway rolling stock. The photographic negatives are now with the Historical Model Railway Society, of which he was a member for many years until his death. A three-page article about his modelling activities was published in their January/March *Journal* last year.

After his retirement in November 1964, Mr Hemingway spent much of his leisure time researching local history and the history of transport—particularly railways.

He became a familiar figure at Nottingham Record Office, where he would become completely involved in his subject. The results of his researches eventually amounted to about 9,000 single-sided typed sheets on various subjects. These results he willingly shared, and a request for information usually resulted in the receipt of large quantities of material.

In July 1976 he was the leader of an East Midlands Group Tour of railways and waterways in the Newark area. This involved a walk of about 8 miles—he was then aged 76 years.

Mr Hemingway was a committed Christian, being church warden of Cromwell Parish Church. He was devoid of artificiality and pretence, a refreshing and inspiring person to meet. He will be very much missed.



Railways and Some Politicians, 1845–1945

M. R. BONAIVIA

The Charles Clinker Memorial Lecture, delivered at The London School of Economics on 25 October 1986

I chose the dates included in the title of this address with some care, to avoid those well-known features of the beginning and end of the period—Gladstone's Act of 1844 and the Transport Act of 1947, comprising the first (and unsuccessful) nationalisation measure and the second (and successful) one.

In between came two major attempts at nationalisation which nearly succeeded, though, in the event, no Government Act of Parliament between 1845 and 1945 ever defined the relationship of the railways with the State in the way that, for instance, the French Railway Law of June 1842 did on the other side of the Channel. Less well-known is the number of attempts at State purchase of the railways that were made through Private Members' Bills. Today I want to describe the approach to Government proposals for nationalisation, the Members' Bills, and, especially, the extent to which the ferment of ideas and writings about the role and status of the railways, first stirred up in the 1830s and early 1840s, never died out. It was of course mainly participated in by politicians, but also by publicists and others with rather surprising backgrounds. For instance, that remarkable character James Morrison—a self-educated man whose fortune from building up a drapery business and investments in the United States rose to a staggering £34 millions at his death in 1857—turned into an active politician with a special interest in railways. His thoughtful *Tracts on Railways* of 1848 were published after his pressure in Parliament for the establishment of a Commons Select Committee to lay down principles for the protection of the public in all railway legislation. A few years later Dionysius Lardner published *Railway Economy*, which contains some very sensible remarks about the responsibility of railways to the community. Lardner is too often remembered on account of having been caught out by Brunel in an engineering calculation over the Box Tunnel. He also suffered in his lifetime for breaking the code of Victorian social behaviour by having run away with someone else's wife! But he was a real pioneer in the application of statistical method to railway management.

Among the pamphleteers one must not overlook William Galt,¹ whose activities lasted a long time. He first wrote *Railway Reform* in 1843, but it was re-published in 1864 and one copy bears marginal notes by Rowland Hill, of postage-stamp fame. Galt was invited to give evidence to the 1865 Royal Commission on Railways and, asked to define his proposals for reform, replied

'I mean, the purchase of the railways by the Government and a low and uniform tariff at one-third of the present average rates'—an optimistic prospectus!

An architect named Raphael Brandon² wrote a book called *Railway Reforms* in 1868, possibly to explore a new interest after failing financially in his chosen profession. If so, the consolation was not effective, as he committed suicide by shooting himself in his chambers in Clement's Inn, in 1877. (He had specialised in church work and was the architect of the former Catholic Apostolic Church in Gordon Square, now adopted by the University of London as the University Church).

Apart from such fringe activists, more serious consideration needed to be given to distinguished figures in other fields who turned their attention to railways. Edwin Chadwick,³ the sanitary reformer who was Chief Commissioner of the Poor Law Commission for many years, published an *Address on Railway Reform* in 1865, and was a witness advocating State railways before the Royal Commission of that year. Rowland Hill, the father of the modern Post Office, was sitting on the Commission

at the time. Hill had been a director of the London & Brighton Railway as early as 1843, and had urged upon that rather conservative Board a more liberal policy in the provision of excursion and express trains. He was met to the extent of some trains being designated in the timetable (rather misleadingly) as 'Fast Trains'.

Retired civil servants could be pretty outspoken; the Joint Select Committee on Railway Amalgamations was told in 1872 by Captain Sir Henry Tyler, formerly Chief Inspecting Officer of the Board of Trade, that the question would arise 'whether the State shall manage the railways, or the railways shall manage the State'.

But from the 1860s on, for a few decades, the debate seems to have died down. Possibly this was because the railways were providing better services; or alternatively because they had learnt to strengthen their defences and improve their public 'image'. Peter Cain⁴ has drawn attention to the decline in railway profitability in this period, which again may have helped to defuse any arguments that lucrative monopolies ought to belong to the State.

By 1865, the 'railway interest' as Alderman calls it in his fascinating book of that title, was able to muster 157 railway directors who were members of the House of Commons and 49 who were in the Lords. Herbert Spencer, in *Railway Morals and Railway Policy*, published ten years earlier, had complained that 'gentlemen are in some cases elected on Boards simply because they are members of Parliament'.

The capacity for defensive action in Parliament was actually rather smaller than these numbers would suggest; the 'effective interest' of members who could be mobilised for a debate was always an uncertain quantity. This was one reason for the formation in 1867 of the United Railway Companies Committee, which changed its name to the Railway Companies Association in 1870. Originally too big, with a membership representing the Boards and the chief policy officers (general managers, legal advisers, and secretaries) of *all* the major companies, the Association became more effective as time went on. The grouping of 1923, of course, later was drastically to reduce the total number of railway directors and consequently the number of directors in Parliament; but it incidentally strengthened the Railway Companies Association because that body became a small caucus of the chairmen of the four amalgamated Companies who dominated it, a more powerful group.

Returning to the nineteenth century, in the last decades and the fin-de-siècle period, more literature about State railways began to appear. Books included *State Purchase of Railways* by C. Waring in 1887; *National Railways: an Argument for State Purchase*, by J. Hole in 1893; *Railway Nationalisation*, by C. Edwards in 1897; *Should our Railways be Nationalised?* by W. Cunningham, in 1907.

This was of course the era of 'Gas and Water Socialism'—if you like, 'Milk and Water Socialism'—the age of the new London County Council and its electric trams, of garden cities and Sidney and Beatrice Webb and, be it said, of this great institution in which we are sitting today. An apostle of this period was Alderman Emil Davies,⁵ later Chairman of the L.C.C., who in 1912 founded the Railway Nationalisation Society, which held meetings all over the country, and in 1917 started to issue a quarterly broadsheet called 'State Railways'. The Society was supported by the trade unions and the Co-operative Movement. It went on arguing its case well into the 1930s.

In 1913 the firm of Nelson published *The Case for Railway Nationalisation* by Emil Davies, and (to show its complete impartiality) simultaneously published a book in identical format and price, *The Case Against Railway Nationalisation*, by Edwin Pratt.

Coming back to the London School of Economics, Sir William Acworth, who lectured here for many years on railway economics, had originally devoted much time to demonstrating the superiority of private enterprise. Gradually, and in the course of many consultancy appointments abroad, he came to see more merit in State ownership.⁶

It is not generally remembered that between 1906 and 1914 no less than six Private Members' Bills for railway nationalisation were deposited.⁷ That was the age of a reforming Liberal Government, of Lloyd George's first social security measures, and the adolescent Labour Party. It is rather surprising, therefore, that none of these Bills even reached Second Reading, and lapsed automatically at the end of the session. One reason, apart from objections to the whole principle of the Bills, may have been their eccentric, not to say amateurish drafting. The first, which had some Liberal backing, lumped coal mines, railways, canals and tramways together and in 4½ pages, 20 Clauses, proposed to put them under a 'controlling Board' of 50 to 100 persons—a sort of London County Council. What a preposterous managerial concept!

A second and very similar Bill enjoyed Labour Party sponsorship which included a future Chancellor of the Exchequer, Philip Snowden. Both these Bills nominated the Local Government Board as the Department in charge—a curious choice.

In 1908 came a Bill confined to railways and canals, which enjoyed some Liberal and Labour support. Its ideas were repeated in a 1909 Bill, which still contained the extraordinary controlling Board of 50 to 100 members. The responsible Department however now became the Board of Trade.

Last in the series came a Bill confined to railways and the Post Office, which sought to establish a new Ministry of Posts and Railways. It was sponsored by Leo Chiozza Money,⁸ who was a prolific writer on economic and political questions and became a junior Minister in the 1914–18 war. He did much useful work and his disappearance from political life owing to a minor sex scandal was tragic. His Bill had more backing than its predecessors, from both Liberal and Labour Party members, but failed to obtain Government support.

It seems a rather surprising feature of this period that Lloyd George, who as President of the Board of Trade in 1907 had had to cope with a threatened railway strike, did not originally favour railway nationalisation. But he was always opportunist: he had in fact been indebted to Sam Fay of the Great Central for the draft of the Railway Conciliation Scheme that bears Lloyd George's name, and he did *not* go along with some of his officials at the Board of Trade who wanted much stronger controls over the railways.

Lloyd George's lack of interest in railway nationalisation was clear when in 1908 a Liberal, G. A. Hardy,⁹ put down a Commons motion in favour of State purchase of the railways and Lloyd George moved a wrecking amendment. Lloyd George's attitude was later to be affected by the experience of war demands upon transport, but it is a fact that in 1908 his successor at the Board of Trade, Winston Churchill, was much tougher with the railways when the merger of the three 'Greats'—Great Northern, Great Central and Great Eastern—was proposed. Churchill's conditions for approval of the merger were so severe that the companies withdrew, substituting some non-statutory working arrangements including a London cartage pool.

It is well known that the railways came close to being nationalised in 1919; it is less commonly realised that the same position arose in 1940. I would like to end this address by comparing the two occasions.

In 1919 the proponent of nationalisation, far from being a left-wing politician, was of course the ex-railwayman Sir Eric Geddes. Geddes, Deputy General Manager of

the North Eastern Railway, had been released by his Company for war service, and it seems likely that Sir Edward Grey (later Lord Grey of Falloden) who had been NER Chairman in 1904 and 1905, and was now the Foreign Secretary, spoke to Lloyd George, then Minister of Munitions, about Geddes. Lloyd George later wrote in his 'War Memoirs' that Geddes 'came from the North Eastern Railway and had the make of one of their powerful locomotives. That is the impression he gave me when one morning he rolled into my room. He struck me immediately as a man of exceptional force and character'.

Geddes's force and character had taken him from the modest post of Claims Agent on the North Eastern, (salary, £500 a year) in 1904, to be first, Chief Goods Manager and then Deputy General Manager (salary £3000 rising to £5000) in 1911—just seven years on. In addition he had the virtual promise of the General Managership when Sir A. Kaye Butterworth retired.

Equally meteoric was to be Geddes's war record, ending as First Lord of the Admiralty and with the right to wear both a Major-General's and a Vice-Admiral's uniforms—though presumably on different occasions!

At the end of the war there was no comparable peacetime post for Geddes. He was put in charge of the demobilisation arrangements, and then, still as Minister without portfolio, asked to prepare a plan for post-war transport.

How did Geddes, coming from that stronghold of private enterprise, the North Eastern Railway, prosperous and with a Board of industrial magnates, come to favour nationalisation? His temperament was far removed from that of the social reformers and pamphleteers. Perhaps it can be explained by the fact that competition, of which the North Eastern experienced very little—seemed to him inferior to seeking progress through central direction—like Lord Reith and Lord Hurcomb years afterwards. He was also convinced of the need for railway electrification. The North Eastern's success in introducing this at Newcastle-on-Tyne in 1904 had led to a decision in principle to electrify the York—Newcastle main line. He doubted the ability of less prosperous and progressive companies. Only abundant Government financial backing could produce railway electrification on a scale that would both improve railway service quality and increase the load factor in the power stations to a point that would justify expansion of generating capacity with ultimate reduction in costs and charges.

Personal ambition no doubt also played a part. If he were to return to the North Eastern, he would want to be either Chairman or Managing Director, and he let this be known privately. The news caused alarm among the Board. First of all, Geddes had received a golden handshake of £50,000 for relinquishing his claim to the General Managership. Then, people of Geddes's drive and ambition can be uncomfortable colleagues. He had this much in common with Lord Reith—both were admired for their ability, yet most people were relieved when they moved on. The North Eastern closed ranks against Geddes.

No doubt Geddes realised this and saw his future in Whitehall, as Generalissimo of the railways. He prepared for this by recruiting much railway talent to help him during the war in various capacities—men like R. F. (later Sir Francis) Dunnell, J. G. (later Sir George) Beharell, and S. T. Burgoyne from the North Eastern.

Meanwhile he was busy working on the brief given him by the Cabinet and in February 1919 he submitted his draft Bill for establishing a Ministry of Ways and Communications, a new Government Department dealing with railways, roads, canals, ports, shipping and air transport, with powers to nationalise railways, tramways, canals and ports, and to regulate civil aviation and shipping. He was seeking to ride on the wave of enthusiasm for public ownership at the end of the

war. As Hannah has written¹¹ 'The wartime Coalition Government had trodden the collectivist path with some enthusiasm, and many of its members felt that the wartime experiences in state control could form the basis of peacetime reconstruction'. Coal, electricity and the railways were all on the agenda. But enthusiasm evaporated rather quickly. In February 1919 the Cabinet struck out air transport from the draft Bill, and declined to take away shipping from the Board of Trade, though electricity was left with transport, as a result of horse-trading with Sir Albert Stanley, the future Lord Ashfield, then President of the Board, whereby shipping remained with his Department. Even so, electricity, which Stanley had sought to nationalise, remained in private hands, the industry merely being saddled with voluntary and toothless Joint Electricity Authorities. Then came the real tussle, over railway nationalisation. The Railway Companies Association still had a strong Parliamentary lobby—between 40 and 50 members in the Commons, and over 70 in the Lords. It swung into action, with strong protests to Ministers and members of the Select Committee. On 6 May 1919 the Select Committee of the Commons 'disagreed to' the nationalisation Clause. But the Cabinet still wavered. The Prime Minister told the House at the Report stage of the Bill that 'the Government has not made up its mind on nationalisation'. However, the Bill, now renamed the Ministry of Transport Bill, 1919, was passed in its emasculated form by Parliament, and on 7 June 1920 the Cabinet finally decided against nationalisation of the railways, the Commons being told of this twelve days later.

I do not intend here to go into the shortcomings and virtues—very few of the latter—of the 1921 Railways Act that was Geddes's consolation prize. But in the same year an attempt to salvage nationalisation was made by trade union members, who promoted a Private Member's Bill, the Ministry of Transport (Transfer of Railways) Bill, 1921, sponsored by J. H. Thomas of the NUR. It failed to get a Second Reading. In 1923 a last despairing attempt was made to revive that Bill: it failed.

Thereafter no proposal for railway nationalisation came forward in legislative form until the Second World War.

Sir John Reith (as he then still was) had left the BBC in 1938 to become for short periods Chairman of Imperial Airways and BOAC, and then Minister of Information. Tall, shaggy, and craggy, Reith was described to me by his Private Secretary at the MoI as 'a sort of intellectual Tarzan'. Strangely, he had been happy in what Dr Goebbels called 'the great lie factory' in the University of London Senate House. He was *not* particularly pleased by his transfer to the Ministry of Transport, where he arrived on 10 May 1940, the exact day of Hitler's invasion of Holland and Belgium, and one day before Winston Churchill became Prime Minister.

Public accountability and public corporations were dear to him, as was the need (as he saw it) to systematise and tidy up any organisation of which he was in charge. Transport immediately struck him as badly needing tidying-up. He attended a meeting of the Railway Executive Committee and noted in his diary that 'the relationship of the railways with the Ministry was all wrong and should never have arisen'.¹² But less than two weeks after taking office Reith lunched with Lord Stamp, the President and Chairman of the LMS Railway, and sounded him out over railway nationalisation. He found Stamp surprisingly 'friendly' on this question. (The other railway chairmen might have reacted differently.) The next day Reith sent for Sir Alfred Robinson,¹³ Deputy Secretary of the Ministry, to outline his ideas. He met with objections which irritated him. 'Talk, talk, and so many difficulties.' However, he gave Robinson instructions to prepare a brief note on 'the question of a Public Utility Corporation to take over and administer all forms of inland transport'. With

remarkable speed Robinson produced an outline for a National Transport Corporation which 'would itself own railroads, railway bridges, plant and rolling stock, and vehicles (passenger and goods), inland waterways and goods carrying craft of all kinds and would operate the whole of the transport business of these undertakings'.

Reith did not leave the drafting of the plan entirely to Robinson. On 12 June he dictated, according to his diary, three and a half pages on the future organisation of transport which he described as 'Maybe the beginning of an immense and revolutionary reorganisation'. Two days later he added 'Saw Attlee with my memorandum. He liked it but hadn't given much thought to it and wanted to discuss it with Greenwood'.

On 9 August Attlee wrote to Reith saying that Churchill had agreed that he should go on developing his ideas about rationalisation of transport. Reith recorded in his autobiography 'That was quite enough. After consultation with Horace Wilson, I invited Dr Coates of ICI¹⁴ to help; gave him my memorandum and my general ideas. By this time Herbert Morrison had been drawn in also, but my conversations were not wholly with the one party. I told Margesson about it, and he did not seem horrified; nor did Kingsley Wood. Beaverbrook was; he advised me not to come into the open about it; it would jeopardise my future.'

Reith then drafted a paper for the Cabinet, which on 2 September he discussed with Attlee and Greenwood. His Diary commented 'They clearly want me to take all the responsibility and odium! Saw Beaverbrook who said that he would oppose public ownership and advised me not to advocate it as it would damage me with the Conservatives.'

The next day, 3 September 1940 (at the height of the Battle of Britain) Reith attended the Cabinet and in his own words, 'had to hedge, to my disgust, between Attlee and Beaverbrook. An hour and a quarter of argument . . . extraordinarily inconsequent.' This apparently killed Reith's project. On 4 September he even contemplated resigning over his failure to obtain transport nationalisation, according to his Diary, though in the event he stayed at the Ministry of Transport another month.

The most interesting features of this episode seem to be, first, that a Cabinet Minister could, at the most critical stage of the war and with invasion a strong possibility, indulge in long-term paper planning; and, secondly, how close Churchill seemed to come to accepting Reith's proposal for wholesale transport nationalisation. (By 1946 he was to take a very different line against the Attlee Government on the same subject.) In 1940, however, Beaverbrook's influence with Churchill was at a peak and Reith obviously backed away from an open clash with him in Cabinet.

