

JOURNAL
- of the -
RAILWAY AND CANAL HISTORICAL SOCIETY

Vol. 1. No. 4

October, 1955

NEWS FROM THE SOCIETY

HON. SECRETARY'S NOTES:

Prospectus. The Society's prospectus has now been printed, with a detachable application form incorporated. Three copies are being sent with this issue of the Journal to each member, and further copies may be had from the Hon. Secretary. It is hoped that members will distribute their prospectuses to anyone who may be interested, with a view to encouraging them to join the Society.

New Rule. At the Annual General Meeting, the new Rule printed on the enclosed slip was approved. Members are requested to attach the slip to their copies of the Constitution and Rules.

Amendments to Rules. The following amendments to the Rules were approved at the Annual General Meeting, and members are asked to alter their copies accordingly.

Rule III(4): delete "Rule VII(1)" and insert "Rule VII(1) and (4)".

Rule VIII(4): delete "30th March" and insert "31st March."
delete "30th July" and insert "31st July."

Membership List. The following changes of address should be noted, and amended in the June, 1955 List of Members:

BIDDLE, G. J. 16 Longwood Avenue, Bingley, Yorkshire.
BOUCHER, C. T. G. "Holmfield," Winnington Road, Marple,
Cheshire.
MOWAT, C. L. University College, Swansea, Glamorgan.

New Members. The following new members have been elected up to September 30, 1955:

BERRY, J. S. 61 Castle Grove, Kendal, Westmorland.
JACKSON, J. 159 Willow Lane, Lancaster.
NURSER, R. S. 39 Portland Road, Rugby.

The Society's Records and Library. Gifts to the Society in the way of review copies of books, articles in periodicals by members, extracts from papers, and any other items which will form useful contributions to the Society's records and library will be welcomed. Copies of articles written by members are particularly requested, especially those appearing in periodicals not devoted to railway or canal matters, and all contributions will be gratefully acknowledged.

The following have been received since publication of the last Journal, and the Society's thanks are due to the donors: "The Canals of Southern England" by Charles Hadfield - from the publishers (review copy): "Introducing Canals" by Charles Hadfield - from the publishers (review copy): "The Caterham Railway: the Story of a Feud and its Aftermath" by Jeffery Spence - from the author: a copy of an article appearing in the Shropshire Magazine in August, 1955, on the Maesbury Hall Mill branch of the Shropshire Union Canal, by E. A. Wilson, M.A. - from the author: "British Transport, 1954: Notes on the Annual Report and Accounts of the B.T.C." - from the Public Relations Adviser, B.T.C.: "Handlist of Plans, Sections and Other Documents deposited with the Clerk of the Peace before 1 April, 1889, pertaining to Public Schemes: Worcestershire Records Office" - from the Worcestershire County Archivist (3 copies).

SUBSCRIPTIONS

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

THE JOURNAL

To avoid possible delay in publication, contributions, other than News from the Society, should reach the Editor not later than the 10th day of the month preceding publication. Except by special arrangement, News from the Society should be received by the 20th of the month preceding publication.

THE SOCIETY ON THE AIR

At 1.10 p.m. on Thursday, September 15, the Society's celebration of the bicentenary of the Sankey Brook Navigation (see below) was mentioned in "The Week Ahead" on the B.B.C. Northern Home Service.

A recording was made by Mr. G. J. Biddle, giving brief details of the outing, the participating bodies, and the canal's origins.

FORTHCOMING EVENTS

Annual General Meeting, 1956. The Council has decided to hold a weekend gathering, incorporating the second Annual General Meeting, on May 5 and 6, 1956. The gathering will be on similar lines to the last A.G.M. at Leicester, and it has been suggested that the venue be in the neighbourhood of Gloucester. Visits to the early railways in the Forest of Dean and to the Thames & Severn Canal have been proposed, and further particulars will be given in the next issue of the Journal.

Winter Meetings. Meetings are being arranged in London and Derby during the next three months. The London meeting will consist of a visit to the British Transport Commission's Archives Office on Saturday, October 15, at 2 p.m. Mr. L. C. Johnson, Archivist to the Commission, will address the meeting, following which members will be conducted round the Records Office. Tea is being arranged at a nearby restaurant for 5 p.m., at which Mr. Johnson will join members of the Society. Members will be individually advised of this event.

