

JOURNAL
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RAILWAY AND CANAL HISTORICAL SOCIETY

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OSWESTRY WEEKEND

In view of the number of intricate arrangements that had to be made for the visits to the Ellesmere Canal and Shropshire & Montgomeryshire Railway on September 8-9, it is pleasant to report that this weekend adds yet another success to the events organized by the Society.

On the Saturday, the party left Oswestry by special bus and, after visiting the canal depot and basin at Ellesmere, went on to Welsh Frankton to inspect the locks, the old boat yard and the former "Navigation" Inn. The party were then conveyed to the south end of Pontcysyllte Aqueduct and, after walking over the aqueduct, from which fine views were obtained, embarked on the horse drawn narrow boat "Antwerp" for the trip back to Chirk Bank through Whitehouse and Chirk tunnels and over Chirk Aqueduct. Stops were made at various places of interest on the route and, as at the official opening in 1805, the passage through Chirk tunnel was by torchlight, Mr. Wilson's flares proving remarkably effective. An excellent and comprehensive exhibition of maps, documents and photographs relating to local canals and railway matters had been arranged by Mr. Wilson at St. Oswald's College, Ellesmere; unfortunately, time at the exhibition was rather limited. The day's proceedings ended with an excellent dinner at the "Bridgewater Arms" at Ellesmere.

On Sunday, a visit was paid to the Shropshire & Montgomeryshire Railway. Members travelled by road to Kinnerley, and thence by special train to Shrewsbury. Stops were made on the return journey to inspect stations and the bridge over the Severn, which has been replaced by a military type bridge. In the afternoon, the tour was continued over the Criggion branch in railcars.

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CANAL AND RAILWAY HISTORICAL RELICS

Buildings considered of historical importance, and other structures of historical interest, can be submitted to the Historic Buildings Council of the Ministry of Works as worthy of preservation. In the transport field, the B.T.C. also schedules structures for preservation through its Curator of Historical Relics.

It is proposed to submit to the B.T.C. a list of structures which the Society considers should be preserved if at all possible, and to this end members are asked to send in their suggestions. Many structures may exist which are relatively unknown, but which are worth preserving, and it is here that members can be of help, particularly in their own districts.

Two members have undertaken to sift and collate the suggestions: Mr. M. D. Greville, of Church Hayes, Belstone, Okehampton, Devon, is preparing a list of railway subjects, and canal suggestions should be sent to Mr. Charles Hadfield, 28, Newton Road, London, W.2. It is emphasized that all suggestions cannot be included, as such a list must, by its very nature, be selective, but it is hoped that members will not be deterred from sending in subjects, however remote their location.

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THE WATERLOO & WHITEHALL RAILWAY

by H. W. Hart

Tube railways in London; ~~Tube railways under the Thames.~~

There immediately springs to mind the City & South London Railway, now a section of London Transport's network, which was indeed the first under river tube railway in London.

It was, however, by no means the earliest projected. For this we must go back to 1865, the year which, by 28 & 29 Vic. cap. 258, saw the proposal for a railway from a site in the Waterloo Road, adjacent to the South Western Company's station, to a point at the north eastern end of Whitehall, and which was made known to the public as the Waterloo & Whitehall Railway.

Perhaps the most important reason for the proposed railway was the exposure to the elements on the neighbouring cross river bridges of the passengers arriving at and departing from the Waterloo terminus, but although the scheme had the blessing of the South Western Company, it was a somewhat vague and unencouraging blessing, and beyond bringing the proposed line before its season ticket holders and shareholders, it did little beyond placing on the Whitehall Board two of its directors.

So far as motive power was concerned, the pneumatic principle was decided upon in view of what was considered the success of this system when tried out during the previous year in the grounds of the Crystal Palace, and it was thought possible by this means for trains to run over the $\frac{1}{4}$ mile of route at three minute intervals with a journey time of two minutes. Working expenses were estimated at 30% of the receipts.

After the initial proposals were made, it was decided to put in a spur line from the Whitehall station to the Metropolitan District line with which system a junction was to be made on the western side of Charing Cross (Embankment) Station.

As regards engineering works, Messrs. Samuda obtained the contract for the tubes, and Messrs. Brassey were to lay them in the river bed, at the same time carrying out the necessary land works.

By 1867, some £55,000 had been expended on constructional work, which included two lengths of tube which were completed by Samuda at Millwall, a third section being then well in hand. More capital than the initial sum was, however, needed, and under 30 & 31 Vic. cap. 197 the Company was authorised to raise an additional sum of £75,000 above the first £100,000.

After a final total of approximately £70,000 had been incurred on the scheme, including the laying of the two sections of the tube under the river - where they still remain - the railway was abandoned in 1871.

Bradshaw's Railway Manual for 1866 carries a short reference to the Waterloo & Whitehall Railway, giving the address of the Company as 7, Westminster Chambers, Victoria Street, London, S.W.1.