A month after losing this battle, Reith was moved to the Ministry of Works and Buildings. Just a fortnight later, the joint Coates-Robinson Report was received by the new Minister, J. C. Moore-Brabazon (later Lord Brabazon of Tara). The Report was not killed off at once: in fact, it was taken seriously enough for draft Heads of Instructions to the Parliamentary draftsman to be drawn up, providing for a Government Bill nationalising all public transport. But there was no political will to pursue the question and—especially after Lord Leathers became Minister in 1941—virtually no further attention was paid to post-war transport planning despite constant prodding by the Ministers in charge of post-war policy. Leathers was quite uninterested in anything except the wartime needs of the moment. So, when Labour returned with a landslide majority in July 1945 and Alfred Barnes arrived as the new Minister, there was no blue-print for him in the Ministry for transport nationalisation, apart from the Coates-Robinson Report of 1940, the dust from which was blown off when work had to start on a new Bill.

So, in a sense, neither Attlee, nor Herbert Morrison, nor Alfred Barnes should be considered as the father of nationalised transport, so much as John Reith. He himself, when the text of the Transport Bill was published in 1946, wrote sadly in his diary: 'This is just the thing I would like to run as I did so much work on it in 1940. But I am sure I shall never have any really first class job like this to do.'

In fact, the British Transport Commission was to be the grave of many reputations, and perhaps Reith was lucky to escape it.

A hundred years of arguing and writing about the relationship of the railways with the State ought to have produced a better end-product than the Transport Act, 1947. But I hope I have been able to show that this sad result was not for lack of debate and discussion between 1845 and 1945.

REFERENCES

- 1 Galt's name does not appear in the standard works of biographical reference.
- 2 Brandon (1817-77) was joint author with his brother, J. A. Brandon, of several architectural books, mainly on ecclesiastical buildings.
- 3 (Sir) Edwin Chadwick (1800-1890) was a disciple of Jeremy Bentham: he and a group of friends including Rowland Hill met regularly to discuss political economy. He urged the maintenance of railways as a public service akin to highways.
- 4 Peter Cain: *Private enterprise or Public Utility: output, pricing and investment in English and Welsh Railways, 1870-1914*. (Journal of Transport History, September 1980)
- 5 Albert Emil Davies (1875-1950) was an LCC member (Alderman from 1919) and City Editor of the *New Statesman*. He wrote many articles on nationalisation of industry and on railways. His son, Ernest Davies, MP, was for a time a Labour Opposition spokesman on transport in the Commons.
- 6 R. L. Wettenhall: *The Iron Road and the State: W. M. Acworth as Scholar, Critic and Reformer*: Hobart (University of Tasmania), 1970, p. 35.
- 7 Parliamentary Papers 1907 (135) iv 69; 1908 (326) iii 863; 1909 (92) iv 225; 1911 (93) iv 365; 1914 (212) v 183
- 8 (Sir) Leo (George) Chiozza Money (1870-1944) was a member of several Government committees of enquiry and was Parliamentary Private Secretary to Lloyd George in the Ministry of Munitions, and Parliamentary Secretary to the Ministry of Pensions, and to the wartime Ministry of Shipping. He was Liberal MP for Paddington (1906-1910) and East Northants (1910-1918); he joined the Labour Party in 1918.
- 9 G. A. Hardy (1851-1920) was a member, later Alderman, of the LCC. By profession a merchant and manufacturer, he was Chairman of the London Missionary Society and of the National Liberal Club management committee. He was MP for Stowmarket.
- 10 Sir Eric Campbell Geddes, PC, MP, GCB, GBE, KCB, (1875-1937), was Deputy Director of Munitions Supply, 1915, Director-General, Transportation, 1916, Director-General of Military Railways, 1916; First Lord of the Admiralty, 1917. Minister without portfolio, 1918; Minister of Transport, 1919; Chairman, Imperial Airways, 1921.
- 11 L. Hannah: *Electricity before Nationalisation*, London, 1976, p. 67
- 12 *The Reith Diaries*, (ed. Charles Stuart), London, 1975, p. 252.
- 13 Sir Alfred T. V. Robinson (1879-1945), KBE, CB, CBE. Former Treasury Officer of Accounts: Controller of Cost Accounts, War Office, 1921; Deputy Secretary, Ministry of Transport, 1939; Knighted 1940. Regional Transport Commissioner, Bristol, 1941-45.
- 14 (Sir) William Henry Coates (1882-1963), entered Civil Service 1900; Director of Statistics and Intelligence, Inland Revenue, 1914. In 1925 left Civil Service to become Secretary of Nobel Industries Ltd, becoming a Director of Imperial Chemical Industries (Deputy Chairman in 1945).

Railways to Stourbridge

JOHN MARSHALL

Stourbridge, in the district known as the 'Black Country', formerly in Worcestershire and now West Midlands, was from 1844 to 1901 the object of numerous different railway schemes. Today the town, with a population of about 54,480, has the distinction of being served by the shortest branch line in the country, and with possibly the most frequent service. A single-unit diesel railcar makes 77 daily return trips from 0619 until 2337, Mondays to Saturdays, taking 2½ minutes on the journey.

The town was not always so well served; for over a quarter of a century its nearest station, on the Oxford, Worcester & Wolverhampton Railway, lay three quarters of a mile from the town centre, and higher because of the necessity for the line to reach the high ground north of the River Stour. The Worcestershire Stour rises near Halesowen and flows for 26 miles to join the Severn at Stourport. In early mediaeval times a town named Bedcote developed about nine miles from the source of the river. Stourbridge became established on the Worcestershire side of the river in 1454 when a bridge was built at that point. About 1556 Hungarian refugees, fleeing from religious persecution and finding good local deposits of fire clay for lining furnaces, established the glass industry for which the town became famous.

Although navigation on the Stour between Stourbridge and Kidderminster became possible in 1667,¹ communications remained primitive until the Staffordshire & Worcestershire Canal was opened in 1770. This joined (or left) the Stour valley about 3 miles north west of Stourbridge and it was only when the Stourbridge Canal, 3¼ miles long from the Staffordshire & Worcestershire at Stourton Junction to Stourbridge, opened in 1779 and was shortly afterwards connected to the Dudley Canal that communications were opened up between Stourbridge and the large industrial towns of the west Midlands. Heavier industries now began to appear in and around the town.

The association between Stourbridge and railways dates back to the early years of railway history. In 1665 a wooden railway connected mines at Pensnett with the Stour at Coalburnbrook about a mile below Stourbridge, and it was at Pensnett that the earliest use of the word 'railway' was recorded in 1680.² The Pensnett Railway, with the Shut (or Shutt) End Railway, developed into an extensive system operating over 30 miles of route.³

Stourbridge is also closely connected with early locomotive history in both Britain and the USA. John Urpeth Rastrick who, in association with John Hazeldine, had built Trevithick's *Catch me who can* at Bridgnorth in 1808, moved to Stourbridge in 1816 and went into partnership with William Foster in the firm of Foster Rastrick & Co, iron founders and manufacturers of machinery. In 1828 they began building steam locomotives and supplied three to the Delaware & Hudson Railroad of which the best known was the *Stourbridge Lion*. A fourth engine, named *Agenoria*, was built at the same time for the Shut End Railway which operated just north of Stourbridge. This, the last of the 'Grasshopper' type locomotives, is preserved at the National Railway Museum at York.

The Oxford, Worcester & Wolverhampton Railway

The first main-line railway to reach the West Midlands, the Grand Junction in 1838, left the Black Country towns well off its route; even Wolverhampton was bypassed. Lack of co-operation between the GJR and the London & Birmingham Railway, opened in 1839, and a desire of the Black Country industrialists for railway services, led to the formation of the Oxford, Worcester & Wolverhampton Railway

Brunel was appointed engineer and his plan and section dated 1844 show the branch to the Stourbridge Canal diverging from the main line in Amblecote north of the viaduct over the Stour and dropping at 1 in 44, passing north of Stourbridge gas works and crossing High Street to reach the ironworks of James Foster on the south side of the canal about 200 yds west of its terminus. (See Map 1) Construction of the OWWR was delayed by various disputes, not the least of which was the question of gauge. In the end the OWWR became a standard-gauge line, although worked in conjunction with the GWR. It was opened to Stourbridge on 3 May 1852, but the authorised branch to the canal basin was not built.

Birmingham and Wolverhampton lines

While this was going on other railways were beginning to penetrate the area. Several railway Bills received the Royal Assent on 3 August 1846, among them two schemes for linking Birmingham and Wolverhampton. (See Map 2) One was the Birmingham, Wolverhampton & Dudley (Act No. 315) from Snow Hill, Birmingham, to a junction with the authorised OWWR near Priestfield. An Amendment Act in 1847 (149) confirmed an agreement dated 12 November 1846 between the BW&D, the Birmingham & Oxford Junction, and the GWR for the transfer of the company's undertaking to the GWR. The GWR Act of 1848 (159) gave powers to lay broad and narrow (standard) gauge on the Birmingham & Oxford Junction and the BW&D Railways. It was Section 17 of this Act which compelled the GWR to construct the link to the LNWR over Duddeston viaduct in Birmingham, which was never used.

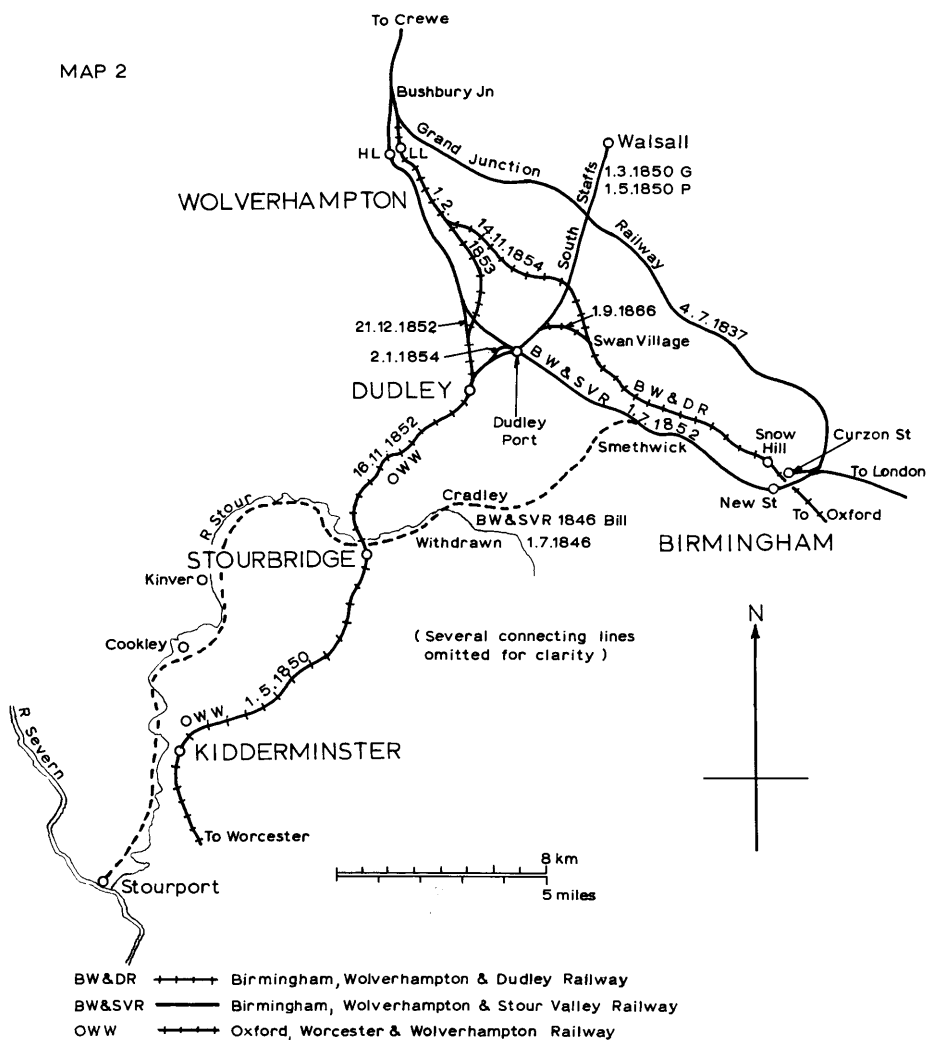
The other railway was the Birmingham, Wolverhampton & Stour Valley, to link the London, & Birmingham via a station at New Street and via Wolverhampton to the GJR just north of the junction of the OWWR at Bushbury, with a branch to Dudley. Another branch 20 miles long was to turn off at Smethwick, pass through a tunnel 1 mile 330 yds long into the Stour valley at Old Hill, then to pass beneath the OWWR and through Stourbridge, following the Stour via Kidderminster to terminate near the canal basin at Stourport. The engineers were Robert Stephenson and William Baker. Apart from serving Stourbridge and various small industries along the Stour valley, already served by the canal, it is difficult to see the purpose of this long branch which would also duplicate the OWWR between Stourbridge and Kidderminster.

The Bill was examined in two sections; No. 1, Birmingham, Wolverhampton, and Dudley Lines; and No. 2, the Stour Valley Line. Both were presented in the Commons in February 1846 and while Bill No. 1 went through all the various stages to receive the Royal Assent on 3 August (No. 328), the Stour Valley Line Bill ran up against opposition. Although it received strong support from Kinver, Kidderminster, and Stourport it was opposed by various land owners and also by the OWWR. On 1 July the Bill was withdrawn by the promoters. The strange outcome of this is that the railway from Birmingham New Street to Wolverhampton has been known as the Stour Valley line ever since although no part of it is anywhere near the Stour Valley. The title simply distinguished it from the Birmingham, Wolverhampton & Dudley Railway authorised on the same day.

First Stourbridge branch proposals

Three more schemes for railways to Stourbridge appeared in 1846, projected by the BW&SV, the BW&D, and the OWWR companies. (See Map 3) For the BW&SV a plan was produced under Robert Stephenson for another branch from Smethwick, through a tunnel 1 mile 62 yds into the Stour valley, to terminate in Stourbridge near the junction of Foster Street and High Street. A branch was to form an east-south connection to the OWWR and another was to drop down to the canal basin.

MAP 2



The BW&DR (Stourbridge & West Bromwich) Bill was for a line, laid out under the company's engineer J. R. McClean, for a branch from the BW&D near West Bromwich, through a tunnel of 913 yds into the Stour valley at Old Hill, to terminate on the north side of the Canal basin at Stourbridge, also with an east-south connection to the OWW.

The OWW (Extensions and Amendments) Bill (No. 1) for a scheme, planned under I. K. Brunel, was identical in every respect to the BW&D line from Stourbridge to Old Hill. Here the line turned northwards to join a railway from the OWW at

Netherton near Dudley to Halesowen. Clearly these were conceived jointly as a line from Stourbridge to the BW&D near West Bromwich connected at Old Hill with a line from Dudley to Halesowen.

All three Bills were strongly supported by industrialists, traders, landowners and local residents, but they failed to pass through parliament in the 1847 session because it was decided that their preambles were not proved. But a Bill presented by the BW&SVR Co to lease its undertaking to the LNWR received the Royal Assent on 2 July 1847 (120).

While the LNWR 'Stour Valley' Line was under construction the OWWR was pushed northwards from Stourbridge to make a temporary junction with it at Tipton, about 2 miles north of Dudley. (See Map 2) This section, opened to Dudley on 16 November 1852 and to Tipton Junction on the Stour Valley Line on 21 December, enabled OWW trains to reach Wolverhampton until the OWWR's own line was opened beyond Tipton on 1 December 1853.

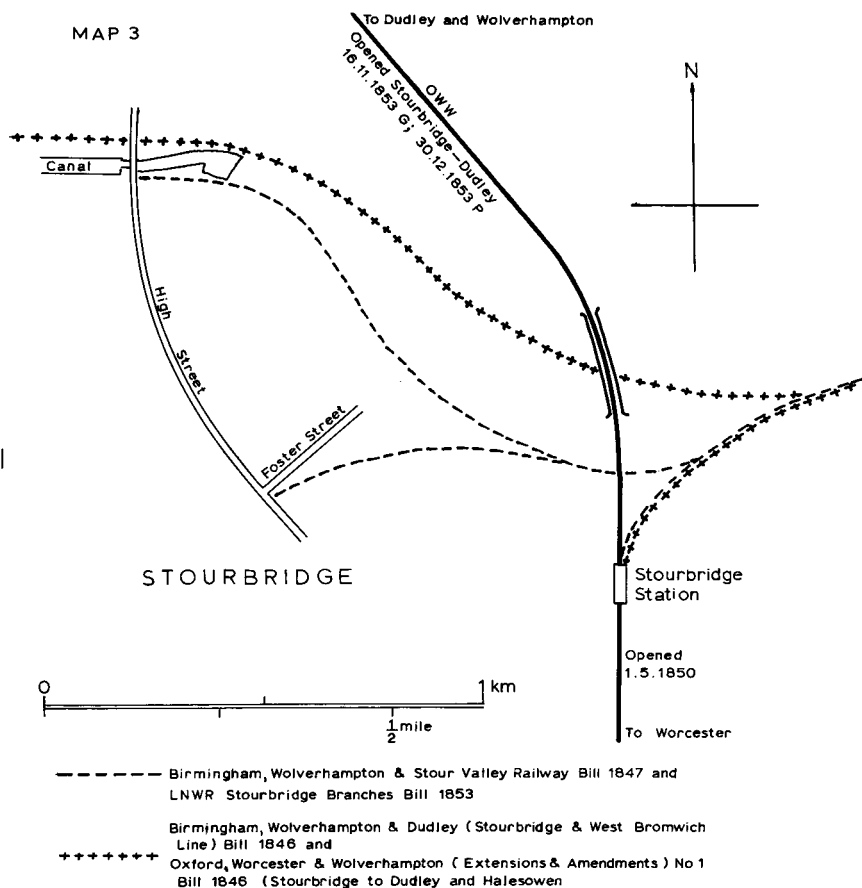
The South Staffordshire Railway

The OWWR was not the first railway to reach Dudley: the South Staffordshire Railway opened its line from Pleck Junction, Walsall, to Dudley for goods on 1 March 1850 and for passengers on 1 May. On 2 January 1854 a curve was opened from Sedgley Junction to the Stour Valley Line at Dudley Port High Level and for the next 12 years this provided the shortest route by rail from Kidderminster, Stourbridge, and Dudley to Birmingham. The BW&D was opened from Birmingham to Priestfield Junction on the OWWR on 14 November 1854, but its Dudley branch, although authorised in the Act of 1846, was not opened for traffic until 1 September 1866.⁵ It consisted of a connection from Swan Village to the South Staffordshire Railway at Great Bridge. Access from there to Dudley was by running powers over the SSR.