The meeting at Derby is intended for a Saturday late in November, and it is hoped to include a visit to the Midland Railway exhibits in Derby Museum. Full details will be sent to members by circular in the usual way.

Birmingham group, following a meeting on September 6, hope to hold a further meeting this year for exchange of views among members. On Saturday, November 12, it is proposed to meet at Curzon Street Station to inspect the old stations there. A provisional meeting has been fixed for January 17 for a talk by Mr. M. D. Greville. Members will be sent details at a later date.

REPORTS ON MEETINGS

Preston. A meeting for north western members was held at Preston on Saturday, July 23 last. Doubtless due to the exceptionally fine weather, and the incidence of the holiday season, attendance was poor, but those present greatly appreciated the talk given by Mr. G. O. Holt entitled "A Short Railway History of Preston." Mr. Holt traced the important events in Preston's railway history, from the days of the horse-drawn waggon-ways connecting the north and south ends of the Lancaster Canal, to the present time. That Preston possesses a wealth of complicated, and often amusing, railway history was soon apparent, and the speaker is to be congratulated on his method of presentation. As Mr. Holt remarked, there is much still to be unearthed in the neighbourhood of Preston, and it is hoped that one day he will have the opportunity of giving a more detailed address to a larger audience.

Sankey Brook Navigation. Although the Duke of Bridgewater's Canal is generally supposed to have been the first in this country, the Sankey Brook Navigation (or St. Helen's Canal) was opened four years earlier, to connect the coalfields at St. Helens with the River Mersey. It obtained its Act of Parliament on March 20, 1755, and work began on September 5, 1755.

To commemorate the bicentenary of the beginning of the "canal era" some twenty members of the Society met at Widnes Town Hall on Saturday, September 17. After a most cordial welcome by the Mayor of Widnes (Councillor R. Illidge), they were shown a remarkable exhibition that had been arranged by the Borough Librarian (T. T. Bryant, Esq., F.L.A.) in association with the Widnes Historical Society. This included copies of the Acts, maps, plans, photographs, models, etc., and such unexpected items as the Will of the first engineer, Henry Berry, and a working model of the Anderton Lift on the Weaver.

At noon, a party of fifty lunched at the Central Hotel, Widnes. The Mayor and Mayoress of Widnes, the Mayor and Mayoress of St. Helens and their Town Clerks were guests of the Society. Also present were the Divisional Manager of British Waterways (C. M. Marsh, Esq.), his assistant (B. B. Hopper, Esq.), J. E. MacColl, Esq., M.P. for Widnes; and R. V. Unwin, Esq., of Messrs. Pilkington Bros., Ltd., St. Helens.

After lunch, the party went aboard "Leo", a brightly painted diesel barge from the Leeds & Liverpool Canal, and had a 2½-hour trip up the canal. At Fiddlers Ferry, a stop was made to see the lock where the canal entered the Mersey prior to the extension to Widnes in 1833, and at Sankey Bridges the railway bridge was swung aside and the main road bridge lifted for "Leo" to pass. At Winwick, Mr. Marsh showed the party the old waterways depot.

The Corporation of St. Helens kindly invited those present to tea at St. Helens Town Hall, where they were welcomed by the Mayor (Councillor Mrs. Jane Donald). After tea, Dr. T. C. Barker, an authority on local history, gave a very interesting talk about the canal, and the proceedings ended about 6 p.m.

The success of this most interesting outing was due in great measure to the Mayors and Corporations of Widnes and St. Helens for their hospitality; to Mr. Marsh and British Waterways, Mr. Frank Howarth, Dr. Barker, Mr. Bryant and Messrs. Pilkington Bros.; and to Mr. B. Baxter for his help in establishing local contact. The Society extends cordial thanks to them, and to all others who helped behind the scenes.

Liverpool & Manchester Railway. The celebrations that were to have been held on September 18 had to be cancelled owing to lack of support. It is not to be supposed, however, that this will affect future outings of a similar nature. (See also note on p.40).

