J O U R N A L

- of the -

RAILWAY AND CANAL HISTORICAL SOCIETY

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A SHORT HISTORY OF THE BRADFORD CANAL

Continued from p. 69. By Gordon Biddle.

Nearly all the route can be walked over, and although the locks were numbered from Bradford, it is more convenient to describe it from Shipley as that is the easiest point of access. At the junction of the Leeds & Liverpool Canal just below Otley Road Bridge, in the centre of Shipley, is a row of three stone-built cottages set back from the towing-path, and shortly passes beneath the Midland Railway main line and the Great Northern Railway Shipley branch on girder bridges set side by side, immediately followed by Windhill Lock, which acts as a retaining wall to the earth filling, for there is no water beyond this point. The two furlongs containing water are used for mooring pleasure boats.

Beside the lock are two stone cottages and the first of the red brick pumping-engine houses which, with its semi-circular arched windows, is typical of the others on the canal. The filled-in bed is used as an ash road for parking vehicles and as access to garages. Bridge Street, Shipley, passes over the site by a cast-iron bridge bricked up for use as an air-raid shelter, and a little way beyond is Midland Dyeworks, once served by a wharf. Bradford Beck is on the right, with the Bradford line of the Midland Railway beyond, and the three keep company all the way to Bradford. A steel girder bridge next carries Briggate, Windhill, over the canal bed, and here the

change in level, marking the site of Pricking two-rise locks is faintly discernible, six furlongs from Shipley. Here again is an engine house, this time with stables, from which it appears that it was a changing point for horses. Below the lock is a small stone arched bridge, now filled in.

The site continues as a footpath, with traces of retaining wall on the right where a steep bank falls to the beck. A mile from Shipley is the site of Cragg End Locks, a three-rise staircase, and the footpath ascends between the partially buried walls. Just beyond is Poplar Road, which crossed the canal, although there is now no trace of a bridge. Judging from the levels it seems probable that a wooden swing bridge, common on the Leeds & Liverpool, existed here, as the road is not of great importance. The course of the canal from this point is occupied for some 400 yards by Poplar Crescent, a cul-de-sac, and not aptly named as it is almost straight. At the end of the road a footpath continues along the site to Holden's Grease Works, which at one time possessed a wharf. There immediately follows Gaisby Lane Bridge, an iron structure which is the boundary between Shipley and Bradford. The arch of the bridge is fenced off, and from this point to Stanley Road Bridge, 500 yards away, the canal is private property and contains water. It is used as a reservoir, or "dam", by the adjacent Oswin Mills, and is the only stretch, apart from the first few yards, which still looks a waterway. It is here that Frizinghall Wharf stood.

The arch on the Shipley side of Stanley Road Bridge is bricked up for use as a store place by the mills, but the other side is filled in by grass embankment. For over a mile the canal bed is now visible, for the most part dry and filled with rushes, although it collects a certain amount of water in the winter. Oliver Locks, two miles from Shipley have two rises, and the lower and uppergates still stand. The middle one lies in the lock chamber. There is another hump-backed bridge here, in perilous condition, together with the lock cottage and engine house.

At Bolton Lane all traces of the bridge have disappeared, and here again the levels suggest that a swing bridge existed. Queen's Road Bridge, just beyond, is a wide-spanned, stone and concrete structure of more recent age, being built in connexion with a new road scheme. There is a little water in the canal here. King's Road Bridge, a little further on, is similar, and there was at one time a wharf serving Bradford Gas Works close by. The last locks, Spinkwell two-rise, lie a short distance beyond at 2 miles 4 furlongs, although only the first lock remains, the upper chamber being filled in. There is also the usual cottage and engine house, the latter complete with its tall chimney, the only one retaining this feature.

The site cannot be walked upon beyond Spinkwell as it is used for an electricity sub-station, although by peering through the iron railings lining Canal Road parts of the stone edging can be seen in several

places. Only four furlongs lie between Spinkwell and the end of the canal, three miles from Shipley, where stand the three great warehouses built by the last owners. They straddled the canal itself, and are built largely of timber. In excellent state, they are today owned by a firm of public warehousemen and storers, so still retain their original purpose.

The line of the old canal to Broadstones has been entirely built upon, although the hump of the old bridge in Northbrook Street is still quite apparent; a public house stands on it. The only other relics are a few mooring rings along the base of an old warehouse wall. Broadstones itself, a notorious slum in its time, disappeared soon after the upper part of the canal was closed, and today the site of the old basin lies somewhere under the middle of Forster Square.