The LNWR still desired access to Stourbridge, so in 1852 Robert Stephenson and Joseph Locke were instructed to prepare a plan and section for another branch leaving the Stour Valley Line at Smethwick, passing through a tunnel of 1032 yds to Old Hill, branching out at Stourbridge to terminate on Foster Street and at the canal basin, with a connection to the OWWR, similar to the plan of 1846. (See Map 3) The estimated cost of the 8½ mile branch was £300,000, about £35,300 a mile. In the course of examining the Bill the Commons Committee, acting on a request from the OWWR, insisted on giving facility clauses to the OWWR to enable that company to work its traffic over the proposed branch, and over the Stour Valley Line into Birmingham, presumably to compensate it for the loss of its 1846 scheme in conjunction with the BW&D. This was unacceptable to the LNWR and the Bill was withdrawn on 26 July 1853.⁶

The Oxford, Worcester & Wolverhampton branch

At the same time the OWWR was projecting a branch down to the canal basin at Stourbridge. This branch, surveyed by the chief engineer John Fowler, was to leave the OWWR main line close to Amblecote Hall by a north-facing junction, and descend at 1 in 45, making a wide sweep through 180° on a curve of 9 chains radius, passing 28 ft beneath the main line, to terminate beside the canal beyond the High Street. (See Map 1) The total length was 1 mile 2.2 furlongs. Despite the obvious difficulties of dragging a load of wagons up a 1 in 45 incline on a long 9-chain curve, even with the new Hawthorn 0-6-0s delivered to the OWWR in 1852, the company persisted with the Bill which was given the Royal Assent on 20 August 1853 (212). The branch was intended also for passenger trains because, following



amendments made by the Lords Select Committee, Section 21 of the Act specified that the station was to be on the eastern side of the High Street. Locomotive engines were not to cross the road 'so long as the crossing on the level continues more frequently than four times each way between 6.00 am and 8.00 pm.' The maximum speed on the crossing was to be 4 mph.

In 1853, just as this Act was passed, the OWW was projecting a 'Cradley Loop Line', to leave the OWW at Stourbridge along the line of the later Stourbridge Railway to Cradley Heath, then to turn northwards along a similar line to the OWW scheme of 1846 to rejoin the OWW at Netherton. In connection with this another Bill was prepared for two branches into Stourbridge, one dropping at 1 in 50 to the canal basin and a branch from this, also at 1 in 50, down to a station on Foster Street close to its junction with High Street. (See Map 1) Again John Fowler was the engineer. The Cradley Loop Bill did not go ahead, but the Stourbridge branches were authorised in the OWW (Stratford and Stourbridge

Branches) Act of 31 July 1854 (207). Section 7 gave powers to relinquish most of the branch in the 1853 Act. Section 9 gave 5 years for completion of the work and section 12 ruled that no land was to be purchased for the Stourbridge and Stratford-upon-Avon branches until a double line of rails had been laid on the main line. North of Worcester the OWWR had been laid with a single standard-gauge track. The OWWR (Extension of Time) Act of 29 July 1856 (137) extended the time for completion of the works and the penalties for non-completion of the broad gauge to 29 July 1860.

Delays in completion of a double line of rails on the OWWR main line prevented work being started on the Stourbridge branches and since the branches had to be completed by 31 July 1859 a new basic project was put forward in 1857 by way of a deviation of the branch authorised in 1854. This was laid out by Edward Wilson who was now chief engineer of the OWWR. It left the main line by a junction facing south, at the north end of the Stour viaduct, and turned westwards on a curve of 12 chains radius falling at 1 in 115, 130 and 390 for 18.5 chains. It then dropped at 1 in 14 for 15.5 chains and 1 in 18 for 2.5 chains to join the authorised 1854 line near the canal basin. It was intended to be worked by winding engine and was not for passengers. The branch was authorised in the OWWR Act of 23 July 1858. Section 5 gave powers to abandon most of the Stourbridge branches in the 1854 Act and Section 10 gave the completion date, 31 July 1859. (See Map 1)

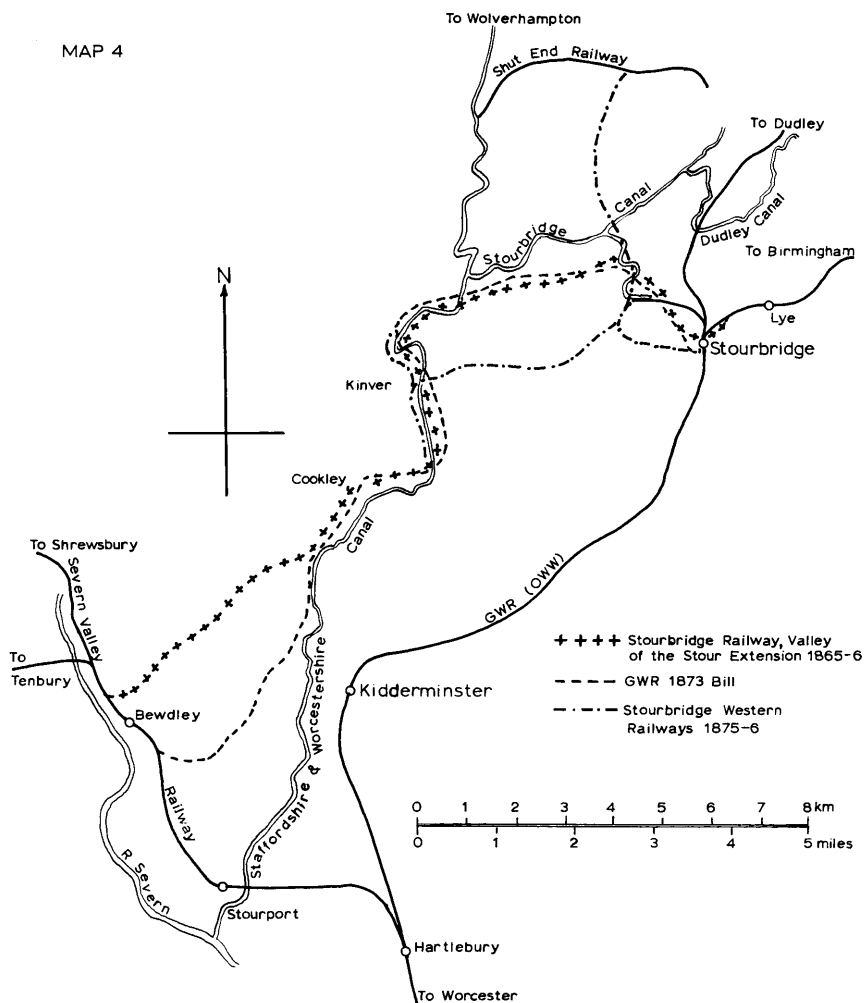
A report to the directors of the OWWR in February 1859⁷ stated that the Stourbridge branch was under construction. The half-yearly meeting report, 11 August, mentioned that the branch was approaching completion, and at the next half-yearly meeting on 9 February 1860⁸ it was reported that the branch was completed but that it could not be used profitably until the Kingswinford branch was opened for traffic, which was expected in the next 6 months. In the meantime the Stourbridge branch was sufficiently completed by the end of July 1859 to allow a form of opening ceremony just within the time limit set by the Act, reported under the heading 'Local Intelligence—Stourbridge' in the Brierley Hill *Advertiser* on 6 August as follows:

OPENING OF THE NEW BRANCH RAILWAY INTO THE TOWN

On Saturday, a work which had been actively carried on for the last three months was to such an extent completed as to allow some show of an opening ceremony. This work is the new branch railway connecting the lower part of the town with the main branch of the Oxford, Worcester & Wolverhampton Railway. This branch has been designed for goods traffic, Messrs. Bradley and Co's and Messrs. Keep and Watkins' works being traversed by the branch, in the former of which is the terminus; but we hope that it will ultimately be adopted for passenger traffic also, and as such it would be a great public boon. A double line of rails will be laid down when the line is finally completed. It leaves the main line at the Stourbridge side of the Amblecote cutting, and hence there is a descent to Parkmoor Hill, where a great deal of time and labour has been expended in cutting deeply through the declivity. Messrs. Bradley and Co's works are reached by crossing the High Street on the level, and by a couple of bridges thrown over the Stour.

Shortly before five o'clock on Saturday evening, an engine and three trucks, two of them containing five tons of pig-iron each, the other Mr. Wilson, of the Oxford, Worcester and Wolverhampton Company; Mr. Stokes, from Messrs. Bradley's, and other gentlemen, started from the main line, and went as far as the upper end of the Parkmoor Hill colliery. There the engine was detached, and the trucks were drawn the remaining distance by four powerful horses, ridden by navvies in white slops [wide knickerbockers worn at that time by workmen], and with gay

MAP 4



colours streaming from their caps. A union jack was also hoisted, and a band of music enlivened the proceedings. A great number of workpeople assembled, who having given vent to some cheers, the ceremony concluded by the trucks being driven back in the same manner as they were brought down. In the evening a dinner was held at the Talbot Hotel, to which the contractors and managers of the above works sat down; and the employees on the line also sat down to an excellent dinner provided by Mr. Abraham Brown, of the Star and Anchor Inn, Coventry Street.

The incline remained single track until abandoned. The newspaper account does not mention the incline, winding engine or canal basin. It suggests that the locomotive was detached at the incline head and the wagons were worked by horses, but does not state how the 10 tons of pig iron was controlled on the 1 in 14 gradient. The report of the OWWR half-yearly meeting on 15 August 1861 (*Railway Times* 17 August) stated: 'The branch into the town of Stourbridge is opened for traffic', so presumably the winding engine was then in operation.

References to the winding engine are scarce. The minutes of the GWR Board of Directors, 7 January 1874, state: 'Two old locomotive boilers to be used for working the Stourbridge Incline, £700.' In the RCTS *Locomotives of the GWR* Part 3 p. C5, it is stated that the boiler of Shrewsbury & Chester Railway 0-6-0 No 1, withdrawn in March 1874, was used as a condenser for the Stourbridge Incline engines. It was taken out of stock in the half year ending June 1876. This suggests a two-cylinder condensing beam engine. No other reference to the engine has been found.

The Stourbridge Railway

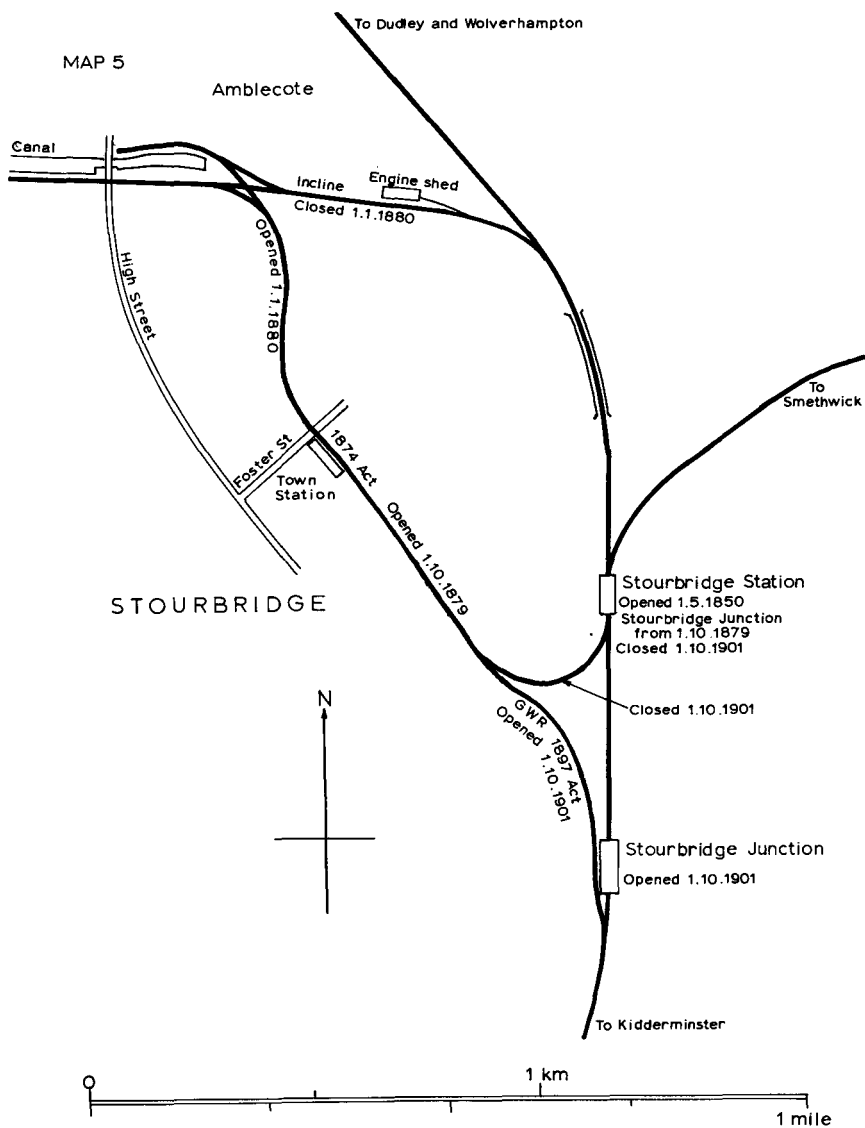
The next important railway development in the district was the Stourbridge Railway, closely related to the OWWR. This was projected in two portions: the first from a junction just north of Stourbridge station on the OWWR to Old Hill, 3 miles 35 chains, laid out by Edward Wilson. The Bill was presented in the 1860 Session and received the Royal Assent on 14 June (94). (See Map 1) Before construction had begun the Stourbridge Railway Extension Act, 1 August 1861 (221), authorised the extension from Old Hill to a junction with the BW&SVR at Smethwick, close to Galton Bridge, 4 miles 65 chains, almost along the route of the earlier BW&SVR, BW&DR and LNWR projects of 1846, 1847, and 1853. The GWR Additional Powers Act of 7 July 1862 (127) gave powers for a connection from the BW&D line at Handsworth to the Stourbridge Extension at Smethwick, to enable trains to run from Stourbridge Junction to Birmingham Snow Hill as well as to New Street.

During this period, by the West Midland Railway Act of 16 June 1860 (81) the OWWR became part of the WMR. Only 3 years later, by the GWR (West Midland Amalgamation) Act 13 July 1863 (108) the WMR was dissolved after 1 August 1863 and it became part of the GWR.

The Stourbridge Railway was opened from Stourbridge Junction to Cradley on 1 April 1863, and to Old Hill on 1 January 1866. Old Hill tunnel on the Extension presented considerable difficulties during construction. The Extension was opened from Old Hill to Handsworth and Galton Junctions on 1 April 1867. By reducing the length of Old Hill tunnel to 887 yds the gradient was increased to 1 in 51 from Cradley to beyond Rowley Regis, making hard work for heavily loaded trains to Birmingham. It will be noted how in the four successive schemes for a railway from Smethwick to Stourbridge the tunnel became progressively shorter.

At last Stourbridge had a direct line to Birmingham, but still no passenger station near the town centre—a deficiency quickly recognised by the Stourbridge Railway Co. In 1864 Edward Wilson prepared a plan and section for a $\frac{3}{4}$ -mile branch leaving the main line of the Stourbridge Railway near The Lye, dropping at 1 in 156 on the south side of the line and passing beneath both the Stourbridge Railway and the OWWR to terminate at a station on Foster Street close to High Street. (See Map 1) Powers for its construction were obtained in the Stourbridge Railway Act of 5 July 1865 (226). Three years were allowed for completion.

The Bill was hardly through parliament before a new plan was being prepared by the Stourbridge Railway Company for a branch leaving the OWWR south of Stourbridge station and swinging round through nearly 180° to join the authorised



branch 150 yds from its terminus. This would have the advantage of providing a main line connection between trains to Stourbridge Town and Birmingham and those on the OWWR. The new branch was part of a larger scheme for the 'Valley of the Stour Extension'. The railway was to continue through Stourbridge past the canal basin and then via Kinver, Wolverley, and round the north of Kidderminster to join the Severn Valley Railway north of Bewdley station by a junction facing north. (See Map 4) This was clearly connected with the Tenbury & Bewdley Railway, opened on 13 August 1864, which gave connection beyond Tenbury with the Shrewsbury & Hereford Railway at Wooferton, so providing a route between Birmingham and South Wales.



Stourbridge Junction Station, looking north, about 1905. The platform for the Town branch is on the far left. (Dudley Public Libraries)

During the course of the Bill through parliament the extension scheme was dropped, but the Stourbridge branch deviation was authorised in the Stourbridge Railway (Further Powers) Act of 16 July 1866 (221) which also gave power to abandon all but the final 150 yds of the branch in the 1865 Act. By this same Act the Stourbridge Railway was vested in the GWR which thereby became responsible for the construction of the branch. (See Map 1) An extension of time for completion of the branch, to 31 December 1869, was granted in the Stourbridge Railway Amendment Act 1868 (91).

GWR Improvements

The branch of 1859 down the steep incline to the canal basin was clearly unsatisfactory because in 1867 the GWR under the engineer Michael Lane prepared a scheme for an improved alignment, leaving the main line between Stourbridge station and the Stour viaduct, dropping along a new viaduct then curving away down a gradient of 1 in 44 to the canal. In 1859 the OWWR had obtained powers to replace the timber viaducts at Kidderminster, Blakedown, Stourbridge, and Brettell Lane with more substantial structures or solid embankments. The Stourbridge viaduct was eventually rebuilt in brick by the GWR in 1881, but at the period when the new branch was being planned it was still a timber structure.

The new branch, 75 chains long, was authorised by the GWR Act of 31 July 1868 (145). The Act made no mention of abandoning any part of the 1859 branch. No work was carried out on this branch and this was probably the reason for the decision in 1874, mentioned earlier, to provide locomotive boilers to replace those, probably worn out, for the winding engine.

Two branches into Stourbridge were now authorised by parliament: first the Stourbridge Railway branch of 1866, and second the GWR branch of 1868. The GWR therefore applied to the Board of Trade under Section 37 of The Abandonment of Railways Act, 1850, for permission to abandon the Stourbridge Railway branch in favour of the GWR branch. Col. Hutchinson, who examined the schemes, concluded that although the Foster Street terminus of the Stourbridge Railway branch was more convenient for the inhabitants of the town than the station proposed by the GWR at the bottom of the High Street by the canal, it was unnecessary to have two branches and in view of the existing goods station by the canal it would be better to abandon the Foster Street branch. So the BOT issued a certificate for its abandonment on 23 July 1869.⁹

Clearly, a branch which would combine the advantages of both, with a station at Foster Street and a terminus by the canal, would be ideal. But the desire for a direct route to South Wales via the Tenbury & Bewdley Railway was still strong, for in 1871 the GWR prepared a scheme for a railway similar to the Stourbridge Railway 'Valley of the Stour Extension' project of 1865. It differed in joining the Severn Valley Railway south of Bewdley station, thus serving Bewdley which, in the earlier scheme, was left out. One of the objects of the scheme was to enable the authorised 'Kidderminster—Bewdley curve' to be abandoned. This 'curve' (so called by the GWR) was strongly supported by the LNWR which also hoped to gain access to South Wales via Tenbury. (See Map 4, from which the curve has been omitted)

In October 1871 James Grierson, general manager of the GWR, went over the route from Stourbridge to Bewdley and reported to the board on the district and the works which would be served by the line. It was agreed, subject to the assent of the LNWR, to abandon the Kidderminster—Bewdley curve and to apply for powers for the Stour Valley project in the 1873 Session to give time to prepare plans and estimates. These were carried out by the engineers W. G. Owen and Edward Wilson. The Bill went before the parliamentary committee but was thrown out because of opposition by the Staffordshire & Worcestershire Canal Company and the LNWR. The result was that the GWR had to apply for a further extension of time to complete the Kidderminster—Bewdley curve, but was still reluctant to carry this out.