THIRD CLASS TRAVEL IN EARLY DAYS

2. The Manchester and Leeds Railway

By G. O. Holt.

In the previous article, reference was made to an advertisement announcing new trains for third class passengers on the London & Birmingham Railway. It would seem that early railways did not always give their third class trains so much publicity, and comparatively little is known of the conditions under which the "lower orders" travelled. However, the railway press of the time gave attention to the matter and, in 1841, Herapath's Railway Magazine (Vol. III) recorded some details.

On September 18 of that year, this paper published a letter from a Mr. Samuel Cobham. Evidently Mr. Cobham was an early railway enthusiast, for he claimed to have travelled from end to end of ten important lines as a third class passenger, and had come to the conclusion that railway officials did their utmost to "entrap" passengers into travelling by the first and second class trains. He found difficulty in obtaining any information about third class travel, for it seems the "mixed" trains did not cater for the third class in all cases. He says he was detained for three days in the course of his tour, rather than allow himself to be tricked into going by trains of a superior class. He was subjected to "various annoyances" and "degrading treatment." Third class passengers were referred to as "Waggon passengers" and their open carriages were marshalled where "they get most coke-dust, sparks, and steam." The trains were started at inconvenient times and were detained "double the time required to make the journey" on the road. During his travels, Mr. Cobham saw two third class passengers burnt by red-hot cinders from the locomotive.

In a letter published on June 26, another correspondent tries to explain the peculiar circumstances in which the Manchester & Leeds Railway was placed with regard to third class travel. The recent opening of this line had made travel possible to a dense population of poor people in the neighbourhood so that "numbers, joined with poverty, may have an influence preponderating over all other considerations, and make third class almost the main dependence of the traffic." A further letter from the same correspondent (July 31) says of this line, "great numbers would not travel by railway at all, unless at a low rate of fare, which was the reason the stand-up carriages were adopted." Later, Mr. Herapath himself travelled on this line, and reports (December 4) "passengers for short distances are carried at disproportionately low fares in the stand-up wagons. If a man has plenty of time on his hands and chooses to book for short distances and take successive trains, he may reach Leeds at a very small outlay. But he must consume time, as he is not allowed to evade the higher charges of booking through, by rebooking forwards while the train stops."

The matter was also discussed at the Company's half-yearly meeting on September 23, 1841, when Mr. Kay asked whether it was a rule that porters should not assist third class passengers. The Chairman replied that it was. Mr. Kay then described an incident at one of the Company's stations when a "female came with a box which she wanted placed on the luggage-train." No porter would assist her, and at last a gentleman standing by picked up the box and carried it to the train. A porter intervened, and required the gentleman to produce his ticket to prove he was a passenger on the line. The Chairman explained the principles of the Company's policy. The question was whether the Company should provide for two classes of passengers with the "usual attentions," or whether a third class should be carried at a much lower fare. It had been decided that it was in the interest of the poor that they should be carried at the rate of 1d. or 1½d. per mile, and this could only be done by "using carriages to hold a much larger number of people" and limiting the expenses as far as possible.

On October 9, Herapath quoted a charge against the Manchester & Leeds published by the Northern Star. This alleged that a "bag of soot had been thrown in amongst some third class passengers" in one of the trains, and, in another case, a young man "had his Sunday clothes spoiled by being put in a carriage with some flour sacks." Further suggestions may be found that such things were deliberately done to discourage third class travel, and even second class passengers suffered to a lesser extent as, according to another newspaper, holes were bored in the carriage floors to admit draughts of cold air.

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BOOK REVIEW

"The Canals of Southern England" by Charles Hadfield.
Published by Phoenix House, Ltd., 38 William IV St.,
London, W.C.2. Price 36/-.

Mr. Charles Hadfield set himself a task of some magnitude. Beginning with "British Canals," he gave us a well-balanced picture of the history of canal transportation in this country which was both authoritative and fascinating to read. He went on to produce a number of regional studies of which "The Canals of Southern England" is the subject of this review; the others are not yet published. Such studies represent the limit possible by one man, the final step being detailed histories of individual canals.