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WHEN CAMBRIDGE WAS AN INLAND PORT

The following account was sent to me many years ago by my late father-in-law, who obtained it from an old friend of his. Unfortunately, it is not signed, and I cannot find out who was the author. I myself remember the "Nancy" unloading timber at "Quayside", opposite Magdalene College, when I was a schoolboy, but my interest in these events was quite casual, so that my own recollections are rather hazy. - E. A. WILSON.

"The Old 'Nancy' barge which stopped operations shortly before the first Great War seems to have been the last of the craft which helped to make Cambridge an inland port. My eldest brother, who was secretary of a commercial business, says he remembers it bringing goods from Hamburg and Antwerp, such as sugar, potatoes and glass. Evidently it traded in any goods requiring transport from Lynn to Cambridge. The last of such trading I can remember was its bringing or taking supplies to or from the Gas Works.

"What goods were brought up the river formerly is graphically told by a Cambridge Guide in 1785: 'The purest wine they receive by way of Lynn: flesh, fish, wild fowl, poultry, butter, cheese, and all manner of provisions from the adjacent country, and coals, and other fuel are reasonable, and imported by the River Cam. Great quantities of oil, made from flax-seed, coleseed, hemp and other seeds by the numerous mills in the Isle of Ely, are brought up the river also, and cakes after the oil is pressed out afford the farmer an excellent manure to improve his ground.

"By river also is conveyed a great quantity of butter every week from Norfolk and Ely, which is sent by the Cambridge waggons to London, where it gets the name of Cambridge butter, besides which great quantities are made in the neighbouring villages for the use of the University and Town, and brought to market every day except Monday. Each pound of butter is rolled and drawn out to a yard in length, about the thickness of a walking stick, which is mentioned as peculiar to this place and which yields to none in goodness.'

"Of course, before the coming of the railways, most of the goods now brought by them came up the river. At the Great Bridge at Castle End, and at the Backs of the Colleges up to the two ancient mills at Mill Lane and at Newnham Mill were numerous hythes where goods were landed; corn, salt, coal, peat, sedge, bricks and other materials - some of these were still coming up in my young days; three barges used to come up together. In Queen Anne's day it was ordered that a towing path be made from Clayhithe to the old mills. Horses pulled the barges up to the town on the river banks, jumping over the low stiles. When obstructed by the college buildings the horses, as old illustrations show, walked in the middle of the river, the drivers upon their backs. But in our days they were poled up like modern punts. The river was made navigable to King's Lynn.

"It may be remarked that the draining of the Fens was bitterly opposed by the University, it being held that the town would be ruined by supplies being stopped.

"Being at the head of what may be called an inland port, and lying close to important Roman roads, all craft made their way to Cambridge. The four fairs granted to the precincts of the town also afforded the opportunity of doing much business - Reach, Garlic, Midsummer and Stourbridge In their heyday, before railways butted in, they attracted traders from many parts Goods from most trading centres of the world were brought to Lynn to be brought to this fair, attended by stewards from establishments far and near bent on buying supplies to last until the next year. Covering three miles of ground, in 1827 fair booth holders are said to have taken £1500 to £2000 there, few people buying stocks of less than that value, and many took away large book orders."

INDEX TO RAILWAY AND CANAL REFERENCES IN NEWSPAPERS
AND PERIODICALS

Members of the Council are agreed that some form of index to the extensive periodical literature on railways and canals would be both desirable and of material assistance to those members engaged upon historical research.

In view of the number of publications issued in the past 150 years or so in which such references occur, the task of indexing is of some magnitude, and it can be successfully undertaken only with the cooperation of the Society's members.

Many files of newspapers and journals must have been searched, probably many times over by different persons, whilst others have been untouched because their existence was unknown. If members would in future note any historical references in a particular file, even if they concern a totally different railway or canal from the subject of immediate interest, and pool the results, the small amount of additional work involved will eventually produce an index accessible in some form to all members.

References have already been extracted from about 90 volumes of The Engineer, and from some other journals; a list will be published periodically of the files that have been indexed. In the meantime, will members please send any references they already have for inclusion, in any form convenient to them, giving brief particulars, with VOLUME, YEAR, PAGE, or such other details as are appropriate? If the references are contained in notebooks, and the owner is prepared to send them on loan, the details can be taken directly from them to eliminate unnecessary work. References should be confined to those of historical interest, but should include any aspect of railway or canal history, legal, financial, civil and mechanical engineering, biographical in the case of personalities, etc. Material from all periodicals, including magazines, newspapers, transactions of societies, etc. is acceptable; volumes or files which have been found to be void of material should also be noted, to save fruitless searching in the future.

Lists of references for inclusion, whether on canals or railways, should be sent to:

R. H. G. Thomas,
233, Rosendale Road,
West Dulwich,
LONDON, S.E.21.

Requests for information (which should be accompanied by a stamped addressed envelope) should be made as follows:

RAILWAYS

R. H. G. Thomas
Address as above.

CANALS

Charles Hadfield,
23 Newton Road,
LONDON, W.2.