This, then, forms the bare bones of the Bradford Canal's history, but is not the entire story by any means, being based upon contemporary, and mainly local, sources. The day-to-day working of the canal and the lives of its personalities have not been investigated, as the company's records up to 1850, if they stillexist, have yet to be found. After that date they are in the hands of the British Transport Commission, and it is hoped that a study of these will reveal material to complete the picture.

Finally, the author must acknowledge his gratitude to the following people who have given facilities for research or provided information: the Editors of the Bradford Telegraph and Argus and the Yorkshire Post, the City Librarians of Bradford and Leeds, Bradford City Engineer, the Director of the City of Bradford Art Gallery and Museums, the Warwickshire County Archivist, E. E. Dodd of Bingley, Charles Hadfield and B. Baxter.

APPENDIX

Acts of Parliament concerning the Bradford Canal

Bradford Canal Act, 11 Geo. III c.89. April 29, 1771 (Incorporation).
do. 42 Geo. III c.93. June 22, 1802 (Mortmain).
do. 34 & 35 Vic., c.155. July 24, 1871 (Sale to Limited Company).
Bradford Canal (Transfer) Act 41 & 42 Vic., c.156 July 4, 1878 (Sale to Leeds & Liverpool).
Canal Tolls & Charges No. 3 (Aberdare &c. Canals) Order Confirmation Act, 57 & 58 Vic., c.198. August 17, 1894.
Bradford Canal (Abandonment) Act 12 & 13 Geo. V c.29. June 29, 1922.

Locks (from Bradford) with rises

1 & 2	Spinkwell	19ft. 5 in.	(staircase)
3 & 4	Oliver	17ft. 4 in.	(staircase)
5,6 & 7	Cragg End	24ft. 4 in.	(staircase)
8 & 9	Pricking	14	(Staircase)
10	Windhill	10 4 in.	(staircase)

It is interesting to note that the only locks to approach the authorized dimensions of 66ft. by 15ft. 2in. were Oliver, 66ft. 1in. by 14ft. 10in. Windhill Lock is as short as 63ft. 4in.

Sources

THE BRADFORD OBSERVER (later the YORKSHIRE OBSERVER). 1849-1922.
THE LEEDS INTELLIGENCER 1770-1775.
CANALS AND WATERWAYS 1921 and 1922.
HISTORICAL NOTES ON BRADFORD CORPORATION by William Cudworth, 1881.
YORKSHIRE PAST AND PRESENT by Thomas Baines, 1873.
AN HISTORICAL ACCOUNT OF THE NAVIGABLE RIVERS, &C.... IN ENGLAND AND WALES by Joseph Priestley, 1831.
NOTES ON THE EARLY HISTORY OF THE LEEDS AND LIVERPOOL CANAL, by H. F. Killick, in "The Bradford Antiquary", Vol.3, 1896-1900.
BRADSHAW'S CANALS AND NAVIGABLE RIVERS, compiled by R. de Salis,1918.
Miscellaneous Papers, Cartwright Hall Museum, Bradford.
Report of the Royal Commission on Inland Waterways: Appendix to Canal Returns, 1905.
Teesdale's Map of Yorkshire, 1828.
Set of Local and Personal Acts contained in Warwickshire County Law Library, Shire Hall, Warwick.
Martin's Map of the Country Ten Miles around Leeds, 1831.

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FOOTNOTE FROM "THE LIFE OF ROBERT STEPHENSON, F.R.S." by J. C. JEAFFRESON 1864.

"A note ought to preserve a story connected with the construction of the Liverpool and Manchester Railway. The excitement of the public mind on the subject of railways gave a new turn to the eccentric humours of disordered intellects. Many were the delusions and extravagancies of persons afflicted with railway mania. One inoffensive elderly gentleman, residing in a suburb of Liverpool, conceived a passion for tunnelling, and a noble ambition to surpass the achievements of George Stephenson. Without making any unnecessary noise he hired a number of workmen, and amused himself for a while with driving tunnels under the surface of his own grounds. At length, wishing to astonish the "professional hands", he burrowed beyond the boundaries of his own property, and bored into the great railway tunnel, then near its completion. George Stephenson had heard nothing of the monomaniac's proceedings; he was, therefore, not a little astonished one morning, as he passed along his tunnel, to hear a noise of a human voice cheering over his head, and on looking up to see, through a hole knocked in the brickwork of the tunnel, the protruding face, glowing with exultation, of an elderly gentleman, who persisted in demonstrations of satisfaction and exclamations of 'How are you?'."