One portion of the project still remained valid; this was the branch from Stourbridge station to a town station on Foster Street and on down to the canal basin. A new plan and section were prepared, by John Fowler and W. G. Owen, and submitted for the 1874 Session. This Bill was given the Royal Assent on 30 June 1874 (74). The Act gave power for the branch, just under 1 mile long, from Stourbridge station to a junction with the existing branch at the foot of the incline. (See Map 5) Section 15 authorised abandonment of the branch authorised in 1868 and of the existing branch and incline. The branch was to leave the OWR at the station by a curve of 10 chains radius down at 1 in 70 to the Stourbridge Town Station, down at 1 in 400 over Foster Street, then down at 1 in 30 (in fact 1 in 27), crossing the Stour 46 ft above the water, to the existing goods yard, 91 ft below Stourbridge Junction. The estimated cost was £40,000, of which £10,000 represented the cost of land.

West Staffordshire and Stourbridge Western Railway projects 1875

Before work could begin on this the LNWR, exasperated by the delays in starting the Kidderminster—Bewdley curve, put forward a scheme under the title of the West Staffordshire Railway in 1875 for a railway leaving the 'Stour Valley' line about a mile south of Wolverhampton station, to pass west of Stourbridge and down the Stour valley to Kidderminster then across to Bewdley to make a direct connection with the Tenbury—Bewdley line. A less ambitious independent scheme was put forward at the same time. This was the Stourbridge Western Railways, laid out by Wilkinson & Jarvis, Engineers, of Westminster, in response to persistent demands from the Stour valley communities of Kinver and Cookley for railway accommodation. There were five railways in the project (See Map 4): first from a junction with the GWR branch in the 1874 Act, about 10 chains from the junction with the main line, round the south and west of Stourbridge and northwards to connect with the Shut End Railway near Kingswinford. The second left the first west of Stourbridge and ran to Kinver and Cookley. The third was a branch from Kinver to the Hyde Ironworks; the fourth was a connection to the existing GWR branch at Stourbridge canal basin, and the fifth was simply an alternative connection to the GWR in case that company's branch was not built.

Following failure of the earlier Stour valley projects, these new ventures had little hope of success. The Stourbridge Western Railways Bill was not presented in parliament and the LNWR Bill was thrown out, but not before the GWR had been spurred into starting the Kidderminster—Bewdley curve which was clearly all that the LNWR wanted. It was opened on 1 June 1878.

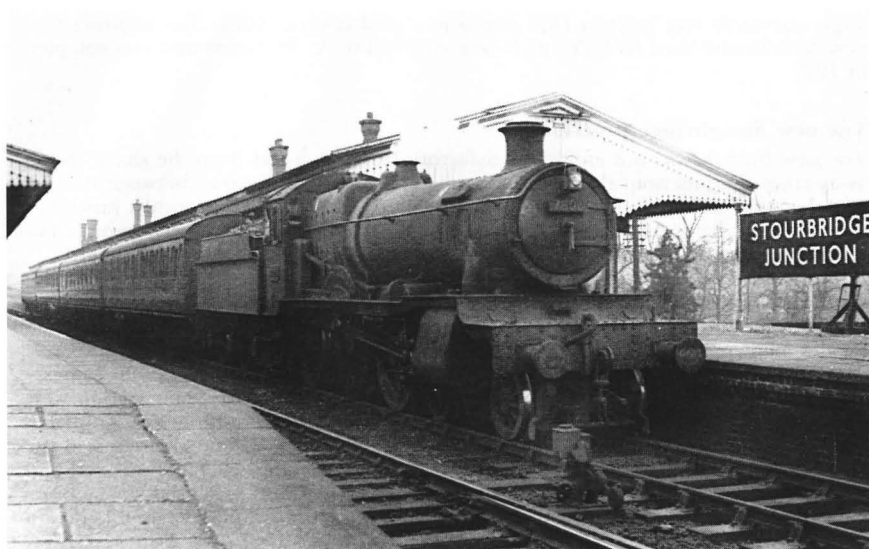
GWR branch: Construction and Opening

On 29 August 1877 the GWR Board accepted the tender of William Lovatt of £20,000 for the Stourbridge branch. The parliamentary plan showed the branch turning out from the centre of Stourbridge station, but a new plan submitted on 11 October 1877 altered the turnout to allow for lengthening the platforms. Although this involved purchase of more land, the new curve was still within the limits of deviation. Lovatt's tender of £3665 for the town passenger station was accepted on 3 April 1878, and of £4821 for a new goods shed at the canal basin on 14 May. Lovatt was also given the contract for various other works at the canal basin costing about £4500. The passenger station was on the south side of Foster Street, and the building was similar to that at Ross on Wye, and the new SVR station at Kidderminster.

Col. Hutchinson inspected the branch on 7 August 1879 but refused permission to open it because the works were incomplete. He required a turntable to be installed at Stourbridge, but after a further inspection in September he gave permission for the branch to be opened for passengers on condition that it would be worked by a separate engine from that which worked the Birmingham trains, 'except in the case of engines running funnel first'. Passenger traffic began on 1 October 1879 and goods traffic on 1 January 1880. From that date the original incline and winding engine were abandoned.

The branch was double track down to the station signal box. From here the left track served the passenger station and the right track continued down to the goods station. Another crossover below the passenger station enabled engines to run round. Although the formation was built for double track throughout, single track only was indicated below the passenger station on the 1:2500 OS maps of 1885 and 1903. It seems unlikely that double track was ever laid on this section.

The upper end of the original branch, near the junction at Amblecote, became the site of the Stourbridge engine shed. The first shed was opened there in 1870. A new



7806 Cockington Manor at Stourbridge Junction, 13 April 1962. (John Marshall)



Railcar entering Stourbridge Junction from the Town branch, 7 August 1982. The original station, 1850-1901, was beyond the signalbox. (John Marshall)

larger turntable was built in 1921 and a new coal stage in 1925. The contract for a new roundhouse shed with 28 roads was awarded to A. H. Guest and was completed in 1926.

The new Stourbridge Junction

The new branch was not entirely satisfactory because, apart from the sharp curve away from the junction, through almost half a circle, the distance between the Stourbridge Railway junction and the crossover just north of the branch junction was too short for platforms of adequate length. The need for greater accommodation eventually became urgent and at last, on 19 November 1896, the GWR board recommended the construction of a new station further south and a new loop line from the branch making a south-facing junction. (See Map 5) The work laid out by John Fowler and James C. Inglis and the plan and section were prepared immediately for the following Session. It was authorised in the GWR (Additional Powers) Act on 6 August 1897 (248). The contract for the new station was awarded to James Herbert for £12,938 on 22 March 1900. The connecting line and new station were opened on 1 October 1901 and the old station and curve were removed completely, so making space available for additional sidings. The new junction station had two large island platforms connected by a subway. The booking office was erected on the west, below the embankment. The westernmost platform was used by the branch passenger trains. Beyond the station, to the south, the branch made a double junction with the main line.

The 1 in 27 incline down to the goods yard created operational problems for both descending and ascending trains. On Easter Monday, 24 April 1905, an 0-6-0 saddle tank descending bunker first with 32 loaded wagons went out of control. The driver reversed the engine but the wheels just slipped. The fireman jumped down and tried to pin down wagon brakes but without much success. One would have expected these to have been pinned down at the top of the bank. At the end of the goods yard the driver jumped clear as the engine demolished a solid stop block at about 10 mph and carried on across a road and went right through the two 14-inch brick walls of the goods office. Fortunately no one was inside and there were no injuries.

From 29 March 1915 to 3 March 1919 the branch was closed to passengers, many of whom travelled into Stourbridge by tram from Lye. Except for this break in the services, from January 1905 until October 1935 it was worked by GWR steam railmotors. Diesel railcars then appeared and shared the working with steam push and pull trains until the new BR diesel railcars were introduced in 1958. During the massacre of BR goods services in the 1960s the Stourbridge goods yard was closed, on 5 July 1965, and since then the site has been developed as an industrial estate. Attempts to close the branch to passengers failed because of poor road access between the town and the junction station. On 24 July 1967 the town station became an unstaffed halt from which date the station building began to deteriorate. Despite preservation attempts it was demolished in 1979 and is now apparently awaiting re-erection at the Birmingham Railway Museum at Tyseley. The platform was cut back 66 yards to make space for a bus station and it now forms part of a transport interchange.

The branch is heavily used throughout the day. While there is a large residential population living close to Stourbridge Junction station where there is abundant free car parking, and many people travel from here to Birmingham, large numbers of passengers use the branch to travel into Stourbridge for business, work or shopping, and many transfer between the branch and mainline trains to and from both Birmingham and Kidderminster or Worcester.

One other railway in the Stourbridge area remains to be mentioned; this was the Kinver Light Railway. It will be recalled how, around 1875, the people of Kinver were pressing for a railway connection. At last, under a Light Railway Order on 7 March 1898 a 3 ft 6 in. gauge electric tramway was built from Amblecote just north of Stourbridge, where it connected with the Stourbridge—Dudley trams, alongside the main road to Stourton then beside the canal to Kinver, just over 4 miles. It was opened on 5 April 1901 and at first was very popular, but as buses took away the passengers its traffic declined and it finally faded out about 8 February 1930.¹⁰

NOTES

- 1 Lewis, M. J. T., *Early Wooden Railways* 1970 pp. 244–5
- Hadfield, Charles, *Canals of the West Midlands* 1969 p. 58
- 2 *Early Wooden Railways* pp. 246–7
- 3 Gale, W. K V., *A History of the Pensnett Railway* 1969
- 4 Herapath's Railway Journal 4 July 1848 p. 838
- 5 Section 20 of the BW&DR Act ruled that as the portion of the Dudley branch from Great Bridge to Dudley was the same as the South Staffordshire line, the BW&DR was not to carry out any work on it unless, after 3 years, the South Staffordshire had not completed it.
- 6 Herapath 2 July 1853 p. 682; *House of Lords Journal* Vol. 85 (1853) p. 529
- 7 Herapath 5 Feb 1859 p. 122
- 8 Herapath 7 April 1860 p. 364
- 9 Warrant and Report, both signed by G. Shaw Lefevre, Secretary to the BOT, on 23 July 1869 and issued under the Abandonment of Railways Act 1850
- 10 Bills, D. M., and Griffiths, E. and W. R., *By Tram to Kinver*, Elder Publications, Kinver, 1980

I am grateful to the staffs of the County Records Offices at Worcester and Stafford, the Public Records Office at Kew, the House of Lords Record Office, and the public libraries at Birmingham, Dudley, and Stourbridge. I also wish to record my thanks to Neil Pitts for his valuable assistance.



The Railway Acts of Parliament of 1887

A. L. BARNETT

The following is a summary of the Acts of Parliament relating to railways in Great Britain passed one hundred years ago. Wherever possible, modern names of junctions and locations are used; parliamentary descriptions by parishes can be very misleading. It has not been possible to consult Deposited Plans for the proposed railways and, if mistakes have been made, the author would be grateful if they are pointed out. Approximate mileages are given to help the reader to appreciate the extent of the project. To avoid repetition, the date of Royal Assent is given at the end of the appropriate section. The Chapter number of Local and Personal Acts is given in Roman figures, but for convenience Arabic numerals are used in this article.

Except when an asterisk (*) is used, the word Railway(s) should be added to the words in capitals to complete the company's title. To save space, well-known railways are referred to by initials, and initials are generally used in subsequent references to the companies. The Acts were consulted at West Yorkshire Archives Service in Wakefield, and thanks are due to the Archivist, Mr R. Frost, and his staff.

ABBREVIATIONS

A.	Agreement	Jn(s)	Junction(s)
Abd.	Abandon	Jt.	Joint
Amalg.	Amalgamation	m.	Miles
A.P.	Additional Powers	m.l.	Main line
Auth.	Authorised	R.P.	Running power(s)
Br(s)	Branch(es)	R(s)	Railway(s) or River
c.	Chapter	Sdgs.	Sidings
Conn.	Connection or Connecting	Stn.	Station
Extn.	Extension	V.P.	Various Powers
F.P.	Further Powers	W(T)A	Working (Traffic)
Inc.	Co. incorporated		Arrangements

SOUTHELD LOCAL BOARD* c. 5 Great Eastern's authorised Southend br. curtailed approx. $\frac{1}{2}$ mile because of street improvements.

RHYMNEY. c. 7. Pontypridd, Caerphilly & Newport R. to construct sdg. at the jn of their line and the Taff Vale R. at Pontypridd, within 12 months.

STRATFORD-UPON-AVON, TOWCESTER & MIDLAND JUNCTION. c. 14. May create Debenture stock up to £200,000 Extn. Time to 15 August 1889.

50 VIC. 29 MARCH 1887

MANCHESTER, SHEFFIELD & LINCOLNSHIRE. c. 17. A. of 12 May 1886 between the Co., the Midland and the GNR is confirmed. Br from Fairfield to Throstle Nest, auth., 1886, to join Manchester South District R of MR at Chorlton Jn. Remainder to be abd. MR. to sell to Cheshire Lines Committee r. from Chorlton to Old Trafford on public opening of MSL br.

50 VIC. 28 APRIL 1887

FELIXSTOWE & BAUDSEY FERRY. c. 26. Inc. Promoter willing to cons. at own expense. Cons. Felixstowe to Felixstowe Ferry. A's with GER and Felixstowe R.

$3\frac{1}{2}$ m

HIGHLAND. c. 28. Devn. near Inverness of Inverness—Aviemore line, auth. 1884. Part abd.

$2\frac{3}{4}$ m

LB&SC. (Various Powers) c. 29. May purchase six passenger vessels from Western R. Co. of France; four cargo boats to be vested in French Co.

LONDON, HENDON & HARROW. (Abd.) (Inc. 1883) c. 37. R. to be abd. and Co. wound up.

AYRSHIRE & WIGTOWNSHIRE. c. 40. Inc. Capital £20,000. Girvan & Portpatrick R. to be vested in Co.

MIDLAND & SOUTH WESTERN JN. c. 43. May create £200,000 Debentures.

LLANGAMMARCH AND NEATH & BRECON JN. c. 44 (Inc. 1882) Extn. time to 10 August 1889.

WEST LANCASHIRE. c. 45. May create £200,000 Debentures. Extn. time for Preston Docks Extn. R. to 7 August 1892. A. of 1884 with Liverpool, Southport & Preston R. is rescinded. A. with MS&LR confirmed; MS&LR to build branch from Wigan. MS&LR and WLR to build joint station at Fishergate, Preston.

NORTH EASTERN. c. 50. Cons. R. No 1 and 1a from Low Fell Jn to Dunston E. Jn and br to Dunston Staithe. $2\frac{3}{4}m$

Rs. No 2 and 3. Annfield Plain E. Jn to S. Pelaw Jn. and Ouston Jn. $7\frac{1}{2}m$

No 4. New bridge over R. Ouse at Selby. Opening bridge giving two spans over waterway of 60' and 54'. Co. to provide signals for vessels. Bridge only to be open to shipping when necessary. Existing r. to be abd. $\frac{1}{2}m$

REGENT'S CANAL & CITY DOCK (Extn. of Time). c. 51. Extn. of time to 18 August 1892.

GOLDEN VALLEY. c. 53. Extn. of time to 14 August 1889. May raise further £80,000 Debenture stock.

BARRY DOCK & RS. c. 54. May issue further shares up to £50,000.

50 VIC 23 MAY 1887.

HULL & NORTH-WESTERN JN. c. 62. Inc. Capital £540,000. To take over powers of H&BR, for rs from jns with H&BR near Royston to LNWR at Fenay Bridge, Huddersfield. Extn. of time to 18 August 1889. RP over H&B w. of R. Hull. WAs with H&BR.

DOWNHAM & STOKE FERRY. c. 65. (Inc. 1879). May abd. extn. (auth. 1883) to Gooderstone.

GE AND FELIXSTOWE RS ARRANGEMENT. c. 67. Sale of Felixstowe R. and Pier (auth. 1875) to GER for £164,000 in shares and £57,000 in cash.

BISHOP'S CASTLE & MONTGOMERY (Abd.). c. 68 Co. (inc 1884) to be abd.

NEWARK & OLLERTON. c. 69. Inc. Capital £150,000 (mortgage £50,000). Promoters include Dukes of Portland and of Newcastle and Earl Manvers. From GNR at Muskham to Ollerton. W.A. with GNR. $10\frac{1}{4}m$

HULL, BARNSELEY JN R. & DOCK. c. 79. Extn. of time for r. and new dock at Hull to 18 August 1892. May abd. r., auth. 1882, from near Fenay Bridge to Huddersfield and Halifax. May cons br r. from m.l. to sdgs of S. Kirkby Colliery. $\frac{1}{2}m$

BEXLEY HEATH. c. 80. (Inc. 1883). Cons. Blackheath to Eltham. May raise further £58,000. $1\frac{3}{4}m$

NORTH BRITISH. c. 81. Cons. Drumshoreland to Broxburn Oil Works. Glasgow, City & District R. amalg. from 1 August 1887. May subscribe up to £10,000 to Anstruther & St. Andrews R. $1\frac{5}{8}m$

GREAT NORTHERN. c. 93 Cons.

Wortley South to East Jns (Reconstruction of Eastern Curve). $\frac{3}{8}m$

Dudley Hill to Low Moor Devn. $1\frac{1}{2}m$

Widening at Lofthouse North. $\frac{1}{8}m$

WA with Louth & East Coast R. Halifax High Level R. Co. may make $\frac{1}{2}m$ devn.

KILSYTH & BONNYBRIDGE. c. 98. Powers of K&B Co (inc 1882 to cons. Kilsyth to Bonnywater) revived and extended to 1 January 1889. May raise further £6,000.

CITY OF LONDON AND SOUTHWARK SUBWAY (Kennington Extns. etc.)*
 c. 105. Extn. from Elephant & Castle to Stockwell. Carriages to be propelled on
 the system of the Patent Cable Tramways Corporation Ltd. May raise further
 £300,000. 1 $\frac{3}{4}$ m

MERIONETHSHIRE (Abd.). c. 180. R. to be abd. and Co. (inc. 1871) dissolved. 11 $\frac{5}{8}$ m

SOUTH-EASTERN. c. 110. Cons. Paddock Wood and Cranbrook. 11 $\frac{5}{8}$ m
 Cranbrook & Paddock Wood Co. may abd. its auth. lines.

50/1 VIC 12 JULY 1887

WHITEHAVEN HARBOUR & DOCK* c. 114. Alteration in tolls on r.

ISLE OF WIGHT CENTRAL. Amalg. of Cowes & Newport, Isle of Wight
 (Newport Jn.) and Ryde & Newport Rs. as Isle of Wight Central R.