Members will appreciate that the number of references available at this stage is limited, and that they will have to judge for themselves the value and accuracy of any information contained in the sources to which they are referred.

Examples

The following extracts were made from the printed indexes bound in the volumes concerned:

The Engineer.

Vol. 3. 1857

388 LNRW Explosion of locomotive "St. Patrick".

208 do. do.

470 "Locomotion No. 1" - original driver, Pease, etc. at exhibition.

Vol. 61. 1886 - Nil.

Magazine of Popular Science. (4 Vols. only - completed).

Vol. 1 to 3. Nil.

Vol. 4. 1837. Use of locomotives on canal towing-paths (para).

NOTE: Large volumes, such as The Engineer, require about 20 minutes for the extraction of relevant items from the general index, allowing for the time taken in turning up and glancing at the articles concerned, or, as is often the case, at letters to the Editor. Small volumes, e.g. the Mechanic's Magazine take only a few minutes.

The numbers given in the first example above refer to the page; this information is not vital where a printed index exists, but should be included if possible.

CORRESPONDENCE

Sir, - May I be permitted to comment upon your review of my little booklet on the Birmingham & Derby Junction Railway which appears in the September issue of the Journal?

To have used all the material available would have required a book a little over twice the size of the one published. I therefore tried to make a representative selection of facts, the emphasis being, of course, on Warwickshire, but space did not allow of much enlargement. The development of Burton took place during the Midland era and was outwith my study; as far as I know, the Birmingham & Derby Junction's only encouragement to the breweries was in the form of reduced rates, of which there is no evidence of results.

I entirely agree with your reviewer that sub-headings and/or an index is desirable, but papers forming one of a series have to conform to the standard layout and scheme of the whole. Responsibility for the caption error rests with the printer, not with the editor or myself.

I conclude by expressing the view that the Birmingham & Derby Junction certainly achieved remarkable things for a company which "was independent only for eight days"!

Yours, &c.
C. R. CLINKER.

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ERRATA.Journal, July, 1956.

- p. 50. Lines 1 & 2. North Western should read North Eastern.
p. 49. Bottom line. "from the date of the act" should be transferred to the bottom line of p.50.
p. 47. Editor' Note should read Editor's Note.

Journal, September, 1956.

- p. 72. Line 1, Para. 2. Days should read years.
p. 75. Line 9. Palmer, J. S. should read Palmer, J. M.
p. 75. "East Midland Group". Line 1. Date should read July 21.

A member has suggested that all dates should show the day before the month. Would members please note that dates shown as (for instance) January 1, 1956 should read 1 January 1956. This practice will, in future, be carried out, except in such tables as published on p. 84.

THE OPENING OF RAILWAYS: CENTENARIES IN 1957

Compiled by M. D. Greville

<u>DATE</u>	<u>RAILWAY</u>	<u>SECTION OPENED</u>	<u>MILES</u>	<u>NOTE BELOW</u>
Jan. 1	MID KENT	Lewisham to Beckenham	4 $\frac{1}{2}$	
Jan. 5	LANCASHIRE & YORKSHIRE	Middleton Jc. to Middleton	1	
Jan. 20	GREAT WESTERN	Yeovil to Weymouth	27 $\frac{1}{2}$	
Jan. 26	LLANELLY RAILWAY & DOCK	Duffryn Jc. to Llandilo	7	
Feb. 2	BRISTOL & EXETER	Hendford Jc. to Yeovil (Pen Mill)	1 $\frac{1}{2}$	
Feb. 2	GREAT WESTERN	Bradford to Bathampton	9 $\frac{1}{4}$	
Feb. 12	MANCHESTER, SHEFFIELD & LINCOLNSHIRE	Summer Lane to Barnsley	1	A
Mar. 2	NORTH YORKSHIRE & CLEVELAND	(Picton to Stokesley (Potto to Whorlton	8 $\frac{1}{2}$ 2	Goods
Apr. 2	NORTH EASTERN	Leamside to Bishop Auckland	15	
Apr. 15	MIDLAND	Leicester to Hitchin	65	B
May 1	LONDON & SOUTH WESTERN	Andover (Jc) to Salisbury	17 $\frac{1}{2}$	C
May 1	NORTH & SOUTH WESTERN JC.	Hammersmith Branch	1 $\frac{1}{4}$	
May 1	WELLINGTON & SEVERN JC.	Ketley to Horsehay	2 $\frac{1}{2}$	D
May 4	SOUTH EASTERN	Curve, Tunbridge Station to Tunbridge Wells Branch	$\frac{1}{2}$	
May 25	NEWPORT, ABERGAVENNY & HEREFORD	Crumlin Jc. to Tredegar Jc.	3 $\frac{1}{2}$	
June 1	GREAT WESTERN	Twyford to Henley	4 $\frac{1}{2}$	Goods
June 1	VALE OF NEATH	Nantmelyn Colliery to Bwllfa Dare Colliery	$\frac{1}{2}$	
June 6	FIFE & KINROSS	Ladybank to Strathmiglo	6 $\frac{1}{2}$	
June 9	STOCKPORT, DISLEY & WHALEY BRIDGE	Stockport to Whaley Bridge	10 $\frac{1}{4}$	
June 16	BOSTON, SLEAFORD & MIDLAND COUNTIES	Barkstone to Sleaford	11	E
June 23	SANDY POTTON	Sandy to Potton	3 $\frac{1}{4}$	
July 1	GREAT WESTERN	Holt to Devizes	8 $\frac{1}{4}$	
July 1	WHITEHAVEN, CLEATOR & EGREMONT	Mirehouse Jc. to Egremont and Frizington	6 $\frac{1}{2}$	F