On reading his latest book, I was lost in admiration for his thoroughness and scrupulous accuracy, although this very thoroughness makes it more difficult to read the book through

as a continuous narrative. Mr. Hadfield himself admits the difficulty, and has arranged his material most ingeniously, so that it is possible to isolate the history of any particular canal. Sources for statements quoted are collected together at the end, and there are most valuable appendices giving a tabulated summary of the main facts about the southern canals and navigations. I would like to suggest that a page reference to the appropriate map should accompany each sectional heading. As in "British Canals," the maps are well drawn, and I found constant reference to them essential.

What a fascinating story is unfolded! Canals in the south were developed relatively late, and most of them came to an early end with the introduction of railways, but they played an essential part in our economic history. There were grandiose schemes for connecting the English and Bristol Channels; a navigable connection between London and Portsmouth; a military canal built as a defence against a possible Napoleonic invasion; a flourishing Somerset Coal Canal; and a "manure" canal. The Trunk Routes from London to Bristol and Gloucester were impressive in their day, and the Gloucester & Berkeley Ship Canal showed receipts of £153,539-14-1 in 1941, and is still a flourishing concern to-day.

The ingenuity of such canal engineers as James Green, who built inclined planes and vertical lifts of various designs to overcome difficulties of the terrain, is treated in some detail, and gives one a healthy respect for the ability of those early civil engineers.

The mass of litigation which looms large in the story must have provided fortunes for the lawyers, even though it emptied the pockets of many shareholders. This is brought out well in the last three chapters, which deal with the disastrous effect of railway competition on the fate of the canals.

E.A.W.

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With reference to the article "Dickens and Coke" by H. Chase, published in the April Journal, Mr. E. A. Course informs us that the coke ovens at Folkestone were situated in the fork between the two converging lines at Folkestone Junction, and are shown on the First Edition of the Ordnance Survey 6" maps. Mr. Course also adds that the South Eastern Railway had other coke ovens at Strood Dock and at Whitstable Harbour.

THE OPENING OF RAILWAYS: CENTENARIES IN 1956.

Compiled by M. D. Greville

<u>DATE</u>	<u>RAILWAY</u>	<u>SECTION OPENED</u>	<u>MILES</u>	<u>NOTE BELOW</u>
Jan. 11	WHITEHAVEN, CLEATOR & EGREMONT	Mirehouse Jc. to Egremont and Frizington	6½	A
Mar. 1	LONDON, TILBURY & SOUTHEAD	Leigh to Southend	3	
Mar. 16	CRIEFF JUNCTION	Crieff Jc. (Gleneagles) to Crieff	9	
Apr. 7	PERTH & DUNKELD	Stanley to Dunkeld	8½	
Apr. 15	SOUTH WALES	Haverfordwest to Milford Haven	9	
Apr. 25	SELKIRK & GALASHIELS	Selkirk to Galashiels	5	
May 16	GLASGOW & SOUTH WESTERN	Ayr to Dalmellington	15	B
May 26	FORTH & CLYDE JUNCTION	Stirling to Balloch	30	C
June 2	ABINGDON	Abingdon Jc. to Abingdon	2	
June 2	COLEFORD, MONMOUTH, USK & PONTYPOOL	Usk to Little Mill	4	
June 4	STAINES & WOKINGHAM	Staines to Ascot	10	
June 18	SOUTH EASTERN	Strood to Maidstone	11	
June 30	GREAT WESTERN	Warminster to Salisbury	20	
July 1	INVERURY & OLD MELDRUM JC.	Inverury to Old Meldrum	6	
July 3	LONDON & NORTH WESTERN	Greenfield to Oldham	4	
July 8	DARLINGTON & BARNARD CASTLE	Darlington to Barnard Castle	15½	
July 9	STAINES & WOKINGHAM	Ascot to Wokingham	8	
July 16	JEDBURGH	Roxburgh to Jedburgh	7	
Aug. 5	CATERHAM	Caterham Jc. (Purley) to Caterham	4½	
Aug. 20	LEEDS, BRADFORD & HALIFAX JC.	Laister Dyke to Gildersome	6	
Aug. 25	DURSLEY & MIDLAND JC.	Dursley Jc. (Coaley) to Dursley	2½	D
Aug. 28	EASTERN COUNTIES	Stratford to Loughton	7½	
Sept. 1	GREAT WESTERN	Frome to Yeovil	26	
Sept. 1	MIDLAND	Little Eaton Jc. to Ripley	6½	
Sept. 3	CARLISLE & SILLOTH BAY	Drumburgh to Silloth	13	
Sept. 8	GREAT WESTERN	West Drayton to Uxbridge	2½	
Sept. 15	GLASGOW & SOUTH WESTERN	Dalrymple Jc. to Maybole	5½	E