(From D. Garnett).

THE OAKHAM CANAL

By N. Talbot-Smith

(Appendix to article appearing since January 1958).

Table of Locks

Lock No.	Distances between Locks (i.e. from previous Lock)					Distances from No. 1 Lock		Rise	
	Ml.	Fgs.	Chs.	= Ml.	Yds.	Ml.	Yds.	Ft.	In.
1	0	0	0	0	0	0	0	7	0
2	0	1	2	0	264	0	264	6	6
3	0	4	8	0	1056	0	1320	4	0
4	0	4	4	0	968	1	528	4	0
5	0	4	8	0	1056	1	1584	6	0
6	0	5	8	0	1276	2	1100	3	6
7	0	3	8	0	836	3	176	7	0
8	0	3	2	0	704	3	880	8	0
9	0	5	9	0	1298	4	418	8	0
10	0	1	2	0	264	4	682	8	0
11	0	4	6	0	1012	4	1694	8	0
12	0	2	8	0	616	5	550	8	0
13	1	2	2	1	484	6	1034	8	0
14	0	1	6	0	352	6	1386	8	0
15	0	3	0	0	660	7	286	8	0
16	0	4	4	0	968	7	1254	8	0
17	0	4	4	0	968	8	462	8	0
18	0	2	2	0	484	8	946	8	0
To Cutt's Close	6	5	3	6	1166	15	352	Level	

It should be noted that these figures were taken from the original survey map and there is no guarantee, therefore, that they represent the final sites of the Locks along the canal. When the canal was investigated before preparing the present account it was suspected more than once that the actual lock sites differ in some cases by as much as 100 yards from their proposed positions.

Approximate Lock Positions

(An Ordnance Survey Map, preferably 2½" to the mile, should be studied in conjunction with this table).

Lock	O.S. Ref.	Approximate Location	Rise
1	755188	At basin in Melton Mowbray	7'
2	760190	About 30 yds. west of Scalford Brook	6' 6"
3	770193	60 yds. W. of Swing-Bridge	4'
4	(?)774193	Start of bend, 300 yds. E. of Swing-Bridge	4'
5	777184/5	⅛ ml. W. of Brentingby Bridge	6'
6	788187	¼ ml. E. " " "	3' 6"
7	797189	¼ ml. W. of Wyfordby Bridge	7'
8	802190	200/300 yds. E. of Wyfordby Bridge	8'
9	814193	Saxby Station (hidden by)	8'
10	819193/4	Between two streams at start of bend	8'
11	823192	200 yds. from crossing at railway bridge	8'
12	822186	200 yds. on South side of railway	8'
13	832172	On line of railway, at end of embankment	8'
14	833170	On wet stretch N.W. of Whissendine Station	8'
15	839167	300 yds. E. of Whissendine Station	8'
16	845170	Nr. cottage at sharp bend in road	8'
17	855175	On bend, 300 yds. N.W. of stream	8'
18	856170	200 yds. S. of the stream mentioned above	8'

(Concluded)

AN EARLY UNECONOMIC BRANCH LINE

By C. R. Clinker

That admirable reference work, A Handbook to Closed Passenger Lines of England & Wales 1827 to 1939 by M. D. Greville and Jeoffry Spence, lists fifteen sections of line closed before 1849. Of these, only four can be regarded as possibly due to the traffic being insufficient to justify their retention.

In one case, however, there is concrete evidence on this point. The Midland Railway (Clay Cross and Newark) Act of 16 July 1846, authorized a line from the former North Midland at Clay Cross, via Sutton-in-Ashfield, Mansfield, Blisworth and Southwell, to a junction with the Nottingham - Lincoln section at Rolleston. Only the Southwell and Rolleston section (2m.29ch.) was built; it was opened on 1 July 1847.

The branch to the small diocesan town did not thrive. In February 1848, locomotive working of passenger trips was replaced by horse power "with a view of reducing the outlay within the receipts". But the traffic was so meagre that the Midland decided it could no longer be accommodated and announced the withdrawal of the passenger service as from 1 August 1849.

At first Southwell was evidently not greatly disturbed at losing its service, but when the last coach service to Newark was withdrawn in January 1852, a memorial from the townspeople was sent to the Midland directors petitioning for restoration of the trains. These started to run again on Easter Monday, 12 April. But, as before, there was insufficient patronage and they were withdrawn, at only a week's notice, from 14 March 1853.

The branch remained closed for passengers until 1 September 1860, when the service was permanently restored, but there seems to be no evidence of a request from the inhabitants on this occasion.