LISKEARD & CARADON. c. 126. Extn. of time to 28 July 1892. A.'s with
 Liskeard & Looe, GWR and N. Cornwall Rs.

CATHCART DISTRICT. c. 129. (Inc. 1880) Cons. Cathcart to Muirhouse Jn. 3m

To abd. br, auth. 1880, from Pollokshields E. to jn with Glasgow & Kilmarnock
 Jt. R.

FURNESS. c. 130. Various Powers.

LONDON & NORTH-WESTERN. c. 131. Cons. Bamfurlong Jn. Rs. 1 $\frac{5}{8}$ m
 Cons. Hest Bank S. Jn to Bare Lane Jn. $\frac{3}{8}$ m

Powers for cons. of Buxton & High Peak Jn Rs (auth 1874) revived. High Peak
 R. to be abd. from jn with auth. r. to bottom of Shallcross Incline. C&HPR
 Co. to be amalg. and Co. wound up. Debenture stock to be issued to CHPR
 shareholders.

FRESHWATER, YARMOUTH & NEWPORT. c. 133. (Inc. 1880). Devns. of
 auth. m.l. 9m

METROPOLITAN. c. 136. Diversion of footpaths.

GREAT NORTH OF SCOTLAND (F.P.) c. 138. Buckie separate capital (Act of
 1882) may be increased by £50,000.

MERSEY DOCK & HARBOUR BOARD (OVERHEAD RS)* c. 139 Extn. of
 time for futher five years. Cons. rs at Princes Dock and Salthouse Dock. 1 $\frac{1}{8}$ m

PLYMOUTH, DEVONPORT & SOUTH WESTERN JN. c. 140 (Inc. 1883). E.
 Cornwall R. Co. to be wound up; £48,250 ordinary shares to be issued to them.
 Co. may raise £300,000 in Preference shares.

ST AUSTELL VALLEYS R. & DOCK. c. 142. Inc. Capital £80,000. Cons. new
 rs in conn. with St. Austell & Pentewan R. 6m
 Devn. of StA&PR. $\frac{1}{2}$ m

Gauge of StA&PR may be altered from 2' 6" to 3'. May purchase StA&PR for
 £20,000, half in cash and half in ordinary shares; may purchase *the* engine and
 rolling stock at valuation from C. H. T. Hawkins.

50/1 VIC 19 JULY 1887

BURRY PORT & NORTH WESTERN JN (Amendment). c. 143. (Inc. 1876).
 Extn. of time to 27 June 1890.

CALEDONIAN. c. 144. Widenings in Glasgow. Cons. Midcalder stn. to Midcalder
 village. May open up Kinbuck Tunnel. May raise further £287,000. 2m

TEES CONSERVANCY. c. 147. Extn. of time for five years for r (auth. 1875)
 from NER to site of North Gare Breakwater.

MET. DISTRICT. c. 156. Metropolitan and District Jt. Committee set up. Powers
 of Acton Jn and West Brompton Jn Rs extended to 4 July and 27 June 1889
 respectively.

BANBURY & CHELTENHAM DIRECT. c. 160. May abd. rs auth. 1873 and
 1877. May issue Debentures up to £1,000,000.

GREAT EASTERN. c. 161. Cons. Lea Jn to High Meads Jn. $\frac{1}{8}$ m
 Stratford Western Jn to Channelsea Jn. $\frac{1}{4}$ m

Ely & Newmarket R. to be leased.

SHANKLIN & CHALE. c. 164. (Inc. 1885). Cons. Godshill to Merstone 2m
 Conn. to Isle of Wight R at Newchurch. $\frac{3}{8}$ m

EAST LONDON. (Capital). c. 165. May create further Debenture stock.

BRIGHTON & DYKE. c. 168. Extn. of time to 1 September 1887.

KINGSBURY & SALCOMBE. c. 169. (Inc. 1882). Extn. of time to 24 July 1890.

CLYDE, ARDRISHAIG & CRINAN. c. 173. Inc. Capital £180,000. Promoters
 include David MacBrayne. Cons. from Ardnadam to Newton Bay, Loch Fyne,
 18 $\frac{1}{4}$ m
 Cons. from Furnace to north shore of Loch Crinan, 17 $\frac{5}{8}$ m
 Branch to Ardrishaig, 4m
 Piers at Ardnadam, Newton Bay, Furnace and Crinan. May provide and work
 steamers. W. and T. As with NBR. The promoters and Mr D. MacBrayne
 undertake to work in concert with each other.

CLEVELAND EXTENSION MINERAL. c. 175. Extn. of time to 28 July 1890.
 May raise further £50,000.

PONTYPRIDD, CAERPHILLY & NEWPORT. c. 176. Cons. Machen Loop Line,
 Bedwas to Gwaunybara Jn. 2m
 May abd. r. auth. 1882. May raise further £45,000.

DIDCOT, NEWBURY & SOUTHAMPTON (Extn. of Time). c. 181 (Inc. 1873)
 Extn. of time to 10 August 1890.

50/1 VIC. 8 AUGUST 1887

EASINGWOLD. c. 182. Inc. Capital £12,000. Cons. from jn with NER at Alne to
 Easingwold. 2m

WELSHPOOL & LLANFAIR. c. 185. Inc. Capital £39,000. From Welshpool stn.
 to Llanfair-Caireinion. Gauge 3'. 10 $\frac{1}{4}$ m

EASTON & CHURCH HOPE. c. 190. (Inc. 1887). Cons. four short brs in
 Portland. May raise further £40,000. 3 $\frac{5}{8}$ m

BRIGHTON, ROTTINGDEAN & NEWHAVEN. c. 192. (Inc. 1886). Cons. conn.
 line at Brighton. May raise further £30,000. $\frac{1}{4}$ m

MERSEY. c. 193. (Inc. 1866). Cons. conn. from r auth. 1885 to jn with L&YR,
 and to Princes Dock, Liverpool. Conn. to jn with Birkenhead Jt. R in Rock
 Ferry. May raise £400,000. 1 $\frac{1}{4}$ m

LYNTON. c. 194. (INC. 1885). Cons. Kentisbury to Coombe Martin. Conn. line
 at Chalacombe. 7 $\frac{1}{2}$ m
 Devns. at Filleigh and East Buckland. 2 $\frac{1}{4}$ m
 Cons. quay at Combe Martin Bay. R to be worked on Lartigue system. May
 raise further £50,000.

50/1 VIC 23 AUGUST 1887

OGMORE DOCK & R. c. 199. (Inc. 1883). Extn. of time for six years from
 passing of this Act.

50/1 VIC/16 SEPTEMBER 1887



The Tewkesbury and Malvern Railway

JOHN NORRIS

Railway historians rarely pay much attention to the methods adopted for financing the construction of new lines. Few companies, particularly minor local undertakings, could emulate the Great Western in its expansion in the early part of the present century: working from a sound financial base, the money needed could be raised from the issue of shares at a substantial premium. The part played by a contractor in financing the construction of a local railway is often dismissed in a few words as a statement of fact.¹ The purpose of this study is to trace something of the fortunes of one small and insignificant company and of those who held its share and loan capital, all victims of the financial arrangements with its contractor.

It was towards the end of October 1859 that *Berrow's Worcester Journal* told its readers that plans were in hand for a railway from Ashchurch to Malvern. The newspaper spoke with a note of incredulity in the matter, pointing out that the first section of the Worcester & Hereford Railway had been freshly opened, and doubting whether there was need for a second line to Malvern. Public meetings had, however, been called for 31 October at both Tewkesbury and Upton-on-Severn to canvass support for the second line, which was to be called the *Tewkesbury, Upton-on-Severn & Malvern Junction Railway*. None of the provisional directors appears to have attended these meetings, and the case for the promoters was put by Thomas Holland, a solicitor in practice in Malvern and Upton, supported by the engineer, T. P. Thompson. No promise of financial backing was sought at these meetings, and none was given, although resolutions were passed with enthusiasm, declaring the intention to petition parliament in favour of the bill when it was presented. Curiously, the promoters do not appear to have thought it necessary to call a public meeting in Malvern.

The promoters included a strong Irish element and among them we may note David Joseph Henry and two brothers, Robert Francis Gordon and Alexander Thomas Gordon. Their interest in building the line is likely to have arisen from the growth of Malvern as a spa, perhaps to give it more direct access to and from Cheltenham than that via Worcester. They do not appear to have been connected with the building of two hotels in Malvern around the year 1860, finance for which was provided by parties already concerned with the development of Malvern and with the Worcester & Hereford Railway. Much the larger hotel of the two was the *Imperial*, a vast building near Great Malvern station now occupied by the Girls' College; the other hotel adjoined Malvern Link station and, having seen use as a school, was demolished in relatively recent years.

Henry became chairman of the directors. He has been identified in the 1861 census as living in Camden Square, London NW, when he gave his occupation as Engineering Agent, his age as 45 years, and the place of his birth as Kilashee in County Longford in Ireland. He was probably the son of an engineer or contractor engaged in the construction of the Royal Canal. In February 1838 the *Railway Magazine & Annals of Science* published a letter from one D. J. Henry theorizing on the practice of laying out curves on railways; the letter bore an address in Westmoreland Street, Dublin, and the writer stated that he had been recently engaged in surveying the first portion out of Dublin on the intended line to Kilkenny.

Robert Francis Gordon also became a director. He was a JP in Belfast; in common with Henry and one other of the promoters of the Tewkesbury company, he was on the board of the Kilrush & Kilkee Railway for two years or so.² Alexander Thomas Gordon was the contractor who was to earn notoriety over his association with such railways as the Mid-Wales and the Portadown & Dungannon; he did not become a

director of the Tewkesbury company but he was the principal subscriber, in return for which it was intended that he would undertake the construction.

The only local personality known to have been actively connected with the promotion was Humphrey Brown of Tewkesbury, MP for that borough for a number of years. Although his family business had been concerned in the carrying trade on the River Severn, he had been a strong protagonist of the Birmingham & Gloucester Railway.³ With a son named Rory an Irish association may have existed in his case too.

As originally projected, the line was to leave the Midland Railway at the north end of Ashchurch station and to run independently of the existing branch to Tewkesbury which made its junction at the south end. A separate station was to be built at Tewkesbury, whence the line continued to Upton and on to a junction with the Worcester & Hereford Railway near Great Malvern station at a distance of about $13\frac{1}{2}$ miles from Ashchurch. From a point about half-a-mile from the junction a branch was to be carried up the hillside to a separate terminus near the Beauchamp Hotel in Great Malvern. The branch was to be rather less than one mile in length; it was to include a viaduct of 47 arches of 40 ft span, and it was to rise at 1:80 for about 650 yards, and at 1:132 for a further 400 yards, while four more arches were to span the Worcester & Hereford line.⁴

Opposition to the proposals came from both the Midland and the West Midland companies, the latter being involved by reason of its impending absorption of the Worcester & Hereford. The Midland opposition arose from the planned additional line between Ashchurch and Tewkesbury when useful revenue might be obtained from Malvern trains if they ran over the existing branch. Likewise the West Midland objected to the separate station in Great Malvern when tolls might be forthcoming for the use of its existing facilities.

The idea of a separate terminus in Malvern was accordingly abandoned, while at its eastern end the course of the line was revised to leave the branch from Ashchurch close to Tewkesbury. It was then contemplated that Malvern trains would use the old terminus of the branch adjoining the High Street in Tewkesbury, even though this would require reversal in or out, but subsequently agreement was reached for a new station to be built for the town on the Malvern line and for the closure of the old terminus to passengers.

The bill for the railway passed through parliament without difficulty, although in the process the name of the company was shortened to the *Tewkesbury & Malvern Railway*, the length of line authorised being a little under twelve miles. The share capital had been set originally at £145,000, with borrowing powers of £48,000, and these amounts were left unchanged in spite of the abandonment of some of the intended works. Power was given to the Midland and West Midland to subscribe and become shareholders to any extent not exceeding £40,000 each, and upon doing so to appoint up to two of their own directors to the board of the Tewkesbury company. The Midland was to work and manage the railway which the Tewkesbury was to build as a single line, with double line where requisite. To meet the demands of the Severn Commissioners the bridge over that river was to include an opening span of not less than 40 feet for the passage of vessels.⁵

Lack of interest among the shareholders was soon to manifest itself, and the attendance at the first half-yearly general meeting in November 1860 was insufficient to constitute a quorum. However, the report of the directors stated that they had lost no time in letting the contract for the construction of the entire line to A. T. Gordon on most advantageous terms and that he had undertaken to complete the same throughout by 1 May 1862. During 1861 there were reports of work in hand at various places along the line, and in the October of that year Colonel Yolland of the Board of Trade visited Malvern with a view to sanction being given to opening

a single line from the junction with the West Midland to a station for Malvern Wells, about $1\frac{1}{2}$ miles. His report recommended a postponement of the opening on account of the incompleteness of the works.

The company was already finding itself in financial difficulty, doubtless in part because a large number of shares had been issued to Gordon on account of his contract and too few had been issued to other parties for essential cash resources. In May 1861 it had been decided to exercise the whole of the original borrowing powers, but this step proved to be insufficient, and later in the year notice was published of the intention of the company to apply to parliament for power to raise additional capital, a need made more urgent by a recent decision to build the railway throughout with double track. At the same time application was made for power to sell or lease the undertaking to the Midland; this proposed power was deleted from the bill following comment by the Board of Trade that proof would be required as to the paid-up capital and expenditure,⁶ a matter which would clearly have been an embarrassment for the Tewkesbury directors. However, power was given to raise fresh share capital amounting to £120,000, with additional borrowings of £40,000.⁷

Any optimism over the prompt completion of the contract was rudely shattered as the result of bankruptcy proceedings against A. T. Gordon in January 1862,⁸ and he disappeared immediately from the Tewkesbury scene. At the instance of the Midland, a Mr Bond took over the contract. Later in the same year it was announced that the Midland had become shareholders and that two Midland directors had joined the Tewkesbury board. At a later date it was claimed that the Midland had acquired its shares in an underhand way for some trifling consideration, rather than pay cash subscription at their par value of £40,000.

The timing suggests that the holding could well have been purchased from Gordon's trustee in bankruptcy. At around the same time all the original directors except Henry and R. F. Gordon left the board, and their replacements included J. E. C. Koch of the London Financial Association, well known for his involvement with A. T. Gordon in the affairs of the Mid-Wales Railway. Two of the new directors, as well as R. F. Gordon, also had connections with what was probably another finance company, the short-lived North Western Rolling Stock & Plant Co. Ltd.⁹

The year 1862 did, however, mark the opening of the section from the junction near Great Malvern to Malvern Wells, sometimes referred to at the time as Malvern Hill station. A service of four passenger trains each way on weekdays, three on Sundays, was introduced on 1 July, worked by the West Midland as an extension of certain local services between Worcester and Great Malvern. A goods service was also provided by the West Midland, although the dates of its commencement and cessation are not known. In January 1864 a local goods train from Worcester was running to Malvern Wells (WM) and Malvern Wells (T&M) on alternate days. By this time the West Midland had become part of the GWR.

By the end of 1862 the company had issued £207,000 from its authorised share capital of £265,000, and had exercised the whole of its borrowing powers of £88,000. Shares to a par value of £29,000 were subsequently issued, presumably to the new contractor for work done. He must, however, have found difficulty in placing these shares, and resort was had to the issue of Lloyd's bonds, something in which Koch will undoubtedly have had a hand.

Lloyd's bonds were named after the barrister who had devised them as a means whereby struggling companies might borrow money in excess of the limits imposed on them by their acts of parliament. The usual parliamentary limit was that borrowings should not exceed a sum equal to one third of the issued share capital, the Tewkesbury company having been no exception in this respect. Lloyd sought to get round such restrictions by converting into a form of loan stock or deferred debt

amounts due to contractors which could not be paid because of shortage of funds. This loan stock was issued in the form of transferable bonds, acknowledging under seal that the company stood indebted to the contractor named or his assigns for works executed for the company, and covenanting to pay the amount due on a stipulated date; arrangements for the payment of interest were also stated. Upon issue the bonds were transferred to investors with the assistance of organisations such as the London Financial Association and the contractor was thus able to obtain payment.

The practice of issuing Lloyd's bonds was the subject of an enquiry by a parliamentary select committee in 1864 which commented:

As an example of the extent to which some railway directors are disposed to infringe the restrictions and conditions of their acts of parliament, the committee would call the attention of the House to the evidence given before a committee of the House of Commons during this session in the case of the Tewkesbury & Malvern bill.¹⁰

The company had, indeed, applied to parliament in 1864 for power to issue preference shares and to increase its borrowing powers, but the committee to which its bill was referred reported tersely:

The allegations contained in the preamble of the bill had not been proved to their satisfaction; that they desire to express their opinion, from the evidence laid before them, that the company raised capital in a manner never contemplated by the House when passing the acts under which the company was incorporated.¹¹

Proceedings on the bill were, therefore, abruptly terminated. It may be noted, however, that the Midland was by now taking a closer interest in the affairs of the company, the bill having been brought into the House of Commons by two members who were also directors of the Midland, Sir Joseph Paxton and Mr Samuel Beale.¹² The company's two previous bills had been introduced by members for constituencies local to the line. A further bill, with similar Midland backing, was introduced in the following year, but ordered to be withdrawn.¹³

Notwithstanding its financial predicament, the company succeeded in completing its works sufficiently to satisfy the inspecting officer that a passenger service could be safely introduced over the whole line, and this took place on 16 May 1864 with four trains each way between Great Malvern and Ashchurch on weekdays and two on Sundays, all worked by the Midland. The short workings between Great Malvern and Malvern Wells ceased with effect from the same day. The existing branch from Ashchurch to Tewkesbury had been hurriedly doubled by the Midland to meet the objections of the inspecting officer over the double line from Malvern feeding into a single line at Tewkesbury. The opening was not marked by any local ceremonies but early the following month the directors and their friends, numbering about 200, are reported to have celebrated with a banquet and ball at the Star & Garter Hotel at Richmond, Surrey.

Having opened its line throughout, the company was immediately deprived of the manoeuvre of charging to capital account the interest on its debentures and bonds. This now had to be met out of income, but with income far short of the amount required payment of interest quickly fell into arrears, so that in 1866 debenture holders successfully petitioned the court for the appointment of a receiver.

At meetings in 1865 and 1866 further details emerged as to the way financing had been effected. It was admitted that both contractors had been paid by the issue of shares and debentures, although it was emphasised that those issues had been at par. Lloyd's bonds had been issued in units of £100, at prices ranging from £85 down to £70, although the contractor, Bond, declared that none had been issued to

him at less than £80. The bonds had then been placed with investors at prices of £90 and upwards. It is apparent that around this time the Midland acquired a second holding of shares to the par value of £40,000, presumably also for a nominal consideration. It may be noted that the West Midland did not take advantage of its right to take shares in the company.