Oct. 11	GREAT NORTH OF SCOTLAND	Huntly to Keith	12 $\frac{1}{2}$	
Nov. ?	VALE OF NEATH	(Aberdare Canal Head to Middle (Duffryn Colliery	2	
		(Dare Jc. to Cwmaman Colliery	3	
Nov. 1	STAMFORD & ESSENDINE	Stamford to Essendine	4	
Dec. 1	CALEDONIAN	Motherwell-Lesmahagow-Barkend	19	F
Dec. 1	WEST END OF LONDON & CRYSTAL PALACE	Crystal Palace to Wandsworth Common	4 $\frac{1}{2}$	
Dec. 22	GREAT WESTERN	(Didcot Loop: North Jc. to East Jc. 1 (Reading Loop: West Jc. to Oxford $\frac{1}{2}$ Road Jc.		
			TOTAL:	294

NOTES: A. Goods; for passengers 1.7.57. E. Goods; for passengers 7.8.56.
Dalmellington Ironworks to point near Dalrymple Viaduct (5 m.) opened for
minerals 5.4.56. C. Stirling to Balfour (20 m.) opened for goods about
26.4.56. D. Goods; for passengers 18.9.56. E. Goods; for passengers
13.10.56. F. Goods; passengers not until 1866.

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CORRECTIONS.

Chronological List of the Railways of Lancashire, 1828 - 1939, by M. D. Greville;
reviewed in the July Journal. Mr. M. J. Andrews writes to point out that the opening
date for the Ramsden Dock Line (p.198) should be June 1, 1881.

The author asks us to make three other corrections:

- P. 190 (v): for Sankey Branch read Sankey Brook.
P. 193 (i): the actual name should be Manchester, Bolton & Bury Canal Navigation
and Railway.
P. 200 A (ii): the correct name was Oldham, Ashton-under-Lyne & Guide Bridge
Junction Railway.

He also wishes to point out that (p.190) the exact form of the name was Kenyon &
Leigh Junction Railway, and not as given in the review.

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

<u>Company</u>	<u>Particulars</u>
MILFORD	Inc. Cons. Johnston to Milford (cap.14 June 5).
EAST SOMERSET	Inc. Cons. Witham to Shepton Mallet (cap. 16 June 5).
ALFORD VALLEY	Inc. Cons. Kintore to Alford (cap. 40 June 23).
Vale of Clwyd	Inc. Cons. Rhyl (jc. C. & H.) to Denbigh (cap. 45 June 23)
LOWESTOFT & BECCLES	Inc. Cons. as title (cap. 53 June 23).
COLNE VALLEY & HALSTEAD	Inc. Cons. Chappel (jc. C.S.V.S. & H.) to Halstead (cap. 61 June 30).
LYMINGTON	Inc. Cons. Brockenhurst to Lymington & quay at latter place (cap. 71 July 7).
SITTINGBOURNE & SHEPNESS	Inc. Cons. as title (cap. 75 July 7).
YARMOUTH & HADDISCOE	Inc. Cons. as title to jc. with East Suffolk at Haddiscoe (cap. 79 July 7).
EPSOM & LEATHERHEAD	Inc. Cons. Epsom (jc. L.B. & S.C.) to Leatherhead (cap. 92 July 14).
SALISBURY RAILWAY & MARKET HOUSE	Inc. Cons. branch from L. & S.W. to Market and erection of Market Ho. (cap. 93 July 14).
STOCKTON & DARLINGTON AND NEWCASTLE & CARLISLE UNION	Inc. Cons. Stocksfield (N. & C.) to Conside Ironworks (sic) and branch to Derwent Iron Co's rly. (cap.94 July 14).
WEST OF FIFE MINERAL	Inc. Cons. Dunfermline to Killairnie and branch (cap. 98 July 14).
MAYBOLE & GIRVAN	Inc. Cons. as title (cap.99 July 14).
FOREST OF DEAN CENTRAL	Inc. Cons. Awre (jc. S.W.) to Howbeach; branches to Foxes Bridge and R. Severn at Brimspill (cap. 100 July 14).