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"DEAR SIR ROBERT...."
A LETTER OF GEORGE STEPHENSON

By H. W. Parris, M.A.

Samuel Smiles relates, in his "Life of George & Robert Stephenson," how George Stephenson came to write to Sir Robert Peel on the subject of gradients. Sir Robert had commented in the House of Commons on a report from the Board of Trade which contained views on gradients very much at variance with those of the old engineer.

Smiles goes on:

> When Mr. Stephenson saw this report of the Premier's speech in the newspapers of the following morning, he went forthwith to his son, and asked him to write a letter to Sir Robert Peel on the subject..... Robert accordingly wrote a letter for his father's signature, embodying the views which he so strongly entertained as to the importance of flat gradients, and referring to the experiments conducted by him many years before, in proof of the great loss of working power which was incurred on a line of steep as compared with easy gradients.

The letter itself is preserved among the Peel papers in the British Museum, and reads as follows:

24 Great George Street,
Westminster.

15 March, 1845.

Dear Sir Robert,

As there is so much doing in railways before Parliament and so much said about gradients I have thought it right to send you the enclosed table showing the loss of power by gravity alone.

We are certainly making engines much more powerful than we did and can get over bad gradients better, but the loss of power will always be in the proportion shown by the figures in the table. I will venture to say that there is no railway that I have made where to save the extra cash I would put bad gradients. There are, however, many situations where bad gradients must be adopted to save expense but those cases can not be considered as authorizing the indiscriminate introduction of them. It is this error that has led to the prevailing delusion respecting direct lines of railway. Levels are comparatively neglected and everything sacrificed to the shortest route. This error will lead to enormous waste of capital and will not give the public that accommodation which properly designed railways should do. This erroneous view about short lines and steep gradients leads in point of fact to a misapprehension of those improvements which have within the last few years been made in the locomotive engine. These improvements have given a great increase in its powers but the true question is whether should (sic) these increased powers be employed to overcome bad gradients or to increase the speed of travelling. I would answer that the latter is the most correct view to (sic) take as a general rule, applicable to all main trunk lines of railway where certainty and dispatch are the chief objects. On the other hand where the face of the country is very rough and the amount of traffic not sufficient to justify a large expenditure of capital the introduction of inferior gradients is called for by necessity. But I see engineers, and of course the public with them, getting more and more indifferent to the acquisition of good gradients, whereas every true mechanical view points to the vital importance of good levels for the full advantageous development of the powers of railways and locomotive engines.

All our best railways, or those upon which the quickest and most regular speeds are maintained, are those with good gradients, and this must ever remain the case. Whatever power is spent in overcoming gravity is spent in vain and I would again repeat that it is better to employ the increased powers of the locomotive engine in adding to the velocity, certainty, and regularity of travelling, rather than to the overcoming of gravity, which is lost power altogether and in proportion as it is increased in amount leads to loss of speed and irregularity.

I trust you will excuse the liberty I have taken in bringing this matter before you, but it is one upon which I am satisfied by long experience most erroneous views are taken by engineers generally.

I remain, dear Sir Robert,
Yours obediently,
George Stephenson.

The following table was enclosed with the letter:

		Tons	Tons	Tons	Tons	Tons
Assumed gross maximum draft of an engine on a level		100	150	200	250	300
		Nett load at the annexed rises per mile				
	Feet	Tons	Tons	Tons	Tons	Tons
Rise in feet per mile	6	60	100	140	175	215
	12	46½	80	113	141	175
	18	37	66	94	118	146
	24	30	55	80	100	125
	36	20	40	60	75	95
	50	12	28	45	55	72
	60	8	22	35	44	58
	80	2	13	19	30	41
	100	nil	8½	18	23	32

Note: The weight of engine to 200 tons load is taken at 20 tons. Above that load at 25 tons. Friction is assumed at 10 lb. per ton.

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LONDON & BIRMINGHAM RAILWAY

By C. R. Clinker

Railway historians have usually accepted the statement that the final section of the London & Birmingham Railway, between Denbigh Hall and Rugby, which was delayed by difficulties in completion of Kilsby Tunnel, was brought into use on 17 September, 1838.

This appears to require modification. Examination of the Northampton Herald and Northampton Mercury of the period shows that it was proposed to run a "small engine and train" between Denbigh Hall and Roade in connexion with the London trains, "but only for passengers coming to Northampton and eastern parts of the county." This service was intended to start on Monday 18 June, but was postponed due to heavy rain causing the embankments to settle; there is no evidence that it was, in fact, commenced. The substance of the newspaper reports also appears in the Railway Times for 30 June at page 343, but here the expression "on Monday next" is misleading.