The plight of the holders of debentures and bonds was taken up by George Leeman, the MP for York where some of them lived; he was also deputy chairman of the North Eastern Railway. His enquiries revealed that from the opening in May 1864 to the end of September 1866, some two years and four months, traffic receipts had been £8,371; after deducting half for the working expenses of the Midland, the annual sum available to the company averaged only about £1,800, whereas interest on debentures and bonds was at 5% or nearly £9,750 p.a.

Following discussions with the Midland during 1866, a lease of the line for £7,500 p.a. was agreed by the holders of debentures and bonds, coupled with reductions in the rate of interest payable to them. At their meeting it was stated that the failed banking firm of Overend & Gurney held shares to a nominal value of £46,000 but that it was thought unlikely that the firm's liquidator would spend money in opposition. These shares will doubtless have been originally issued to one or other of the contractors and sold to the firm for disposal through the financial markets.

Leeman had probably taken a leading role in the discussions with the Midland, and when the company went to parliament yet again in 1867, this time to obtain powers for the lease, he was one of the sponsors of the bill. During the proceedings in committee, however, the bill was amended to provide for the vesting of the line in the Midland in perpetuity instead of being leased. Evidently such a change was not acceptable to the Midland and the bill was withdrawn.¹⁴

At this point in its history, with no meetings to be reported, the company disappears from the columns of the newspapers although, no doubt, the receiver was busy trying to regularise its affairs including some purchases of land which were in dispute. In 1876 its name came up in parliament once more when the Midland successfully applied for the vesting of its assets with effect from 1 January 1877.¹⁵ This provided for cash payments by the Midland on the following basis:

	<i>Issued</i>	<i>Paid to</i>	
	£	Holders	
	£	£	
First debenture stock	29,400	29,400	100%
Second debenture stock	59,100	29,550	50%
Lloyd's bonds	107,250	10,725	10%
Share capital	**155,610	15,561	10%
	<u>351,360</u>	<u>85,236</u>	

**Excluding £80,000 already held by Midland.

Including the shares held by the Midland, the company had thus issued various forms of scrip to the value of £431,360 for a line of barely twelve miles, having set out to build a rather greater mileage with substantial engineering works for a total of £193,000. Apart from the interest paid out of capital and the discount on the Lloyd's bonds, together perhaps about £40,000, what was there to be seen for this substantial sum? It is, of course, doubtful whether the company received anything like the full consideration in terms of work, materials, and equipment for the shares issued to A. T. Gordon, while the late decision to lay double track will have added

to the cost of construction. But there was also the question of the opening bridge over the River Severn.

To build this bridge the company had turned to George Willoughby Hemans, an engineer whose contracts for railway construction had been mainly in Ireland. He was clearly known to R. F. Gordon as both were involved around 1863 with the abortive Parsontown & Portumna Bridge Extension Railway, a line of about 1½ miles in length which would have included an opening bridge over the River Shannon.¹⁶ Hemans had been responsible already for an opening bridge over the Shannon, that at Drumsna on the Midland Great Western Railway which incorporated many of the features of the bridge over the Severn.

Drawings of the structure over the Severn were published by Hemans, showing six iron spans, with two brick arches on the west bank and one arch on the east.¹⁷ He described it as a 'telescope bridge', in that the second iron span from the west was to be rolled back, the rails over the first span being on hinged girders which could be folded over to provide necessary clearance for the rolling operation. The opening section had a span of 45 ft. When the inspecting officer visited the site in August 1863, he noted that the apparatus to draw back the rolling girders was broken or incomplete and that the bridge was a fixture and likely to remain so. Indeed, he did not even recommend any signalling as a precaution against any change being made in the bridge in the future. There was little or no need for an opening bridge as vessels on the river had to lower their masts at other bridges where there was less clearance. Hemans claimed that it was comparatively easy to align the girders for a bridge having only a single line of rails, as at Drumsna, but that the operation was found to be extremely difficult where a double track had to be aligned. Manual operation was intended for the opening, but nothing has emerged as to the time this might have taken, and no report of an experimental opening has been found in the local newspapers. The bridge was built by the firm of Kennard of Crumlin, well-known for its work on the viaduct at that place.

When the Midland commenced working the line there were stations at Upton and Ripple in addition to the new station at Tewkesbury (only partially complete) and that at Malvern Wells. Near the junction at Great Malvern there was one siding only, leading to a locomotive shed, coaling stage, and turntable; this siding was probably long enough to accommodate the branch passenger trains as well when it was not at work. No goods facilities had been provided at Upton or Ripple, while those at Malvern Wells were probably minimal and by 1865 may well have become disused. Prospects for passenger traffic were not good; the coach service between Malvern and Cheltenham had not even survived until the opening of the railway, ceasing at the end of September 1861. An omnibus service between Upton and the station at Malvern Wells had been withdrawn early in October 1863 as the result of the loss on its operation which had been borne by the Tewkesbury company.

The Midland persevered with the initial pattern of passenger services until the end of October 1867, when the Sunday trains were withdrawn. During the 1870s there were periods when the weekday service was reduced to only three trains each way. By then, however, action had been taken to establish a goods service. In February 1870 there was a report that the Midland was about to commence carrying goods on the Tewkesbury & Malvern line, 'which has hitherto been confined to passengers only'. A subsequent report stated that goods traffic to Upton commenced on 1 September of the same year. During the next few years goods and coal sidings were opened near the junction at Great Malvern, and local directories showed coal merchants opening offices here, and at the stations at Malvern Wells and Upton.

Facilities for handling passenger trains terminating at Great Malvern were very limited, and at the end of 1864 it became known that the Midland was planning a separate passenger station for the Tewkesbury trains, close to that of the GWR. The possibility of such a station caused considerable misgivings in Malvern as an arrangement had already been made with the GWR over excursion trains; rather than allow the peace of the area around the Great Malvern station to be disturbed by excursionists, their trains would terminate at Malvern Link. The situation seems to have been accepted initially by the Midland, and in June 1864, when an excursion train was arranged from Gloucester in connection with a fête at Malvern Link, the train terminated at Malvern Wells, leaving passengers to make their own way as best they could for the remaining three miles or so. In the longer term, however, a separate station for the Midland in Great Malvern might, it was feared, encourage that company to bring its excursion traffic there.

By virtue of an agreement of 1863 the Midland had running powers over the Worcester & Hereford line, but these were primarily intended for through traffic to and from places beyond Worcester and it is doubtful whether they extended to trains between the Tewkesbury line and Malvern Link. After negotiations with a committee of townspeople, an agreement was made between the GWR and the Midland in March 1865 whereby the section of nearly $1\frac{3}{4}$ miles from the junction of the Tewkesbury line to, and including, the station at Malvern Link, would pass into the joint ownership of the two companies, the Midland to pay to the GWR a sum equal to one third of the cost of all the works. The two companies were to carry their excursion traffic to Malvern Link only, although it is doubtful whether the Midland made much use of the facility as far as traffic arriving from the direction of Tewkesbury was concerned.¹⁸

One consequence of making Great Malvern a joint station was that the Midland had its own station master there for a number of years, although justification for the appointment is likely to be found as much in the separate passenger trains and through coaches which the company operated between Worcester and Malvern or Hereford as in the traffic on the Tewkesbury line. At Malvern Link the GWR station master appears to have acted for both companies. A further consequence of the agreement was the construction of a bay platform at Great Malvern for use by the Tewkesbury trains; this was on the down side and was brought into use towards the end of 1865.

With the increased popularity of rail travel in the late Victorian period the Midland made a number of improvements to the service and there were times when up to five passenger trains ran each way on weekdays between Great Malvern and Ashchurch. In timetables for 1890 one sees for the first time the extension of one of these trains to and from Cheltenham, while through carriages between Great Malvern and Bristol appear in 1902, becoming an independent through train in 1911. The through train from Cheltenham to Great Malvern became a long-standing feature and it was still operating in 1946, albeit without a corresponding through working in the opposite direction; at this time the train, like others on the line, normally comprised one non-corridor coach, although it was hauled by a Cl. 2 4-4-0 in contrast to the 0-4-4T locomotives which had long worked a majority of the passenger services. There were periods, too, when seasonal Sunday trains ran from the Ashchurch direction as far as Upton or Malvern Wells. These came from the Birmingham area via Bromsgrove, and reversed at Ashchurch; no advertised trains appear to have arrived on the branch from the Evesham direction over the level crossing at Ashchurch. Operating arrangements were improved by the introduction of the block telegraph in 1890; the intermediate block posts were at Ripple, Upton and Malvern Wells.

MR. G. W. HEMANS, M.I.C.E., ENGINEER,



Malvern Wells station was formally identified as 'Hanley Road' by British Railways in 1951, although Bradshaw had been doing so since c.1884; in distinction, Malvern Wells GWR station was identified by Bradshaw as 'The Common', but the style was not adopted further. The station at Hanley Road lapsed into a very dilapidated state in its closing years, a sad fall from the grace it had enjoyed before the grouping when it figured on several occasions in the awards for station gardens. The station was used by ambulance trains during the second world war. Malvern locomotive shed closed in 1931 and the workings were transferred to Tewkesbury, whence an engine was sent to Great Malvern in a morning to take up the day's passenger service, returning to Tewkesbury at the end of the day.

It is difficult to imagine the reasoning behind the decision of 1861 to build the railway throughout with a double line. Perhaps the directors at that time envisaged through trains between Gloucester and Birmingham via Malvern—we shall probably never know. As it was, a double line for a service not exceeding five passenger and two goods trains in each direction was a luxury which was partly dispensed with in 1913. The Up line out of Tewkesbury was given over temporarily to wagon storage and working by pilotman was instituted on the Down line between Tewkesbury and Upton. In 1917, and then probably continuously from 1922 until the 1950s, working by Train Staff and Ticket was in force between the two points, and the long line of rolling stock on the Up side near Tewkesbury was a familiar sight in the 1930s. The Down line was chosen for the running line as it was only from this side that access was available to the sidings at Ripple, where the crossover and intermediate block post had been taken out in 1910.

The line saw some use as a diversionary route, notably after the disaster to the North Mail at Ashchurch in 1929. Additional traffic will also have arisen through sidings laid to a petroleum wharf on the Severn shortly before the second world war.

The railway can certainly be said to have provided a benefit to the community which it served, not least of all the small town of Upton-on-Severn to which it provided the only rail access. The worst newspaper misgivings of 1859 were not borne out, although that would have been small comfort to those private investors who held shares and loan stock in the original company, and to those who may have lost money in the bankruptcy of A. T. Gordon. It is clear that the Midland obtained the line cheaply. To the figure of some £85,000 payable under the vesting in 1877 there has to be added the cost of the shares bought earlier, plus the cost of adding the facilities for goods traffic, but it is difficult to see that the total outlay of the Midland exceeded £100,000, equal to a maximum of about £8,000 per mile. This compares with £13,500 per mile under the estimates for the bill of 1860. Further north the Tenbury & Bewdley Railway, 15 miles including a substantial bridge over the Severn, was built for about £11,000 per mile at the same period as the Tewkesbury & Malvern was built.

The line was an early candidate for closure after the second world war and all services between Upton and Malvern were withdrawn as from 1 December 1952, leaving the Midland goods sidings near Great Malvern to be served by trains from Worcester until the end of April 1968. Between Tewkesbury and Upton the passenger services were withdrawn as from 14 August 1961, the goods service as from 1 July 1963. But the Tewkesbury & Malvern was an expensive venture at the end of its life as well as during the period of its construction; when the M50 motorway was built in 1958-60 a short diversion had to be engineered to carry the line over the motorway by a bridge which it shared with a minor road.¹⁹ The retention of the line in those final years can hardly have justified the outlay to carry it over the motorway.

REFERENCES

The Tewkesbury & Malvern Railway Company is unusual in that none of its records survive at the Public Record Office, where its name does not even appear in the catalogue. Its only archival material known to the author is a small collection of deeds for the purchase of land to be seen at Worcester Record Office. This study has been compiled very largely from several local newspapers, mainly *Berrow's Worcester Journal* and the *Worcester Herald*, and from the reports of company meetings in *The Times*. Principal other sources are noted below.

- 1 For a comprehensive survey, see Harold Pollins, 'Railway Contractors and the Finance of Railway Development in Britain', *Journal of Transport History*, Vol. III Nos. 1 & 2, 1957, pp. 41-51 & 103-110
- 2 *Bradshaw's Railway Shareholders' Guide* 1861, 1862, 1863
- 3 *Who's Who of British Members of Parliament*, edited by Michael Stenton
- 4 Parliamentary deposited plans at Worcester Record Office
- 5 Act 23-4 Vic. c. 72, 25 May 1860
- 6 House of Commons Sessional Papers, 1862
- 7 Act 25-6 Vic. c. 56, 30 June 1862
- 8 *London Gazette*, 3 January 1862
- 9 *Bradshaw's Railway Shareholders' Guide* 1864
- 10 *Bradshaw's Railway Shareholders' Guide* 1865
- 11 *Journal of the House of Commons*, 20 June 1864
- 12 Paxton and Beale were members for Coventry and Derby respectively
- 13 *Journal of the House of Commons*, 6 March 1865
- 14 *Journal of the House of Commons*, 7 February and 4 June 1867
- 15 Act 39-40 Vic. c. 209, 11 August 1876
- 16 *Bradshaw's Railway Shareholders' Guide*, 1865
- 17 *The Engineer*, 7 May 1869
- 18 Act 29-30 Vic. c. 90, 11 June 1866
- 19 *The Ross Motorway*, HMSO 1960

The author is grateful to Mr J. V. Gough and to Mr G. N. Webb for their helpful comments and advice in the preparation of this study, and to Mrs S. Tyson for drawing his attention to the references in *The Engineer*.



Book Reviews

FORGOTTEN RAILWAYS, H. P. White, 240 pp, 130 illus, 15 maps and figures, boards. 250 × 190 mm, David & Charles, Newton Abbot, 1986. ISBN 0 946537 135, £12.95.

Although intended (belatedly) as an introduction to the invaluable but infuriatingly patchy series of the same name the present work stands independently of its step-children. It is both larger in format and more handsome than its namesakes, with the many illustrations (mostly relevant and frequently unfamiliar) incorporated in the text.

Professor White demonstrates that closures were not a post-Beeching phenomenon, with a considerable number occurring before nationalisation and many more in the ensuing 15 years (the figure given on page 22 is about 30% higher than that quoted twice subsequently!). The range of reasons for a lack of, or a decline in, success is discussed using examples from main and cross-country lines, and branches both urban and rural; and the changing attitudes and policies regarding closure are discussed succinctly and with admirable clarity. The management of British Railways emerges from this discussion with little credit. A final section considers the railway in the landscape, including its physical remains, and the alternative uses that have been found following closure.

The book represents a considerable achievement in so limited a space. Brevity has not meant dryness, for atmosphere and humour are rarely absent. Just a few quibbles, none so serious that they cannot easily be corrected in the next edition; e.g. Scarborough-Whitby was closed later than the extension northwards; Buntingford is not in Essex; the infant S. Tynedale railway runs N. from Alston and not S. from Haltwhistle; and the number of open stations in Gloucestershire is either 4 or 6, depending on which chapter you read. At times it appears that the chapters have been prepared as independent papers, for there is frequent repetition (a pity when so much must needs be omitted).

Nevertheless a highly recommended book, which provides an admirable complement to Jack Simmons' *The Railway in Town and Country*. The latter work discusses the influence of the railway on its surroundings; here we discover how those surroundings and their changing nature have influenced the success, or otherwise, of the railway. Two excellent books from one publisher in the space of a few months. A good year 1986! DENNIS HADLEY

DC ELECTRIC TRAINS AND LOCOMOTIVES IN THE BRITISH ISLES, R. L. Vickers, 96 pp, 250 × 170 mm, 59 photographs, 17 diagrams and line drawings, index, boards. David & Charles, Newton Abbot, 1986. ISBN 0 7153 8674 3, £9.95.

This is a history of all the direct current railway electrification systems, railcars, locomotives, and multiple unit trains throughout the British Isles. The opening chapter takes us from the first principles of electricity, the electric motor and the dynamo, and their application to traction, to the latest use of thyristors and chopper circuits. It is followed by a chapter covering all the pioneer railway electrification schemes from 1838 to 1900. Next come five chapters dealing with developments on London Transport and the Southern, LNER, and LMS groups from the earliest schemes, and on BR. The last chapter, 'Miscellany', deals with various Irish lines, Isle of Man, Tyneside Metro, Merseyrail, Isle of Wight, and industrial electric

railways. One matter which emerges clearly is the accelerating pace of development in electrification technology, particularly during the past 20 years.

The text is in a clear readable style, but there are a few slips which should have been corrected at proof stage: two lines out of place on page 41 and muddled sentences or grammar on pp. 6 and 87, some odd statements about the Mersey Railway traffic in 1900 and the LYR 2-4-2 electric locomotive. Finally the Glasgow Subway does now have a connection to the surface since it was rebuilt in the late 1970s (p. 92).

Although there is an index, of the 96 pages only 43 are numbered, making quick reference difficult, a common feature in recent books where photographs are bled off at the edges. Standard of production is good, as one should expect in a slim volume costing £10, and the photographs and drawings, well reproduced, are placed in their proper places in the text. This is an interesting and useful book.

JOHN MARSHALL

ABC ALPHABETICAL RAILWAY GUIDE JULY 1923, 600 pp + 30 pp adverts, folding map, introduction by D. St J. Thomas, boards. Reprinted by David & Charles, 1986. ISBN 0-7153-8909-2, £17.50.

The latest reprint by David & Charles is of the July 1923 issue of the well known ABC Guide. This publication is entirely different from Bradshaw inasmuch as it gives services to and from London only, in the case of the more important places times of the actual trains and for lesser towns and villages a general indication of service frequency. Fares are also quoted where applicable. No Irish rail services are included, the only Irish towns referred to being those with direct steamer connections to British ports.

In July 1923 the Grouping of the railways had just taken place and this is reflected in the advertisements. Railway company names do not appear against the entries relating to individual towns, neither do they in the full tables of London suburban services which occupy the last 107 pages of the Guide, with the exception of one page headed 'District Railway'. Towns served by the few minor railways not caught up in the Grouping are mentioned, along with those reached by the main line companies. In this connection it is interesting to note that the service to London from Bishop's Castle is given as 'about 3 times daily' whilst that from the next station on the BCR, Lydham Heath, is 'about 4 times daily'.

The map is very similar to that in Bradshaw, though does not include Ireland. It also does not show the Campbeltown & Machrihanish Railway, and neither of these places warrants a mention in the Guide, there being no direct service to London.

As one who, many years ago, made use of the ABC when based in London as a rep. and travelled to all parts of England and Wales by train, your reviewer considers this a most interesting publication and finds the many alternative routes then available most fascinating.