<u>Company</u>	<u>Particulars</u>
SOMERSET CENTRAL	Cons. Glastonbury to Bruton (jc.W.S. & W.) (cap. 102 July 29 <u>sic</u>).
INVERNESS & ABERDEEN JUNCTION	Inc. Cons. Nairn to Keith (cap. 110 July 21).
DUNBLANE, DOUNE & CALLENDER	Inc. Cons. Dunblane (jc. S.C.) to Callender (cap. 113 July 21).
CASTLE DOUGLAS & DUMFRIES	Inc. Cons. as title (cap. 114 July 21).
LONDON & SOUTH- WESTERN *	Cons. Yeovil to Exeter and curve at Yeovil from S. & Y. to Y. & E. line (cap. 120 July 21).
ELY TIDAL HARBOUR & RAILWAY	Inc. Cons. railway Radyr (jc. T.V.) to River Ely opposite Cogan Pill (cap.122 July 21).
MID KENT (BROMLEY TO ST. MARY CRAY)	Inc. Cons. Shortlands (jc. W.E. of London & Crystal Palace) to St. Mary Cray (cap. 125 July 21).
SHREWSBURY & WELCHPOOL	Inc. Cons. Buttington to Shrewsbury and branch to Minsterley (cap.132 July 29).
SCOTTISH MIDLAND JC.) ABERDEEN) SCOTTISH NORTH-) EASTERN)	Amalgamation of three companies under title "Scottish North-Eastern Railway" (cap. 134 July 29).
DORSET CENTRAL	Inc. Cons. Wimborne (jc. Southampton & Dorchester) to Blandford (cap. 135 July 29).
PERTH, ALMOND VALLEY & METHVEN	Inc. Cons. branch Scottish Midland Jc. Railway to Methven (cap. 136 July 29).
OXFORD, WORCESTER & WOLVERHAMPTON	Extension of Time (to July 29, 1860) for completing and adapting line to Broad Gauge (cap. 137 July 29). N.B. By this Company's Act cap. 126 July 21, they were empowered to raise additional money for this work.

Fifty-three Local and Personal Statutes affecting railways were passed during the session of 1856, but there were none affecting canals. The above list includes all those incorporating new companies, with the addition of more important ones granting powers to companies already incorporated.

Acts cap. 14 and 16 are 19 Vic., the remainder 19 & 20 Vic.

It will be noted that cap. 102 appears to be out of progressive date order. This is a very rare occurrence, but the reason is not known.

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

* The actual title of incorporation was "London and South-western." The small 'w' was always so shown.

QUERIES SCHEME

A "Queries" scheme is to be started for members trying to find answers to the more abstruse and complicated problems of railway and canal history, or requiring information about original records in specific localities. Mr. Charles Hadfield has agreed to organize this, and will circulate queries to approximately 325 libraries and similar bodies. Answers will be sent direct to correspondents. Queries should be sent to Mr. Hadfield at 28, Newton Road, London, W.2., together with a remittance of ONE SHILLING. Queries must reach him not later than 31st December or 30th June, there being two "circulations" each year, unless demand turns out to be heavy.

LIVERPOOL & MANCHESTER RAILWAY HISTORY

As this year is the 125th anniversary of the opening of the Liverpool & Manchester Railway, the Society is publishing a short history of the line, by Mr. G. O. Holt, covering events from the year 1830 to 1845, about which little has hitherto been written. Publication will be about mid-October, and copies, limited in number, will be sold at cost price (probably about 4/-). Members will be advised by circular in due course.

UNIVERSITY COURSES

The interest in railway and canal history continues to rise, an interest that is shared by the Extra-Mural Departments of some of our Universities, who are running courses this winter on various aspects of railway and transport history.