Aug. 2	LEOMINSTER & KINGTON	Leominster to Kington	13 $\frac{1}{4}$	
Aug. 10	ULVERSTONE & LANCASTER	Carnforth to Ulverstone	19 $\frac{1}{4}$	G
Aug. 11	EAST OF FIFE	Leven to Kilconquhar	6 $\frac{1}{4}$	H
Sept. ?	RYHMNEY	Crockherbtown Jc. to Bute East Dock	1 $\frac{3}{4}$	J
Sept. 5	BANFF, MACDUFF & TURRIFF JUNCTION	Inveramsay to Turriff	17 $\frac{3}{4}$	
Oct. 1	BLUTH & TYNE	Bedlington to Morpeth	5	K
Oct. 1	WEST END OF LONDON & CRYSTAL PALACE	Crystal Palace to Norwood	1 $\frac{1}{4}$	
Oct. 3	AMBERGATE, NOTTINGHAM & BOSTON & EASTERN JC.	Colwick to Nottingham	2 $\frac{3}{4}$	
Oct. 5	BRADFORD, WAKEFIELD & LEEDS	Holbeck to Wakefield	9 $\frac{3}{4}$	
Oct. 8	CALEDONIAN	Motherwell deviation: Milnwood Jc. to Lesmahagow Jc.	1 $\frac{1}{2}$	
Oct. 10	LEEDS, BRADFORD & HALIFAX	Gildersome to Ardsley	4 $\frac{1}{4}$	
Oct. 12	COLEFORD, MONMOUTH, USK & PONTYPOOL	Usk to Monmouth	12	
Nov. 12	BRIDPORT	Maiden Newton to Bridport	9 $\frac{1}{4}$	
Dec. 1	WELLS & FAKENHAM	Wells to Fakenham	9 $\frac{1}{2}$	
Dec. 22	INVERNESS & ABERDEEN JC.	Nairn to Dalvey	8	
Last Qtr. probably Sept.	INVERNESS & NAIRN	Inverness Harbour Branch	$\frac{1}{2}$	

TOTAL	=	339 $\frac{1}{4}$
Less opened 1856 (note F)		6 $\frac{1}{2}$
		<u>332$\frac{3}{4}$</u>

NOTES: A. Goods; for passengers, probably 1 Aug., but this cannot at present be definitely confirmed. B. Minerals; for passengers 8 May. C. Minerals; for passengers 8.4.58. D. Goods; for passengers 1 June. E. Passengers; for Goods 1 Sept. F. Passengers; opened for Goods 11.1.56. G. Goods; for passengers 27 Aug. H. opened 1 Feb. for Goods as far as Largo (2 $\frac{1}{2}$ m.). J. The Rhymney Rly. did not use this until 25.2.58, but it is believed that Taff Vale trains ran over it from Sept. 1857. K. Goods; for passengers 1 4.58.

PRINCIPAL RAILWAY ACTS OF PARLIAMENT PASSED IN 1856Compiled by C. R. Clinker

<u>Company</u>	<u>Particulars</u>
HARTLEPOOL DOCK & RLY) NORTH EASTERN) SOUTH DURHAM & LANCASHIRE UNION	Amalgamation from passing of Act (cap. 33 July 13) Inc. Cons. Lands Colliery (on S. & D. Haggerleazes branch) to Kirkby Stephen and Tebay (cap. 40 July 13)
ELY VALLEY	Inc. Cons. Llantrisant (S.W. Rly) to Penrhwyfer and 2 branches (cap. 41 Jly 13)
NORTH EASTERN	Branch from Bishop Auckland branch to Conside Ironworks; various land powers (cap. 46 July 13)
DEESIDE	Cons. extension Banchory to Aboyne (cap. 49 July 27)
BANFF, MACDUFF & TURRIFF EXTENSION	Inc. Cons. extension of B.M. & T. Jc. from Turriff to Banff and Macduff (cap. 50 July 27)
BANFF, PORTSOY & STRATHISLA	Inc. Cons. Grange (jc. G.N. of S.) to Banff and branch Tillynaught to Portsoy (cap. 53 July 27)
BRISTOL & SOUTH WALES UNION	Inc. Cons. railways Bristol to New Passage, Portskewett Pier to S.W. Rly at 146 m.p.; and same to 145½ m.p.; piers New Passage and Portskewett. s.40 power to provide and work steamboats (cap. 54 July 27)
LEWES & UCKFIELD	Inc. Cons. as title (jc. with L.B. & S.C. at Lewes) (cap. 60 July 27)
WEST SOMERSET MINERAL	Cons. Minehead extension and curve at Cleeve (cap. 66 July 27)
ELY TIDAL HARBOUR & RLY) PENARTH HARBOUR, DOCK) & RAILWAY)	Cons. railway parish Llandaff to Penarth and branch; dock at Penarth. s.46 change of name to P.H.D. & R.Co. on passing of Act (cap. 69 July 27)
WIMBLEDON & DORKING	Inc. Cons. Wimbledon (L. & S.W.) to Dorking (cap. 72 July 27)
MONKLAND RAILWAYS	Cons. 4 branches and improvement of self- acting planes on Ballochney Rly. (cap. 78 July 27)
SCOTTISH CENTRAL	Cons. 3 extensions Denny branch (cap. 81 July 27)
LESLIE	Inc. Cons. Markinch (E.P. & D.) to Leslie and 4 branches (cap. 86 July 27)
KEITH & DUFFTOWN	Inc. Cons. Keith (I. & A.J.) to Dufftown (cap. 87 July 27)
WEST OF FIFE MINERAL	Cons. branch Lochend to Roscobie (cap. 91 July 27)