Perhaps it is not quite so interesting a guide as Bradshaw, but nevertheless it is a valuable complement to the July 1922 Bradshaw reprinted by David & Charles in 1985. NEIL PITTS

LONDON'S METROPOLITAN RAILWAY, Alan A. Jackson, 416 pp, 36 plates, 2 line illus in text, 9 maps, boards. David & Charles 1986. ISBN 0-7153-8839-8, £20.

Most of the so-called 'standard works' on railway companies appeared some time

ago and in the meanwhile a more demanding readership calls for additional features to be covered. This book will surely join their ranks, and the new demands have been admirably met. The Metropolitan Railway and its associated lines were more diverse than the title suggests, and the Circle Line in the rush hour seems a very long way from Brill or Verney Junction. Indeed, the push out to Metroland and the north west was a brave venture into lonely territory by a far from wealthy concern, and those who say that a railway history should confine its contents to the railway in isolation would make this story meaningless. Such a narrow remit would assume a traffic potential at the outset, but the Metropolitan had to help create it as well as build and run a railway. So the book has to deal, too, with its properties and country estates, leading the reader through some dubious gambles as well as railway operation.

Ordering these ups and downs is not so much a faceless Board but a succession of personalities, and they are chronicled with care and humour. Some were officers like Robert Hope Selbie; others included a motley collection of Chairmen ranging from the shady John Parson to men of integrity. The battles between Sir Edward Watkin and his arch enemy James Staats Forbes are interesting enough on other lines but they reach new heights when they head two companies that make a circular route in the heart of the Metropolis.

The technical details are also well told and a separate appendix by K. R. Benest deals with signalling. The account of the company's attitude to both passengers and staff shows a width of research far beyond the usual company records and it is sensitively treated. So too is the wealth of other aspects of the railway's life. Lord Aberconway, the last Chairman, said 'The Metropolitan is really a trunk line in miniature' and when the LPTB was formed in 1933, there was great confusion as to whether it should be included in it. It was, and ended, a remarkable railway of which this book is a worthy account. JOHN DENTON

GREAT RAILWAY STATIONS OF BRITAIN, Gordon Biddle, 240 pp, 248 x 192 mm, 55 photographs, 22 maps and plans, boards. David & Charles, Newton Abbot, 1986. ISBN 07153 82632, £16.00.

Greater stations, in fact, for the criterion is function rather than fame. The book is in a larger format than the author's earlier volume on Victorian Stations, and the photographs (few hackneyed and all relevant) are incorporated with the text. In deference to Alan Jackson's *London Termini* the capital's stations are treated with 'a broad brush'. The layout is broadly chronological, which assists the general survey, but means that a single station receives several brief mentions on widely separated pages (easy enough to track down with the help of the good index). However a brief chronology of selected stations is given in an appendix.

The site chosen for an early station often proved inconvenient as small lines amalgamated, and the situation at Birmingham, where New Street soon replaced 3 termini, is contrasted with the much more complicated state of affairs at Preston, which, thankfully, is accompanied by a clear sketch map. Reasons for the relative scarcity of Central or Union stations are clearly analysed.

Matters of architectural style demanded a grand gateway or an impressive facade, which sheltered the varied apartments insisted upon by the conventions of the age. However, the early track layouts quickly proved to be sadly inadequate and the piecemeal attempts at improvement are discussed with the aid of some useful plans in a chapter that could well have been longer.

The author's real love, hinted at earlier, emerges in the lengthiest chapter, 'The Great Iron Halls', and the various types and sizes of roof are tabulated in an appendix. Other chapters, dealing with railway hotels and 'Trains, Traffic and People', are scrapbooks of useful information and fascinating tit-bits that provide enjoyable reading, but make one long for a series of extended essays on particular towns or stations. The author wears his scholarship lightly; one hopes that he may be given the opportunity to publish more of this material in greater depth.

DENNIS HADLEY

THE LITTLE GIANT, Alan Buck, 320 pp, no illustrations, David & Charles, Newton Abbot, 1986. ISBN 0-7153-8793-6, £12.95.

This 'factional' dramatisation of the major crises in Brunel's life reads like the book of an epic film. Many works describe the projects of that often wayward genius, and Rolt's extremely professional biography chronicles his overfull life, but there is still no successful study of the complex character of one who, despite often thoughtless and domineering behaviour, charmed nearly all whom he met, and retained the confidence even of those whom he bankrupted. And how could such a person be deceived, repeatedly, by John Scott Russell? Don't expect any psychological insight or analysis in the present work: a rattling good yarn with a tuppence-coloured paste board hero, mainly *Boys' Own Paper*, but with a touch of Mills & Boon. The blurb states that the author has scripted television soap operas. Quite.

DENNIS HADLEY

THE WARWICK CANALS, A. H. Faulkner, 80 pp, 230 x 173 mm, 37 photographs, 5 maps and diagrams, soft covers. R&CHS 1985. ISBN 0-901 461-39-3, £5.95 + 50p p&p.

This is the latest in a series of books by Alan Faulkner on various aspects of the Grand Union system. In it he traces the history of the Warwick & Birmingham and the Warwick & Napton Canals which together formed a substantial part of the main line of the GUC. The opening chapters cover the formation of the two companies and the building of the canals, a definitive case history for ventures promoted in the mania years of the early 1790s. The third chapter, aptly named 'Growing up together', deals with the early and mainly prosperous years of the two canals. The fourth is mainly concerned with the Birmingham & Warwick Junction Canal and the factors which led to its construction, though it also includes a period of decline in the face of increasing railway competition. In chapter 5 the scene is set for the takeover by the Grand Junction company to form the Grand Union, the topic of chapter 6. The remainder of the book is devoted to trading and traders and to a brief description of the canals.

Thorough research is the hallmark of Alan Faulkner's works, and the present book is no exception. There are copious notes and references to source material, arranged by chapter, and appendices contain details of dividends and a list of features along the canals. In this otherwise comprehensive account of the Warwick canals more could perhaps have been said about their recent history, which only receives a brief mention; recreational use, it should be remembered, now accounts for a significant period in the lives of most canals.

The work is profusely illustrated, several of the photographs having been taken in GU days or earlier, but unfortunately the quality of reproduction leaves much to be desired. The book is of unusual format, presumably to accommodate double columns of print on each page. A more conventional layout would have been preferable.

To sum up, this is a valuable addition to the ever increasing list of individual canal histories. J. IAN LANGFORD

THE RAILWAYS OF BRITAIN, Jack Simmons, 256 pp, 260 × 200 mm, 171 black & white photos in text, 25 colour reproductions, many marginal illustrations, line drawings, plans and maps, index, boards. Macmillan 1986. ISBN 0-333-40766-0, £15.95.

This is the third edition of a book first published in 1961. In it Professor Simmons examines with mature scholarship the progress of British railways from their earliest days to the present. All aspects of the railways are dealt with, their origins, construction and operation, amalgamations, engineering features, track, signalling, stations and hotels, workshops, motive power and rolling stock, the men who built and operated the railways, and the social influences of the railways. It is a fascinating story, well written in a manner which justifies its re-issue a quarter of a century after the first edition appeared.

The basic text remains much as it was, but the material has been re-arranged and up-dated. Specialist historians may not agree with one or two details in their own particular sphere, but they are unlikely to find many of these. Technically, for example, the Motive Power chapter may be criticised for a few statements. The descriptions of four railway journeys along historic routes, which in the older book formed Chapter 7 under the title 'Railways on the ground', in this edition are distributed between the chapters, in the form of 'intermezzi'. The book is copiously illustrated and the standard of reproduction is high. Besides the illustrations in the text there are photographic reproductions on end-papers, prelims, and title pages, and numerous marginal illustrations. All the illustrations are informatively captioned, the captions forming a substantial part of the book. References are grouped at the end, followed by a critical bibliography headed 'Sources of Knowledge'. Credits are given for all illustrations, and there is a substantial index.

Professor Simmons has been generally well served by the publishers, though the design of the book, slightly gimmicky, may not appeal to everyone. The list of various editors and designers almost makes the author appear of secondary importance (the reviewer writes this with some experience!), but the book remains one of the best general histories of British railways. JOHN MARSHALL

IDLE WOMEN, Susan Woolfit, 223 pp, 18 photographs, boards. M. & M. Baldwin, Clebury Mortimer, Salop, 1986. ISBN 0-947712-03-8, £10.95.

This account of Susan Woolfit's year working on canal boats during 1944-1945 was originally published by Ernest Benn Ltd. in 1947, and is now reprinted with an introduction by her daughter, Harriet Graham, and the addition of contemporary photographs.

It is a lively account of the training and work of some of the girls who wore the National Service badge lettered 'I.W.'—hence the joke name 'Idle Women'—and of their encounters with the more experienced crews.

Although less than a dozen trips are described in detail, her recollections are remarkably varied and we are given accounts of several incidents of considerable interest, especially when the crew were in an air raid and the big freeze-up of January 1945. Many small details give an interesting insight into war-time life, especially the ways of overcoming shortages caused by food and clothing rationing. We also realise how this period caused such a smoothing out of social levels, when we read that Mrs Woolfit (the estranged wife of actor Donald Woolfit) thought that

the use of first names among the workers was an easy familiarity to which she could not become accustomed.

It is unfortunate that any recommendation to students of social history and/or Women's Studies must include a reminder that there are neither maps in the book nor an index, both of which would have greatly increased the value of this record to this type of researcher.

However, the book can be recommended as an interesting slice of autobiography—not great literature, but an honest and valuable account of an unusual woman's war effort, only undertaken when the children had been sent off to boarding school (again a reminder of how times have changed)—which happens to have taken place on the waterways in which we are interested. MERIEL COOLING

RAILWAY TICKETS TIMETABLES & HANDBILLS, Maurice I. Bray, 220 pp, many illustrations, including 8 pp in colour, boards. Moorland Publishing, Ashbourne, 1986. ISBN 0 86190 163 0, £10.95.

In this chatty, untidily organised, and infuriating book timetables and handbills receive only a perfunctory treatment. Numerous asides, some of which may well be correct, refer to titbits of railway history and operating practices. The main feature of the work is the illustration (including 8 pages well reproduced in colour) of hundreds of tickets for all imagined, and some previously unimagined, circumstances. The illustrations are described rather than discussed, attention is rarely drawn to salient features, the purpose of some tickets has been misunderstood, and not all those illustrated were for railway use. Little effort has been made to identify or date that which is not obvious.

The book contains a very large number of errors of fact, and the author appears to have little understanding of railways and their operation. Some of the mistakes are amusing (the belief that the Chalford rail motor was a fast service for businessmen operated by an AEC rail coach), but others are painful (a confusion between Maidenhead and Minehead, and London & York for Lancashire & Yorkshire). The index is inadequate; e.g. there is no indication that Season/Contract tickets receive several mentions (incidentally there is no discussion of the origin of the word 'commuter'). The bibliography appears to be either a joke or a disgrace, until you realise that it probably does represent the total of the author's background reading; for one chapter *Railway Wonders of the World* appears to be the sole work of reference.

This is not a book to buy, and if you read it do not believe a word unless it can be verified independently. The publisher is as much to blame as the author for failing to get the manuscript checked by someone with at least a slight appreciation of railway history. DENNIS HADLEY

CIVIL ENGINEERING HERITAGE: WALES AND WESTERN ENGLAND, [Ed.] W. J. Sivewright, 230 pp, 57 photos, many maps and engravings, soft covers. Thomas Telford Ltd 1986. ISBN 0 7277 0236 X, £6.95.

Like its predecessor on Northern England, this volume presents a series of potted histories of the more important engineering features in the area, which here incorporates all Wales and that part of England that lies west of the eastern border of Cheshire down to Swindon and Bath. Published for the Institution of Civil Engineers, it is written by members of its panel for Historical Engineering Works. It contains a wealth of expertise augmented by some excellent illustrations—engravings, modern photographs, and diagrams as appropriate. Each chapter begins with a map of sites covered, and others illustrate specific items such as Bristol docks and the BCN.

Inevitably the choice of sites is arbitrary, and omissions include the Haw bridge over the Severn which even in its rebuilt form is interesting. There are a few mistakes. For example: the Llangollen Branch of the Shropshire Union does not link with the Montgomeryshire at Carreghofa, which is not in Shropshire either; it is the Llanymynech Branch. The Shrewsbury Canal did not join the Shropshire at Wellington—it joined the Wombridge at Trench, which latter joined the Shropshire further east. For 'Odhams Press' read 'Oakwood Press' and the author of an RCHS publication was M. J. T. Lewis not M. S. T. Lewis. But most errors are minor and the book is extremely useful and well compiled. Coverage of the rest of Britain is eagerly anticipated. JOHN DENTON

THE MIDLAND RAILWAY—A CHRONOLOGY, John Gough, 88 pp, one photo on cover, soft covers. Published by and available from the author at 12, Victoria Gardens, 195 London Road, Leicester LE2 1ZH, 1986. ISBN 0 9511310 0 1, £5.95 (£6.40 inc. p&p).

The Midland Railway, one of the three largest of the pre-grouping companies, has not been the subject of a definitive history. The present work, whilst not in any sense of the word attempting to be a full history, is a most praiseworthy chronology of the physical development of the system. It gives dates of opening and closing of lines and stations up to 1947, also re-naming of stations where appropriate.

The various sections of line are treated in geographical order. The author justifies this practical approach in his foreword by indicating that what has happened in any particular location can be ascertained at a glance, and it is also very easy to trace the information being sought without the need for elaborate cross-referencing systems.

The wholly owned subsidiary in Ireland (MR NCC) is not included and neither are the major joint lines to which the MR was a party, Cheshire Lines, Midland & Great Northern Joint, Somerset & Dorset Joint, Portpatrick & Wigtownshire Joint, and County Donegal Joint.

The book commences with a list of all the lines divided into the geographical sections in which the chronological details are quoted, the relative pages in the chronology being noted against the entries in the list. The rest of the book, some 79 pages, contains dates of opening, widening, closing, etc. Mr Gough intends to produce periodically amendment sheets containing corrections and further information which comes to hand. The first such sheet is dated August 1986 and is supplied with the book. He also hopes to produce a further edition in several years' time in which the scope of the work will be considerably expanded.

This is a book which should find a place on the bookshelf of everyone who takes a serious interest in the history of the Midland Railway. NEIL PITTS

THE WILTS AND BERKS CANAL, L. J. Dalby, (2nd Edn), 120 pp, 28 photographs, 11 maps and diagrams, soft covers. Oakwood Press 1986. ISBN 0 85361 332 X, £4.95.

For a canal whose company minute books have been lost, the author has succeeded wonderfully in assembling so much information on this long defunct waterway through an agricultural countryside. While the first edition covered most historical essentials, this greatly enlarged revision adds much detail derived from newly discovered papers, particularly about the preliminary planning and construction works. Original letters are quoted extensively, thereby conveying something of the spirit of the times, and illustrating the devices resorted to in attempting to develop a profitable business, especially in coal. The itinerary along the course of the canal

has been rewritten, now from west to east; the treatment seems perhaps less descriptive than before, with fewer evidences of lock equipment, milestones etc., deterioration having accelerated since 1971.

There are additional photographs and line diagrams, plans, and reproductions of contemporary documents, including the Whitworths' Plan of 1793. Appendices include a readable version of the enabling Act, the Byelaws and Lock and Traffic data, but no Distance Table. Caisson and Cobbett are still, as in the first edition, incorrectly spelt; that is of minor consequence and this little book is well worth its reasonable price for these days. The reviewer heartily commends it.

EDWIN SHEARING

THE RAILWAYS OF PORTHGAIN AND ABEREIDDI, R. C. Jermy, 48 pp, 26 photos, 7 line illus in text, 10 maps, card covers. The Oakwood Press 1986. ISBN 0 85361 340 0, £3.30.

In a comparatively remote corner of south-west Wales, unusual and almost unique geology gave rise to three different extractive industries, all of which had to be exported from a tiny little harbour tucked in the jagged headlands of this rocky coastline. Railways brought clay to a brick kiln at the harbour, slate to the dressing shed and then to the harbour, and dolerite both for building stone and to the crushers for roadstone. These and their attendant inclines worked by stationary engines are thoroughly investigated and chronicled in the latest of the Oakwood Locomotion Papers (No. 159). The author's source material came from all over Britain and the origins of the locomotive *Newport* achieve new heights in variety of previous homes. The excellent photographs—both old and new—include useful present day shots from the air. A most interesting publication. JOHN DENTON

GREAT NORTHERN LOCOMOTIVE HISTORY VOLUME 1 1847-66, Norman Groves, 122 pp text, 236 x 183 mm, frontispiece, 41 line drawings, 83 photographs, map of GNR, no index, paper boards. Railway Correspondence & Travel Society, 1986. ISBN 0 901115 61 4, £10.50.

The history of GNR locomotives and engineers has been the subject of a number of authors: G. F. Bird in 1910, R. A. H. Weight in 1947, F. A. S. Brown in 1966 and 1974, W. A. Tuplin in 1971. The current RCTS *Locomotives of the LNER* includes a vast amount on GNR locos which passed to the LNER. The reader may well think that enough has appeared on this subject. Here, however, is a book which, without being in any way tedious, describes the history in detail, making use of original source material which was not available to earlier writers. The result is a fascinating piece of work which leaves the reader waiting eagerly for the subsequent volumes. The reviewer's only regret is that the illustrations, in blocks of un-numbered pages, are out of step with the text. Where text and illustrations are on different types of paper this is unavoidable, but here they are on the same paper. The illustrations could have been keyed into the text and this would have made the differences in scale of reproductions of drawings from Bird's book less apparent. Apart from this the book is well arranged, with an adequate list of contents making it easy to locate information on any of the locomotives. At last we can learn the reason for, and circumstances of Edward Bury's appointment and replacement, and Sturrock's early 'retirement'. Full details are given of the ten inside-cylinder 'Cramptons', the famous 4-2-2 No 215, the steam tenders, and the 0-8-0 tanks. Information is included on the Nottingham & Grantham, Edenham & Little Bytham, Leeds, Bradford & Halifax Junction, and West Yorkshire Railways and their locomotives. Although the history nominally ends at 1866, the story is followed through Stirling's rebuildings well into the first decade of this century.

JOHN MARSHALL

SHORTER REVIEWS

A GAZETTEER OF THE RAILWAY CONTRACTORS AND ENGINEERS OF CENTRAL ENGLAND 1830-1914. L. Popplewell, 48 pp, soft covers. Melledgen Press, 71 Thornbury Rd Southbourne, Bournemouth, 1986, £3.95 inc. p&p.

The seventh and last in this series covering the contractors and engineers responsible for the construction of the railways of England and Wales. It follows the pattern of earlier books in the series and includes outline maps showing the development of the system 1830-1840, 1841-1850, 1851-1870, and 1871-1914. The sections of line opened in each year of the total period are given with details of contractors and engineers, and an indication of the sources of information. It is to be hoped that a further series will cover lines in Scotland and Ireland.

RAILWAYS IN AVON, M. Oakley, 48 pp, 25 illus, 8 maps, soft covers. Avon-Anglia Publications & Services, 1986, £2.50.