Members may like to know of some of the courses about which we have received information, showing the type of work that is being done; it may be useful for future reference.

Some Universities, who are not yet doing courses in transport history, have expressed great interest, among them Oxford, Cambridge, Edinburgh, Glasgow, Bristol, Sheffield, Durham and Liverpool, and would be glad of any support which would enable them to form classes. Members or their friends who are interested should get in touch with the Director of the Extra-Mural Department of the University concerned.

LONDON. Following last year's great success of "Our Railway Heritage," London is providing courses on "History and Geography of London's Railways" and "History of London's Passenger Services" - both by Mr. E. A. Course, Member; "Railways and the Social and Economic History of the 19th Century" - in part by Mr. H. A. Vallance; and studies of Railways in Britain in selected regions.

BIRMINGHAM is doing "Transport in the Midlands", the historical development in the Midlands from roads, canals and railways to tramways and the motor bus, (Messrs. Clinker, Stedman, Hadfield and Jenson).

NOTTINGHAM. Two courses have been arranged, one at Nottingham and the other at Derby, on Railway History and Research. The tutor in each case is Mr. C. R. Clinker.

LEEDS has organized a three-year course on the History, Economics and Current Problems of the British Railways.

"WATERWAYS"

The Society has received No. 1 (September) copy of Waterways, the Staff Magazine of British Transport Waterways. Under the re-organization of British Transport, separate Boards of Management were set up for Docks and for Inland Waterways. Lock and Quay, which hitherto catered for both sections, ceased publication last year, and Waterways, which contains interesting articles and notes, and some good photographs, takes its place as far as Inland Waterways staff are concerned. It is published every two months, and is obtainable from 222, Marylebone Road, London, N.W.1., price 3d.

CORRESPONDENCE

Sir, - I was interested to read the review of my paper on "The Bexley Heath Railway" and think your readers may appreciate some explanation of the points raised. Like your reviewer, I do regret that it did not prove possible to set out a full list of the relevant Acts of Parliament. The Bexley Heath Company promoted eight Bills, of which six were successful. Five South Eastern Railway Acts refer to the Bexley Heath.

The north curve at Crayford Creek was part of the original plan, opened with the rest of the line on May 1, 1895. For some years, most of the trains ran from Blackheath to Erith, and the curve was well-used. It still carries passenger trains, including those which make a circular trip from London via the Bexleyheath and North Kent lines.

Attention is drawn to the spelling of St. Germain's and Bexleyheath. That of the "Earl of St. Germain's" is used in the Minute Books of the Company, and also appears in local records. It was used for several thoroughfares, although in many cases the 'i' has now been deleted. Transcripts of the family deeds dating back to 1833 invariably use the 'i'. I decided to copy the spelling given in the Minute Books, but I should have explained this in the offprint. Bexleyheath presents a thornier problem. As mentioned on p.5 of the offprint, the local council decided to change the name from Bexley Heath to Bexleyheath in 1894, in emulation of Blackheath. The railway was informed, but the old title was never changed by them. This inconsistency between the name of the place and its railway I have reproduced. The inconsistency is perpetuated at the present station, the canopy outside showing Bexley Heath and the nameboards on the platforms Bexleyheath.

I must confess to feeling a little disappointed that the confidence of your reviewer in my paper was shaken by my handling of these details, which do not comprise a large proportion of the essay. In a paper designed for a local history society, many details have to be omitted, but I would have valued the reviewer's opinion on the selection of what seemed to me the most important and interesting material. Yours, &c.

EDWIN COURSE.

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Letters on matters of general interest to members of the Society are welcomed. It should be noted, however, that the Editor is not responsible for opinions expressed by correspondents.

Articles, or quotations from them, may not be reprinted without written permission from the Editor.

RECENT LITERATUREWilliam J. Skillern

The books, etc. listed below have been published since January 1, 1955, and it is intended to include a similar list in each future issue of the Journal. The aim of "Recent Literature" is to give a complete list of published works likely to be of interest to members, with no attempt at reviewing or evaluation of items.

The first issue only of new periodicals, year books, annual reports, etc. will be noted. The appropriate publications of H.M. Stationery Office will be included, but not accident reports, which are largely of a technical nature.