<u>Company</u>	<u>Particulars</u>
STAINES, WOKINGHAM & WOKING	Cons. jc. between Reading, Guildford & Reigate Rly and G.W. Rly at Reading (cap. 96 July 27)
STOCKPORT, DISLEY & WHALEY BRIDGE	Cons. Whaley Bridge to Buxton (cap. 98 July 27)
WEST END OF LONDON, CLAPHAM & NORWOOD JC.	Abandonment Clapham to Norwood section (cap. 100 July 27)
DARTMOUTH & TORBAY	Inc. Cons. Torquay to Dartmouth (cap. 103 July 27)
EAST SOMERSET	Cons. Shepton Mallet to Wells and jc. with Somerset Central there (cap. 105 July 27)
NEWTOWN & MACHYNLLETH	Inc. Cons. as title (cap. 106 July 27)
SHROPSHIRE UNION RLYS } & CANAL	Conversion of parts of S.U. Canal to railway (Coalport branch) and lease to L. & N.W. (cap. 108 July 27)
LONDON & NORTH WESTERN)	Inc. Cons. Broughton (jc. Furness Rly) to Coniston (cap. 110 August 10)
CONISTON	Inc. Cons. Essendine (jc. G.N. Rly) to Bourn (cap. 112 August 10)
BOURN & ESSENDINE	Inc. Cons. Stratford-upon-Avon to Hatton (jc. G.W.Rly) and north curve at Hatton s.24 to be mixed gauge (cap.116 Aug.10)
STRATFORD-UPON-AVON	Cons. Edinburgh and Granton branches (cap. 123 August 10)
CALEDONIAN	Inc. Cons. from Dunfermline branch of E.P. & D. to Kinross and branch Kingseat (cap. 124 August 10)
KINROSS-SHIRE	Inc. Cons. Hamilton (jc. Clydesdale Jc.) to Strathaven (cap. 128 August 10)
HAMILTON & STRATHAVEN	Inc. Cons. Horsham (jc. L.B. & S.C.) to Pulborough and branch Coultershaw Mill (cap. 133 August 10)
MID-SUSSEX	s.31 re lease by L.B. & S.C. to L. & S.W. of Wimbledon & Croydon Rly. (cap. 136 August 10)
LONDON & SOUTH WESTERN	Inc. Cons. as title (jc. L. & N.W. Oldham Mumps and M.S. & L. Guide Bridge) (cap. 137 August 10)
OLDHAM, ASHTON-UNDER-LYNE & GUIDE BRIDGE JC	To make provision with respect to capital fraudulently created (the Rednath forgeries) (cap. 138 August 10)
GREAT NORTHERN	s.51 cons. Blandford to Wimborne (jc. L. & S.W.). s.62 cons. Blandford to Templecombe and 2 curves there to S. & Y. Rly. (cap. 139 August 10)
SOMERSET CENTRAL	Inc. Cons. Norton Fitzwarren to Watchet (cap. 145 August 17)
WEST SOMERSET	

<u>Company</u>	<u>Particulars</u>
PORTPATRICK	Inc. s.21 cons. Castle Douglas (jc. C.D. & D. Rly) to Portpatrick s.22. cons. branches Stranraer and Portpatrick Harbours s.9 G. & S.W., E. & C.D. and Lancaster & Carlisle may subscribe (cap. 149 August 10)
SITTINGBOURNE & SHEERNESS	Cons. Queenborough to Sheerness and six small branches (cap. 151 August 17)
HERNE BAY & FAVERSHAM	Inc. cons. as title (cap. 152 August 17)
TAFF VALE	s.4 cons. 3 short branches (cap. 153 August 17)
SOUTH EASTERN	Cons. branch Tunbridge Station to join Tunbridge Wells Rly near Primrose Hill tunnel (cap. 155 August 17)
WYCOMBE	s.3 cons. extension Wycombe to Thame (cap. 158 August 17)
LANCASTER & CARLISLE	Cons. Kendal (jc. own line Scufton House, Dillicar) to Ingleton (jc. N.W. Rly); curve on L. & C. joining near 27 $\frac{1}{4}$ m.p. (cap. 161 August 25)