On Thursday 21 June, the insertion of the last brick in Kilsby Tunnel was carried out with great ceremony by Mr. Lean, superintending engineer, in the first shaft from the south end; George and Robert Stephenson and other notables were present. A band preceded them into the tunnel and played its way through to the north end where "sumptuous", but separate, repasts were provided for officials and workmen.

The first through public passenger services commenced on Sunday 24 June, the 9.30 a.m. from Euston to Denbigh Hall being extended to Birmingham and an additional train leaving Birmingham at 10.0 a.m. for London "stopping at all the stations." (Official advertisements in the Northampton Herald, Northampton Mercury and Railway Times for 23 June.)

The limited service was probably due to having only one permanent track in use for part of the distance. Through services were not apparently, confined to Sundays. The Northampton Herald on 1 September, reports, in reference to a man who jumped from a down train near Denbigh Hall, that he was conveyed thence to Birmingham "by Friday morning's train." The Company's minute books make no direct reference to these through services starting before 17 September, and it seems probable that the secretaries were left to arrange them with the Engineer, depending upon the state of the works, etc. It may well be that their regular performance and possible discontinuance at short notice were in doubt and for these reasons they were not advertised. There was considerable additional traffic at this time caused by the Queen's Coronation, although the excessive overcrowding on the coaches referred to by Steel in The History of the London & North Western Railway is not reported in the Northampton papers.

It is clear, however, that some trains continued to start from and terminate at Denbigh Hall and that the full service (and closure of Denbigh Hall) did not take effect until 17 September. Conveyance of goods traffic started on 12 November, Third class passengers were carried from 5 October 1840, their trains (one in each direction) taking 8 hours "up" and 8¾ hours "down", including one hour at Roade for refreshments. First and second class passengers refreshed themselves at the well-known establishment at Wolverton immortalized by Sir Francis Head in Stokers and Pokers. At Roade they probably adjourned to the adjacent public house.

CORRESPONDENCE

The Oakham Canal

Sir, - I have read Mr. Talbot-Smith's articles on the Oakham Canal with admiration. There are, however, one or two points which can be added in amplification of his remarks.

1. I think that a careful search of that part of Melton on the north side of Melton Midland station might reveal traces of the line. There is an admirable town plan in the offices of a Melton solicitor which shows a basin roughly where the Midland goods yard is now, and the Oakham Canal running straight in the direction of Lock No. 3. The canal ran close to the cottages known as Birmingham-row, which were on one occasion flooded by an overflow from the canal. There is considerable interest in local history at Melton and I will try to obtain more accurate information.

2. Between Locks 7 and 8 there is a reference to a large triangular basin. This may have been due to a deviation, but I am inclined to think it may have been the point "Freeby Bridge", where the canal was re-started after a survey and report by William Duan in 1798.

3. Where the bridge road from Langham to Burley crosses the canal, north of "Turnover Bridge" there is what seems to me to have been a wharf. As there is apparently the remains of a wall I wonder if this is the site of the Cottesmore Wharf, where permission was given by the canal company to erect a cottage. It is, however, much nearer to Burley than to Cottesmore.

4. There never was a feed reservoir as far as I can discover, whence the perpetual lack of water in the summit level in summer.

5. The canal never got to Cutts Close, as Cutts Close is known today, i.e. the open land south of the "North Back Way", which is now called Station Road. There are references in the minutes to unsuccessful attempts to open a road from the wharf past the west side of the Odd House Inn to the North Back Way, which shows clearly that the canal did not cross the latter. The warehouse constructed about 1840 by the canal company has been converted recently into the Barraclough Hall of Oakham School, and as far as I can judge was entered by a side channel off the canal on the east side. The first edition of the Ordnance Survey 1" map of which an early (pre-railway) print is in the reference room of Melton Public Library shows the end of the Canal, but unfortunately not very clearly.

D. H. TEW.

Photographic Competition

Sir, - Do not think me cynical if I profess no surprise that this competition was a flop! About ten years ago a similar competition was instituted at my suggestion in the North Western area of the

Stephenson Locomotive Society, and though it is still held, the Chairman has to make an annual appeal for support. Whilst agreeing in part with Mr. E. A. Wilson's article in the July Journal, wherein he records the Council's view that out members use their cameras for record purposes only, I feel that this is only part of the reason. Here are some others:

1. Members are not interested in photography for its own sake, but merely as a means to an end.

2. Members are diffident about submitting a third rate picture of a first class and original subject because they feel that photographs are judged by "arty-crafty" merits and not on originality of subject or the circumstances in which the object of the picture was discovered and photographed.