Articles in newspapers and periodicals not usually devoted to railways and canals will also be included. It is, however, quite impossible for one person to see all local newspapers and magazines, and members are asked to co-operate by sending me copies of those containing suitable articles. If this is not possible, please let me have a note of the following details: title and author of article (also subject if not evident from title); exact name of periodical, etc., and its date of issue.

- AICKMAN, Robert. The Story of our Inland Waterways. 1955.
(Pitman, 7/6)
- ALLEN, Cecil J. The Great Eastern Railway. 1955. (Ian Allan 25/-)
- COURSE, E. A. The Bexley Heath Railway. 1954 (i.e. 1955).
(Woolwich & District Antiquarian Society, 2/6).
(Also in "Woolwich & District Antiq. Soc.
Proceedings", Vol. 30, 1954).
- COZENS, Lewis. The Plynlimon & Hafan Tramway. 1955. (Cozens 5/-)
- GOTHERIDGE, I. & PLANT, K. The Ashover Light Railway. 1955.
(The Authors, 5 Kingsland Road, Lee, Ldn, S.E.12. 1/6).
Duplicated Typescript.
- GREVILLE, M.D. and SPENCE, Jeoffry. A Handbook to Closed
Passenger Lines of England & Wales, 1827-1939. 1955.
(The Authors, 8 Stanstead Road, Caterham, Surrey. 7/6)
Duplicated typescript.
- HADFIELD, Charles. The Canals of Southern England. 1955.
(Phoenix House, 36/-).
- HADFIELD, Charles. Introducing Canals: a guide to British
Waterways today. 1955. (Benn, 16/-).
- KIDNER, R. W. The Cambrian Railways. 1954. (i.e. 1955).
(Oakwood Press, 9/6).
- "MANIFOLD". The Leek & Manifold Valley Light Railway. 1955.
(J. H. Henstock, Avian Press, Ashbourne, 5/-).
- NOCK, O.S. The Railway Engineers. 1955. (Batsford, 18/-).

BRITISH TRANSPORT COMMISSION. Canals and Inland Waterways:
 report of the Board of Survey. 1955. (B.T.C. 8/6).
 British Transport Commission Order Confirmation Act, 1955:
 an Act to confirm a Provisional Order under the
 Private Legislation Procedure (Scotland) Act 1936
 relating to the British Transport Commission.
 1955. (4 Eliz. 2, Ch.1). (H.M.S.O. 9d).
 "WATERWAYS". Staff Magazine of British Transport Waterways,
 Every two months from September 1955. (B.T.C. 3d.)

ARTICLES:

A Forgotten Waterway: the ingenious Bude Canal, by David
 St. J. Thomas. (In "Chambers's Journal," July 1955).
 Railway Interest and Oddities in Wirral, by H. A. Robinson.
 (In "Cheshire Life," March 1955).
 Railway History: a Supplement to Peddie (a bibliography of
 individual railway histories, 1943-54), by
 William J. Skillern. (In "Library World,"
 March 1955).
 The History of the Western Valley's "Missing Link": (the
 Brynmawr & Western Valleys Railway), by William J.
 Skillern. (In "South Wales Argus," July 12, 1955).
 They wanted a railway from Nantyglo to Brynmawr: (a report
 reprinted from its issue of March 3, 1899, when
 the Brynmawr & Western Valleys Railway Bill was
 before Parliament). (In "South Wales Gazette,"
 Feb. 18, 1955).

The September 1955 issue of "Design" is devoted to railways,
 at home and abroad.

Members who have read "Chronological List of the Railways
 of Lancashire" by M. D. Creville, will be interested to hear that
 a companion publication, "Chronological List of the Railways of
 Cheshire, 1837-1939," by the same author, will be published in
 November by the Historic Society of Lancashire & Cheshire.
 Advance orders are invited by the Editor of that Society at
 10, Beach Priory Gardens, Southport, Lancashire. The price will
 be 2/3 post free.

Errata: p.31 - For 'British Transport Commission's Archives' read
 'British Transport Commission Historical Records'.

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 8, Stanstead Road, Caterham, Surrey.