Sixty-six Local and Personal Statutes affecting railways were passed during the session of 1857. The above list includes all those incorporating new companies, with the addition of more important ones granting powers to companies already incorporated. The rather unusual powers in caps. 138 and 149 will be noted. All Acts shown are 20 & 21 Vic.

Inc. signifies Incorporation of Company; Cons. signifies construction powers.

Where different from current usage, spellings are those found in the acts.

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RECORDS WITHOUT TEARS

by E. A. Wilson

INTRODUCTION

Most members of our Society carry out railway or canal historical research as a spare time hobby, and few of us have enough of that enviable commodity - time.

We may suddenly come across a hidden cache of old documents, maps, etc., which will take many months to work through; we may

get the loan of an old map or document, for only a limited period, and feel we must make a copy in case it becomes useful later on.

Some items are very laborious to copy by hand, such as old railway timetables or summarized technical data; whilst it is not everyone who can make a good copy of a rather elaborate map.

Considerations such as these led me to try out the photographic process known as "reflex printing." It is so easy to do, and yields such good and quick results that I thought members might like to have some details of the process.

PROCEDURE

(a) Making the paper negative

First of all, let me point out that no camera or other optical apparatus is needed. One merely places a sheet of Ilford Reflex Contact Document Paper, sensitized surface downwards, over the map or document to be copied. The map and paper are then sandwiched between two sheets of plate glass.

The exposure is made by means of a 100 watt frosted or opal electric bulb, arranged to be two feet above the "sandwich", and 15 seconds exposure is usually sufficient.

There is no need to carry out these and succeeding operations in a dark room, but ordinary room lighting should be reduced either by replacing the normal light bulb by one of lower wattage (say 25 watts) or by placing a duster around a more powerful bulb. If you have a photographic safelight, this may be used, but is not really necessary.

After the exposure, the paper is developed and fixed in the normal way, using Ilford Document Paper Developer for development, and ordinary photographic "hypo" for fixing.

The result is a paper negative in which light and dark portions are reversed. This should be washed in water for the best part of an hour; blotted and then dried.

(b) Taking Prints

Using the paper negative, we can obtain an indefinite number of prints. The procedure is similar as in (a), but this time a piece of the Reflex Contact Document Paper is placed on one piece of the plate glass with its sensitized surface face upwards; the paper negative is placed face downwards on top of it, and then the second piece of plate glass added.

The exposure is made as for the negative, but needs to be somewhat longer; about 30 seconds will usually do. On developing, fixing, washing and drying, an exact copy of the original map or document results.

SOME PRACTICAL DETAILS

(a) The Glass

The secret of success is to get really close contact between the sensitized paper and the material being copied. Ordinary window or picture frame glass is neither even nor weighty enough. Plate glass is more optically flat, and considerably heavier.

If plate glass is not obtainable, a piece of heavy mirror can be used. To remove the "silvering", use strong nitric acid, followed by soapy water; but avoid making scratch marks. The cleaned glass should then be cut in two by means of a glass cutter.

(b) Materials

Although some sort of result can be obtained even with ordinary bromide paper and any common developer, the following materials give the best results;

Paper for making negatives: Ilford Reflex Contact Document Paper, No. 50. Whole plate size ($6\frac{1}{2}" \times 8\frac{1}{2}"$) in boxes of 100 sheets, 12/-.

Paper for making positive prints: The same paper can be used, or No. 50T, which is supplied in a roll $60' \times 8"$, from which pieces of suitable size can be cut. Cost about 18/- a roll.

Developer: Ilford Document Paper Developer. The tins provide enough chemicals to make a gallon of stock solution. The solid chemicals should be mixed thoroughly, and subdivided into three portions, making just over $2\frac{1}{2}$ pints at a time. This developer keeps well, and is diluted with an equal volume of water to make up the working solution.

"Hypo" (Sodium thiosulphate): 4 oz. hypo dissolved in water, and the solution made up to 20 oz. (or 200 gm. to 1 litre).