3. Whilst spending time and money in preparing prints for a competition which they are only going to support "for the sake of the Party", members may argue that they could have spent the evening more profitably mowing the lawn in order to free their Saturday afternoon for some railway or canal safari.

Mr. Wilson's last suggestion is a good one; let us have an exhibition of really interesting and unusual matter. After all, the discovery of an old canal milestone, for instance, the cleaning up of the stonework and the way in which its difficult position was oversome for the purpose of a photograph, lend as much merit to the finished picture as the picture itself. There must be a picture which the average monthly magazine will not print as being too esoteric or requiring written matter to support it.

JAMES I. C. BOYD.

Sir, - I would like to add one or two remarks to Mr. Wilson's article in the July issue. Firstly, I heartily endorse his remarks on the size of the entry for the Society's photographic competition. Secondly, membership of a good photographic society is often an advantage. One can get good advice on equipment, processing technique, and pictorial composition. Very often a photographic society will offer dark-room facilities which are a boon to those in lodgings, as well as the financially embarrassed.

P. A. NORTON.

Sir, - If I can read in the Presidential Address that the Journal might be used as a place wherein we may set out our particular line of research and, as a result, advise other members of our intentions, etc., then it is a most progressive idea which deserves full support.

JAMES I. C. BOYD.

(Only a very few members have intimated their interests for publication. Details from other members are always welcome. - Ed.)

RECENT LITERATURE

William J. Skillern

ALLEN, Cecil J. Railways of Britain. 1958. (Nelson, 7/6).

BRITISH Railways: Wages, conditions, modernization, trade unionism. 1957 . (Communist Party of Great Britain, 6d.)

HEYWOOD, Barbara (compiler) Acts of Parliament relating to Manchester, 1540-1800: a handlist . 1957. (Manchester Public Libraries, 2/6).

INLAND WATERWAYS: Report of the Committee of Inquiry. 1958. (Cmnd. 486). H.M. Stationery Office, 6/6).

JONES, Richard Bagnold British narrow gauge railways. 1958. (Black, 18/-).

NOCK, O. S. Father of railways: the story of George Stephenson. 1958. (Nelson, 10/6).

STANFORD'S Inland Cruising map of England for larger craft. Scale, 8 miles to 1". 1958. (Stanford, 15/-).

TUPLIN, W. A. Great Western steam. 1958. (Allen & Unwin, 25/-).

WEAVER, C. P. & C. R. The Crofton pumping Engines, Savernake: an illustrated account of two engines on the Kennet & Avon Canal . 1958. (Railway Enthusiasts' Club, 273 Farnborough Road, Farnborough, Hants., 1/6).

WILLIAMSON, James A. George & Robert Stephenson. 1958. (Lives to Remember Series). (Black, 6/6).

ARTICLE

Luton's first railway, by Geoffrey Webb. (In "Bedfordshire Magazine", Vol. 6, No. 45, Summer 1958).

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It has been suggested that members might like to know of the following book, published in 1954:

REES, Sir James F. The Story of Milford (Milford Haven). Wales University Press, 8/6).

COURSES IN TRANSPORT STUDIES, 1958-9.

UNIVERSITY OF LONDON

1. Studies in the History and Geography of Railways, by R. H. G. Thomas and G. F. A. Wilmot. Wednesdays 7 to 9 p.m., begins 24 September. Goldsmiths' College, Lewisham Way, New Cross, S.E.14. This course is primarily for those who wish to be introduced to the subject. It will be divided into two sections (i) study of the way in which the railway network has come to assume its present form; (ii) study of the relations between railways and their social and economic phenomenon from a geographical viewpoint. Areas selected for special treatment will be the London area, the Midlands and North Wales. There will be 24 meetings and 6 field visits. Application to the Hon. Secretary, Head of the Evening Department of Adult Education, Goldsmiths' College. Fee 16/-.

2. Canals, Inland Waterways and Coastwise Shipping in Britain, by Professor M. J. Wise, P. S. Bagwell and B. E. Ware. Thursdays, 6 to 7.30 p.m., begins 25 September. The City Literary Institute, Stukeley Street, Drury Lane, W.C.2. Fee 16/-. The emphasis of this course is upon the geographical and economic importance of these forms of transport. The development of canals and inland waterways will be outlined in relation to physical geography, industrial development and trade patterns. 24 meetings. Application to the Principal, City Literary Institute.