This book deals with the development and subsequent decline of railways serving the area within the present county of Avon. The treatment is chronological over the whole area rather than by individual lines. Seven of the eight maps related to the specific periods covered in the text. There is a useful appendix giving details of opening and where appropriate closing dates of the stations in the county. The general map showing the present situation regarding the lines described unfortunately shows the WC&PR as still open for goods traffic whilst that for the period 1910-1929 does not show it at all. A useful, albeit brief, summary of the history of railways in the Bristol area.

L. T. C. ROLT A BIBLIOGRAPHY, I. Rogerson and G. Maxim, 48 pp, 12 illus, soft covers. M. & M. Baldwin, Cleobury Mortimer, Salop 1986, £5.

The late Tom Rolt, for long a member of our Society, has been described as Britain's greatest engineering historian. His literary output was considerable and extended far beyond the bounds of engineering subjects. Here is a classified catalogue of Rolt's books, also articles, introductions and contributions to the works of others, his reviews of others' books and published correspondence by him. A most detailed and informative publication.

NARROW GAUGE AND MINIATURE RAILWAYS FROM OLD PICTURE POSTCARDS, A. Neale, 60 pp, soft covers. Plateway Press, 13 Church Road, Croydon, Surrey CR10 1SG, £4.50.

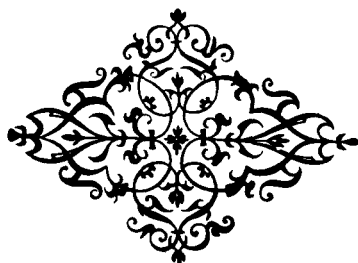
This new publisher has produced a book which fills a blank in the study of narrow gauge railways. The author is a long standing member of the Narrow Gauge Railway Society and has brought together a well-selected collection of photographs largely from leading publishers such as F. Moore, Real Photographs, LPC, etc. Captions are well researched and informative. The range of subject matter covers narrow gauge railways throughout the British Isles together with a few from overseas and includes miniature pleasure lines. Even the Far Tottering & Oyster Creek of the 1951 Festival of Britain is portrayed! There are 96 postcards reproduced, mostly actual size with in addition a few small reproductions in the introduction. A most useful and interesting book.

NATIONAL ATLAS SHOWING CANALS, NAVIGABLE RIVERS, MINERAL TRANROADS, RAILWAYS AND STREET TRAMWAYS. VOLUME 4, WALES AND THE WELSH MARCHES, G. L. Crowther, 66 pp, available from the author at 224 South Meadow Lane, Preston PR1 8JP, £5 either comb-bound or flat wired and taped.

This is a new concept, being one of a series covering the whole of Great Britain. It sets out to show all transport forms by rail and water known to have existed indicating which are still open as at 14.5.84. An immense amount of information is included, but unfortunately there is a lack of consistency in the presentation of the maps. Although the list of symbols used indicates that canals and navigable rivers are blue, many of them are black on the maps. Similarly, coastlines are shown sometimes blue and sometimes black. Hence it is often difficult to pick up the details, railways and tramroads all being black. The maps are drawn to different scales depending on the complexity of the transport systems of the individual areas. Stations, collieries, etc are indicated on the railways, but no details, such as locks, are shown on the canals.

LINES TO DONCASTER, Philip A. Scowcroft, 48 pp, soft covers, illustrated b/w, Doncaster Library Service, Central Library, Waterdale, Doncaster DN1 3JE. ISBN 0 906976 19 7, £2.25.

Our member Philip Scowcroft, well known to *Journal* readers from his articles on the Doncaster area, here sets out for the general reader the basic facts of that town's railway development. This small book is richly illustrated with unfamiliar and interesting pictures. It concludes with a useful short bibliography. A welcome contribution to the growing number of books on the railways of a small and defined area.



Correspondence

Sunday services

Sir,—Referring to Mr Borley's notes on the running of Sunday services on the days of Royal funerals (*Journal*, March 1986, p. 317) a similar instance had occurred many years before. The Traffic, Locomotive & Permanent Way Committee of the Eastern Counties Railway met on 30 September 1857 at Bishopsgate station, then their London terminus. The Superintendent, Mr Robertson, made several reports, as usual, amongst them one to the effect that 'it will be necessary to alter the running of the trains on the 7th October [a Wednesday], the day of Humiliation, to the same as on Sundays'. This was approved by the Committee without any minuted discussion.

The day of Humiliation was a day of fasting appointed by the Reformed churches in connection with the Indian Mutiny which broke out in May 1857. A particularly terrible massacre of British, including many women, took place at Cawnpore in June, and it has been suggested to the writer that most of these were the wives of workers engaged in railway building. This idea is not mentioned by Christopher Hibbert (*The Great Mutiny in India, 1857*, Allan Lane, 1978) but it may be so, for at p. 185 he notes that at the siege of Cawnpore 'a few of "the railway gentlemen", civil engineers employed on the East Indian Railroad, held out for three days and without military superintendence distinguished themselves greatly'. Soon after the day of Humiliation we can pick up another small strand linking the Mutiny with railway history, for the second relief of Lucknow began in November, and Captain William Peel VC of HMS *Shannon* commanded the Naval Brigade; he did not survive the wounds received in the campaign, so did not see his Sandy & Potton Railway completed. HARRY PAAR

Staggered platforms

Sir,—On pages 93/138/182 of Volume XXVIII of the *Journal* in 1984–85 there were several references to staggered platforms at railway stations, all worded in such a way as to lead one to suppose that such things are quite rare. But in fact I think they are really fairly common, because in my own very limited railway travelling in the summer of 1986, without in any way searching for them nor even thinking about them, I have unexpectedly found myself passing between staggered platforms at Raynes Park on the LSWR main line, Wadhurst and Battle on the SER Tonbridge to Hastings line, Winchelsea, Rye, Appledore, and Ham Street on the SER Hastings to Ashford line, Bow Brickhill on the LNWR Bletchley to Bedford line, Kennett on the GER Newmarket to Bury St Edmunds line, Attleborough on the GER Thetford to Norwich line, Brundall and Buckenham on the GER Norwich to Yarmouth line, and also (from memory and subject to confirmation) Ingatstone on the GER main line. I feel sure there must be many others elsewhere, including many that I have myself passed through but have not been able to look out of the windows on both sides of the train simultaneously to check. There are also five very new ones, on the Tyne & Wear Metro, at Fawdon, Kingston Park, Howdon, Hebburn, and Bede, the first four on either side of a busy dangerous ungated level crossing.

J. C. GILLHAM

RCH Maps

Sir,—I recently bought at an auction a most peculiar RCH map. The map is a standard RCH Map of Scotland, 1920. Instead of having each railway distinctively coloured, however, all the railways are coloured either yellow or green, to show the following

Yellow Railway Undermen, Rate of Wages 59/ –
Green Railway Undermen, Rate of Wages 61/ –

In addition, certain centres of railway importance, e.g. Ardrossan, Irvine, Troon, and Ayr are ringed in red. Kirkwall, and Stornoway are also specifically ringed in red.

Can anyone tell me, please, something about this curiosity? ERIC LOMAX

What about the nitty-gritty?

Sir,—Books about canals and railways deal with Parliamentary matters, and the usual unfortunate finances of the projectors. They tell us little about the hard facts of construction. Construction needed millions of bricks, great timbers for lock gates. Miles of towing path hedges had to be planted.

In his recent book on the Wilts and Berks Canal, Mr Dalby provides a fascinating insight into brick production. Nevertheless the overview is not available.

Canal and railway construction required tools, accommodation for workers, thousands of saplings for towing-path hedges.

The real story of construction seems yet untold. It did not all happen in the corridors of power. PHILIP DANIELL

Competitors

Sir,—I much enjoyed Theo Barker's stimulating piece on the Railways' competitors. Perhaps I could make one or two points.

Although the Government certainly could have given the Railway Companies powers in the 1921 Act to develop their over-line sites, there was ostensibly no reason why the companies should not apply individually for such powers in Private Acts, using the precedent established by the Metropolitan Railway in its Act of 1906. The LMSR did begin to start thinking about this possibility rather late in the day; in 1936 that company was studying possible commercial development of rebuilt stations in London and the larger provincial cities, the idea being to make these stations 'public utility centres' equipped with cinemas, shops, nurseries, restaurants, hotels, and other facilities (*The Builder*, 22 January 1937). Another commercial adventure of the LMSR, this time carried to fulfilment, was the construction of a holiday camp at Prestatyn, North Wales, in 1938–39, presumably on railway land and through a subsidiary company. The Railway Companies were free to seek extra revenue from commercial exploitation of this kind without any Government intervention; that so few did says little for the enterprising spirit of their managements and boards.

As to the impact of private road passenger vehicles, I very much agree with Theo Barker's assessment. Even in the relatively prosperous south east, few could afford to buy and run a motorcar after they had achieved their first priority—a mortgaged house. Motor cycles and sidecars were certainly almost as numerous as cars on the roads in the 1920s and 1930s as a study of street photographs will show, but I suspect they were largely used for pleasure purposes in the fine weather or for commuting runs that were difficult by public transport.

On freight, I wonder whether Theo Barker is over-emphasising the role played by road transport in moving bricks and other building materials and supplies in the inter-war period. These items, together with domestic fuels, remained a staple of the railway freight business right through to the end of the 1940s, especially in south east England during the house-building boom of the 1930s. In 1937 no less than 4,732 million tons of bricks were carried by the railways and through trains hauling only bricks were running daily between the larger brick fields and important centres, using wagons of up to 50 tons capacity (*The Builder*, 23 September 1938). My reading of the Metropolitan and Southern Railway records suggests that both these companies benefited substantially from the traffic in road and house building materials generated by the London area building boom.

Lastly, Professor Barker mentions the start of Edinburgh to London road passenger services in 1930. As Humphrey Household has noted in a fascinating chapter of his recent book, *With the LNER in the Twenties*, Newcastle to London services, began even earlier, in 1927, arousing the curiosity and sheer disbelief (as to who would use them) of the Railways. It is curious that long distance road passenger services only seriously emerged around 1927-8 when seemingly the technology, including pneumatic tyres and all-weather coachwork, was available at least from 1920, if not earlier. Was it that all Class 'A' trunk roads were not properly hard-surfaced until the mid-twenties? Whatever the explanation for this odd hiatus, I wonder whether the total numbers carried, right through to 1939, with certain exceptions, were anything more than a nibble into the Railways' passenger traffic for journeys over 50 miles? How much of the Railways' passenger traffic decline was due to the economic depression rather than road transport? Even the alleged decline in season ticket travel may have more complicated explanations so far as the London area is concerned: such things as financial pressures causing transfer to use of workmen's tickets or diversion of commuting to new tube services operated by the Underground Company and later the LPTB may be relevant here. ALAN A. JACKSON

With the LNER in the Twenties

Sir,—When I read Mr Household's letter in the November *Journal*, my first thought was to take no further action but I am afraid that Mr Household 'puts his foot even deeper into the mire'.

The Riverside Quay (NER Act of 1905) was opened on 11 May 1907. The H&BR Act of 26 July 1907 authorised the construction of 'a pier or landing stage' at Alexandra Dock, which was opened in 1911. Obviously, the NER and the H&BR installations were not 'built the same year'.

If Mr Household writes 'the North Eastern which then "about 1907" owned no docks at Hull' and then chooses to correct himself some nine lines further on, I think a charge of unreliability is justified.

I regret that I am unable to give the dates of the openings of all the Hull docks, but Queen's Dock was undoubtedly opened in 1778, as quoted by Tomlinson (see *North Eastern Express*, No. 71) and not 1774.

I did not ask Mr Household to 'read a two volume history' of the H&BR, but I suggest that it, along with Tomlinson's *North Eastern Railway*, is worth a mention in the Bibliography of a book dealing with the North East and with Hull.

Any review is only one man's opinion of another's work. In my case, I am very conscious of the avoidable errors which have crept into my writings and I am prepared to have them corrected. So, when criticizing a book, I endeavour to be

unbiased, to highlight the good points and mention the not so good. In the end, the reader must decide for himself. A. L. BARNETT

Wagon Lifts

Sir,—Calstock Viaduct linked the ex-East Cornwall mineral railway to the LSWR line at Bere Alston. The quay at Calstock on the River Tamar used to be served by an Incline Plane and when the viaduct opened in 1908 a wagon lift was included to lower wagons to the quay. It was not much used and closed in 1934.

The RCHS index has given me further references to the Calstock lift but there are contradictions (e.g. whether the lift cage was a turntable or whether the turntable was on the quay). There are gaps in my knowledge especially to usage and close-up photographs of the lower (quay) section. Can any member help?

References say the lift was unique in the West Country and one of the tallest in the country. However, the society index refers only to the Calstock lift. I am considering collating information about lifts (railway, not canal) as to different types, locations, use, etc. Has it been done? Can any members let me know of examples?

RAY BENTLEY

Prize fight excursions

Sir,—I was most interested in Goulven Guilcher's fascinating article about excursions to prize-fights in the *July Journal*; this integrated in part with my own piece on crime and the railways of Kent (July 1985). Thus we can add the following to Mr Guilcher's Table 1:

Dec. 1844	Row v. Broom	Steamer <i>Nymph</i> and steam-tug <i>William Gunston</i> to Greenhithe
Dec. 1855	Jones v. Madden	Steamer(s) to Long Reach Tavern
Dec. 1859	Three fights	SER to Headcorn/Pluckley
1861		SER to Strood, then steamer <i>Jupiter</i> to an isle in the Medway
1861		LCDR to 'near Meopham', interrupted by Police, then moved on by LCDR to Milton, Sittingbourne.

Since the publication of Mr Guilcher's article, I have examined the *Cambridge Chronicle* for references to the fights involving the ECR. The description of 'Mildenhall' as the site of many of these fights may be misleading to some since this was before Mildenhall had its own branch; 'near Lakenheath' may be more geographically accurate, and I would imagine therefore that the site for the fight of October 1853 should read 'Lakenheath' rather than 'Lakenham'. This fight was not mentioned by the *Chronicle* however. The fight of May 1852 took place at Six-Mile Bottom and at Warren Heath, Newmarket; a third attempt to start it at Great Chesterford failed when one of the fighters refused to get out of the train.

ADRIAN GRAY

Wooden Railways and their Provenance

Sir,—I was interested to read in the last Bulletin about remains of a wooden railway discovered at Bedlam Furnace, Ironbridge. When however, one comes to date artifacts of this kind a word of caution is necessary. Old technologies die hard, and perhaps, like Old Soldiers, they never die at all.

How many centuries ago might it be supposed the last wooden railway was laid down and used for industrial purposes in these islands? I cannot say, except to record that I witnessed one hard at work in a lead mine in Carmarthenshire about 1962. Those rails are in all probability still there, and how long will it be before some ardent explorer distorts their testimony as proof of an ancient site?

DAVID BICK

Railways to Stourbridge

Sir,—In connection with the article on 'Railways to Stourbridge', it has occurred to me that you may get letters suggesting that I am unaware of three earlier railway projects connected with Stourbridge. These were:

The Birmingham, Dudley, Stourbridge & Wolverhampton Railway surveyed by George Leather in 1836, by which Stourbridge would have been served by a branch tunnelling under Dudley;

The Stourbridge, Dudley & Birmingham Railway, engineered by John Urpeth Rastrick and surveyed by Jeremiah Mathews (sic) also in 1836, by which Dudley would have been served by a branch from the south-east;

The 'Grand Connection Railway' from Worcester to Stourbridge, of which a plan exists in Worcester County Records Office, signed James Webb, Worcester, and dated 1837.

As these did not fit into the scheme and non proceeded far, I thought they were best left out. But perhaps it is well for me to mention them in a letter so that if you do get any correspondence it has been forestalled. JOHN MARSHALL



London and North Western Railway

(Circ No.K.107.)

GUIDE BRIDGE

On the 1st December, 1877, the Company will open a Goods Station at Guide Bridge, and all traffic for Guide Bridge, Hooley Hill, and Audenshaw must be invoiced and labelled to Guide Bridge; also traffic for the following firms:—

Luke Taylor, Hatter, Denton
Wanger & Jones, Hatter, Denton
Z. Dearden, Hatter, Denton
Hurley & Sherwood, Hatter, Denton
Cook & M'Candlish, Hatter, Denton
Richardson, Wooley, & Smith, Hatter,
Denton
W. Hibbert & Co., Hatter, Denton
S. & J. Cliff, Cap Manufacturers,
Denton
Jno. Turner, Engineer and Iron
Founder, Denton
Spinning Co., Spinners, Ashton
R. & J. Kershaw, Spinners, Ashton
R. & J. Lancaster, Spinners, Ashton
Thos. Mason & Sons, Spinners, Ashton
R. & J. Knott, Spinners, Ashton
Eli Andrew & Son, Spinners, Ashton
W. & J. Hamer, Spinners, Ashton
A. Buckley & Co., Spinners, Ashton
J. S. Buckley, Spinners, Ashton
J. A. Willis, Builder, Ashton
J. C. Fell, Iron Founder, Ashton
J. Gartside, Brewer, Ashton
J. Hampson, Bobbin Turner, Ashton
Hornby Bros., File Cutters, Ashton
W. & J. Garforth, Cotton Spinners,
Dukinfield
Dukinfield Hall Spinning Co., Cotton
Spinners, Dukinfield
T. Armstrong, Cotton Spinners,
Dukinfield
Dunkirk Coal Co., Colliery Owners,
Dukinfield
F. D. Astley, Colliery Owners,
Dukinfield

Traffic for Manchester Water Works New Reservoirs, ordered to Guide Bridge, must be entered to the Manchester Sheffield and Lincolnshire Company's Station, it being connected by siding with that Company's Line.

Please acknowledge receipt to District Manager.

THOMAS KAY
Chief Goods Manager

EUSTON STATION,
23rd November, 1877

London and North Western Railway

CHESTER AND HOLYHEAD DISTRICT

TO STATION AGENTS, BOOKING CLERKS, GOODS CLERKS, AND OTHERS CONCERNED.

In consequence of the Viaduct at Llandulas having been partially destroyed by the recent heavy Storms the regular Passenger Service West of Abergele will be suspended for the present. Passengers and Parcels will however continue to be booked through as usual, arrangements having been made for transferring passengers with their luggage from one train to another at Llandulas by means of Horses and Carriages or otherwise.

GOODS TRAFFIC

Arrangements have been made for Goods Traffic between Ireland and the Chester and Holyhead District West of Llandulas, to be worked temporarily in both directions over the Cambrian and Great Western Lines, *via* Afonwen, Dolgelly, Ruabon, and Chester.

CATTLE TRAFFIC

For the present the Cattle Traffic will be Booked Through from Ireland by the City of Dublin Steam Packet Company's Boats via Liverpool.

G. FINDLAY

Chief Traffic Manager's Office
Euston Station, August 18th, 1879.

(Both from P.J.McCarthy)



All copy for the July *Journal* should be with the Editor by 13 March 1987 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.

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