(c) Light and Exposure

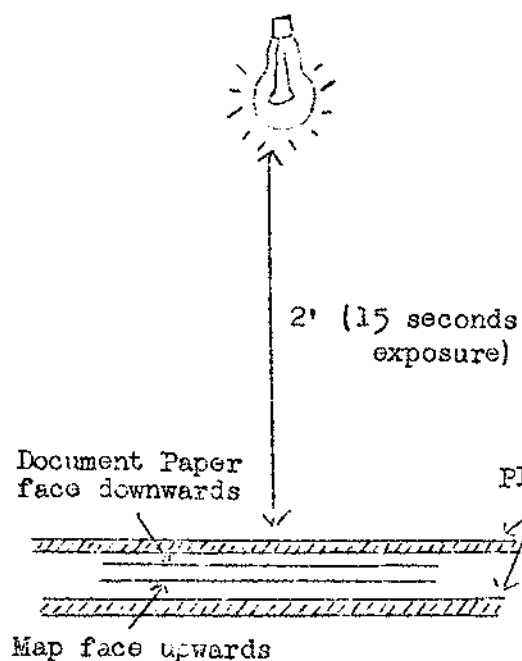
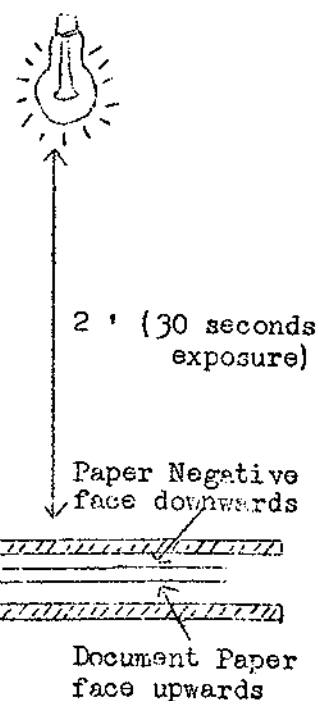
While the sensitized papers are not noticeably affected by weak light, they will be spoilt by daylight or strong artificial light. Do not open the packet of papers too near the light, and turn your back to the light to create a shadow in which to open the box. Use a 100 Watt lamp at 2' for the actual exposure. You may have to vary the usual exposure (negatives 15 seconds; positives 30 seconds) according to the contrast of the original subject.

(d) Limitations

Only poor results are obtained from half-tone pictures, and sometimes old maps are mended with cellotape, etc., or there may be creases due to folding, which prevent close contact. This will result in an "out of focus" effect in the copy.

(e) Uses

Some of the best results are obtained from copying pages from a book, or from diagrams done in Indian ink; but pencil drawings produce quite good results, as the contrast is increased by this process.

Making the paper negativeMaking the positive prints

Adaptor to
light socket
light at 2'

be plugged into
to get printing
distance.



NEWS FROM THE SOCIETYHON. SECRETARY'S NOTES.New Members.

BENNETT, A. E. The Royal Artillery Band, Woolwich, London, S.E.18.
 CATTELL, G. S. 36, High Street, Sutton Coldfield, Warwickshire.
 CRIGHTON, P. S. 241, Hainault Road, London, E.11.
 EADE, K. N. 1, Trevithick Road, St. Austell, Cornwall.
 FARR, M. G. D. 3, Horseshoe Drive, Stoke Bishop, Bristol, 9.
 GILKS, J. S. 1, Norbury Villas, Hawks Road, Kingston, Surrey.
 GITTINS, E. J. Lakehome, Welsh Walls, Oswestry, Salop.
 GRAY, F. A. 2, Penton Hook Road, Staines, Middlesex.
 GROVE, D. 72, Ewhurst Road, Crawley, Sussex.
 McNEILL, D. B. The University, Southampton.
 MILWARD, Col. H. G. V., T.D., D.L., Morven, Barnt Green, Birmingham.
 NEWCOMBE, N. W. 25 Elm Grove, Maidstone, Kent.
 ROBINSON, G. 80, Birch Road, Oxtou, Birkenhead.
 RUCKIN, H.C. 59, Uttoxeter Road, Mickleover, Derby.
 SMITH, M. R. 58, Elmwood Road, London, W.4.
 THOMAS, D. St. J. Seagood, Whilborough Road, Kingskerswell, Newton
 Abbot, Devon.
 TIBBETS, Rev. S. Wesley House, Hawes, Yorkshire.
 VOCE, A. P. 6, Derwent Avenue, Droylsden, Manchester.
 WHITEHOUSE, B. Glen Maye, Derby Road, Sandiacre, Nottingham.

Change of Address.

ANDREWS, Dr. M. J. Barnet General Hospital, Barnet, Herts.
 BARBEY, M. F. 21, Dane Avenue, Barrow-in-Furness, Lancs.
 BONSER, J. R. 50, Grove Hill, South Woodford, London, E.18.
 BOYES, J. H. 129, Endlebury Road, Chingford, London, E.4.
 COMPTON, H. J. 122, Hermitage Road, St. John's, Woking, Surrey.
 MOWAT, C. L. 7, Canynge Square, Clifton, Bristol, 8.

Resignations.

BERRY, J. S. KNOTT, H.

Assistant Secretary. The Council has accepted with regret the resignation of Mr. J. B. Sheldon from this post, and has recorded its appreciation of the work he has done for the Society. Mr. Sheldon will retain his seat on the Council. Local Organizers should note that reports of meetings should be sent direct to the Hon. Editor, who will pass them to the Hon. Secretary, who is dealing with publicity for the time being.