3. Railways, Ports and Shipping, by J. H. Bird, R. K. Kirkland, B. E. Ware and A. E. T. Griffiths. Tuesdays, 6.30 to 8.30 p.m., begins 30 September. The Railway Clearing House, 203 Eversholt Street, N.W.1. Fee £1. This course will consider connexions between British Railways, Irish Railways and the port system and related shipping service. The course concludes with a discussion of the economic role of railways. Application to C. Smith, Railway Correspondence and Travel Society, 94 The Fairway, Wembley, Middlesex.

4. Contemporary Transport Economics, by A. E. T. Griffiths and G. A. Hughes. Tuesdays, 6.30 to 8.30 p.m., begins 7 October. London School of Economics, Houghton Street, Aldwych, W.C.2. Fee £1. The course will examine the fundamental economic concepts which affect transport, and will illustrate their relevance to the practical problems of operation. Applications to the Deputy Director (Extension), Department of Extra-Mural Studies, University of London, Senate House, W.C.1.

(There is an additional course on Advanced Transport Economics on Wednesdays from 8 October, 6.30 to 8.30 p.m. at the London School of Economics, fee 15/- which will take the form of an advanced seminar for about 12-15 selected students. Application as above).

WORKERS EDUCATIONAL ASSOCIATION

There will be a series of lectures on RAILWAY HISTORY, by Mr. C. R Clinker, beginning Wednesday 1 October at 7.15 p.m. in the Prince Charlie Room, Art Gallery, The Wardwick, Derby. The syllabus includes: definition of "railway history"; necessity for absolute accuracy. The Canal Era (overlap). Development of very early waggon-ways from 1597. General and local historical factors leading to the construction of railways. The promotion of a railway, following its course through Parliament to Royal Assent, construction and opening. Sources of railway history; value of contemporary evidence and pitfalls therein; use of secondary sources. The growth of railway communication in Great Britain from 1597 to virtual completion of network in 1920, taken in areas. The Railways Act 1921 and "Grouping" from 1923; nationalization from 1948 to date and effects of these changes. History of railways in the North Midlands, including the Derby and Nottingham districts.

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ONE HUNDRED YEARS AGO

Railway Times 10.7.1858. Lancashire and Yorkshire: Some little interest has been excited during the past two weeks by the appearance in the Bradford station of a train of new carriages of a much larger and more capacious construction than those in ordinary use. The carriages are built of teak wood, varnished; the second-class are divided into six distinct compartments, the first-class into five; the second-class are fitted with wooden seats padded at the edge, the first-class with cushions lined on the side with leather, on the other with cloth, so that according as the weather is hot or cold, the cushions may be adapted to it; finally, the carriages are loftier, and having glass panels at the side of the door, lighter than the ordinary ones. The advantage of having them double the ordinary length is, that it lessens the deadweight fully thirty per cent.

Railway Times 24.7.1858. Competition: The London and North-Western is carrying flour from Lincoln to Manchester for 7s. 6d. per ton. Out of this sum they have to pay 9s. 2d. to the Midland for toll from Lincoln to High Peak, and a mileage of the receipts to the Whaleybridge and Stockport and their own working expenses. Thus the public get for 7s. 6d. what costs the London and North-Western 15s.

Railway Times 30.10.1858. South-Eastern: The new station at Margate is now open to the public. The whole of the work has been designed and carried out by Charles T. Isborn, Esq., architect to the company. The building is neat in appearance, with carriage drive in front. The booking-office is thirty-eight feet long, and eighteen feet wide, with parcel-office and stationmaster's room each side; there are also two large waiting-rooms, with ladies'-rooms. The shed is 200 feet long, fifty-two feet wide, covered with a light iron and glass roof, constructed by Messrs. Cochrane and Dudley, the builders of Westminster-bridge.

The platforms are above 300 feet long, fifteen feet wide, with side entrance for removing luggage. The company is laying down additional sidings.

Railway Times 4.9.1858. Williams's Draw and Coupling Apparatus: This invention is designed to prevent accidents arising from the present loose and imperfect method of coupling carriages and waggons, by which, in the event of any of the couplings, or parts therewith connected, giving way, there is little chance of the train remaining entire; for in such cases the additional length of the safety or auxiliary chains (which it is necessary to allow to insure freedom of action to the draw-springs) causes so sudden a jerk as to make them, or the carriage frame, give way, and thus the train separates. Instance, the recent disastrous accident on the Oxford, Worcester, and Wolverhampton; the late accident to the Scotch express, on the Trent Valley; and many others of a similar nature, where the loss of life would no doubt have been prevented had the train remained entire. It is true, accidents occasionally occur in which the breaking of a coupling proves of service, but these are solitary instances compared with those of an opposite character, which call imperatively for a remedy. We trust, therefore, that this invention will be immediately brought under notice of competent judgment and authority, so that its merits may be tested, and its use adopted wherever it may be needed.