REPORTS ON EVENTS.

Oswestry. This is reported on page 77. Acknowledgments are due to British Waterways authorities, for arranging the boat; Western Command, No. 1 Operating Group, R.E. (in particular to Mr. C.H. Calder, Operating Officer) for arrangements made for the S. & M. trip; British

Railways (W.R.) for permission to visit Chirk and Llanymynech stations; Mr. E. A. Wilson for local arrangements, leading the Ellesmere Canal party, arranging the exhibition and writing the notes; Mr. J. R. Bonser for initiating the S. & M. negotiations; Mr. W. J. Skillern for writing the S. & M. notes; and Mr. J. B. Sheldon for the R. & C.H.S. labels on the bus windows and the head-board of the engine.

Carlisle & Silloth Centenary. A small party of members met at Carlisle on 1 September to mark the centenary of this line, which was opened for public traffic on 3 September, 1856. The original Carlisle terminus is now the Canal Goods Station, which the party visited, to see the old canal basin and warehouses built by the Carlisle Ship Canal Company. This was followed by a journey from the Citadel Station to Silloth and back, and it was interesting to see how the line ran in the winding course of the former canal as far as Drumburgh. The docks at Silloth were visited, and members gained some impression of the little town, created in an attempt to establish a new port on the Solway Firth one hundred years ago.

West Midlands. On July 21, staff of British Waterways showed members round the dockyards and workshops at Stourport. Some of the original machines, still in use, were noted. Mr. Charles Hadfield later gave a talk on the Staffordshire & Worcestershire Canal, a most interesting survey of developments of canals in the area in the 180 years prior to nationalization.

On 13 October, a number of East and West Midlands members met at the President's house at Rugby, where they were introduced to his collection of railway historical documents, which gave a good opportunity for an interesting discussion between members.

FORTHCOMING EVENTS.

London. Mr. Michael Robbins will give a paper on "What kind of Railway History do we want?" at the London Transport Executive Library at 6 p.m. on 24 November.

1957 Programme. A postcard listing the proposed outdoor events for 1957 is enclosed with this issue. The Council has tried to arrange a visit in each part of the country where numbers of members exist, a programme much more ambitious than anything so far attempted. In order to find out what measure of support may be forthcoming, members are asked to mark with a cross the events which they would like to attend. The aim has been to hold a fixture in each of the summer months, and tentative dates have been made, but these are subject to possible alteration if circumstances make it necessary. Members are asked to send the cards to the Hon. Secretary as soon as possible, in order that the results may be assessed and incorporated in the Annual Programme to be circulated with the January 1957 Journal. Brief particulars of the events shown on the cards are as follows:

13-14 April, LONDON. Saturday afternoon and evening: tour of North London Railway by normal service, followed by a talk on the line by Mr. H. V. Borley. Sunday: tour of Regent's Canal by boat.

23 June, MIDLANDS. Saturday all day: tour by coach of northern end of Oxford Canal, commencing Nuneaton, and including Hawksbury stop lock, old pumping engine and abandoned curves as far as Rugby; thence to Foxton Locks and inclined plane, Grand Junction Canal, returning to Rugby for trains.

27-28 July, WEST. Saturday afternoon and evening: tour of G.W.R. Presteign and New Radnor branches, commencing and terminating at a convenient main line station. Sunday: coach tour tracing course of Lecminster Canal.

17 August, SOUTH. Saturday afternoon: tour of railways in Guildford and Godalming area; also River Wey and Wey & Arun Navigation.

24 August, NORTH WEST. Centenary of opening of Ulverstone (sic) & Lancaster Railway, and visit to Ulverston Canal.

7-8 September, NORTH EAST. Weekend centred on Darlington, covering tramroads and early railways in the district.

May has been left blank, as the Annual General Meeting will be held during this month, and will take the form of a weekend at York. Meetings of Local Groups have not been included but will, as far as possible, appear in the 1957 Annual Programme.

PHOTOGRAPHIC RECORDS, EARLY TRAMROADS.

Mr. B. Baxter, of "Aucklands", Grey Road, Altrincham, Cheshire, has kindly offered to maintain a collection of photographs of early tramroads, waggon-ways, etc., which were constructed and used before 1830, and not worked by locomotive power. The same details are required as for canal photographs, (see March, 1956 Journal).

THE JOURNAL.

Members are asked to send any contributions, news items or correspondence by the first of the month preceding publication, except by special arrangement with the Editor.

It is regretted that a number of errors occurred in the July and September issues, and these are listed on page 83.

MEMBERS' INTERESTS.

Mr. H. W. Parris, Kettering: (a) The Railway Department of the Board of Trade, and its influence on the railways of Great Britain, (b) The cost of land purchased by railway companies.

SUBSCRIPTIONS.

Members are reminded that subscriptions were due on 30 September, and should be sent to the Hon. Treasurer, G. O. Holt, Greystoke View, Newlands Place, Penrith, Cumberland.