Railway Times 11.9.1858. South-Western - Portsmouth: It would appear to have been industriously circulated in interested quarters that the Portsmouth has at length been taken in hand by the South-Western, and that the long delayed opening of the former may consequently be expected at an early date. It is true that negotiations are in progress. It would have been equally correct to have made the same remark any time during the last three years; but it is still, as hitherto, premature to say that arrangements for a lease of the Portsmouth by the South-Western have been completed. The board of the latter company, we believe, is quite willing to accommodate that portion of the public which may be looking for accommodation in the district traversed by the Portsmouth; but that the directors of the one company are at all desirous of relieving those of the other from the responsibilities, parliamentary and pecuniary, they have incurred, is simply one of those sublime wishes which are "father to the thought."

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Leaders of parties on outings are asked to send a short report to the Editor as soon as possible after the event, if publication in the Journal is required.

NEWS FROM THE SOCIETY

HON. SECRETARY'S NOTES

New Members

GREAVES, Leslie	Bridge Street, Bakewell, Derbyshire.
KLAPPER, Mrs. E. E.	45, Crest Road, Hayes, Bromley, Kent.
MOLYNEUX, F. M.	84, Railway Road, Leigh, Lancashire.
WHILLOCK, G. E. B.	33, Beauchief Rise, Sheffield, 8.

Change of Address

BERRILL, M. I.	33, Top Road, Calow, Chesterfield, Derbyshire.
PARRIS, H. W.	Department of Government, The University, Manchester, 13. (From 1 October 1958).

REPORTS ON EVENTS

North West On 21 June, in spite of bad weather, six members of the group visited the remains of tramways in the Mow Cop area, near Congleton. Under Mr. Baxter's very capable guidance, the party inspected the remains of tramways connecting Trubshaw and Stonetrough collieries with the Trent & Mersey and Macclesfield canals. The remains of the Congleton railway were also inspected. Embankments and cuttings were noted, and there were still a number of stone sleepers in position. Congratulations are due to Mr. Baxter for his research and for the excellent way he organized the trip.

London Despite bad weather early in the afternoon, a number of members enjoyed a visit to the Newmarket Railway on 12 July. Led by Mr. M. D. Greville, the party met at Great Chesterford station and toured the route in cars, and visits to Pampisford, Bourne Bridge and Balsham Road stations were included. At the site of the bridge over the Granta, some hardy members braved very wet long grass to look for the abutments of the bridge. Of especial interest was the old station at Newmarket, with its unusual Baroque orangery style.

FORTHCOMING EVENTS

North West The next meeting of this group will be held on Saturday 4 October in the Oddfellows Institute, Chestergate, Stockport, at 6.30 p.m. The speaker will be Mr. C. R. Clinker, who has taken as his subject "Railway History in Acts of Parliament", in which there will be local references of interest to North Western members. A warm welcome will be given to any members outside the North West area, if they are able to attend.

INDEX TO RAILWAY & CANAL REFERENCES IN NEWSPAPERSAND PERIODICALS

(See Journal Vol. 2, p.81. Nov. 1956).

The indexes below are available for loan to members. Application should be made to R. H. G. Thomas, 233, Rosendale Road, West Dulwich, London, S.E.21, accompanied by the appropriate postage stamps.

Illustrated London News

Railway material in Vol. 6, Jan- June 1845.
do. Vol. 7, July-Dec. 1845.
24 pp. typescript. Apparently covers every item of railway news for 1845. Compiled by C. Dewar Simons. Postage 4½d.

British Chronicle (Hereford)
Hereford Journal
Hereford Times
} Period 1789 to 1860.

A file of several hundred pages (typed), containing the railway and canal references in the above papers. Most of the items are in precis form, but in some cases extensive quotations are included. Compiled by I. Cohen (member). Postage 1/9.

JOURNAL

It is requested that all matter for publication is received by the Editor by the first of the month preceding publication. There is a good deal of material wanted for the November issue.

Reports of visits or other matter should be sent to the Editor as soon as possible. If leaders of parties wish a report to be published, would they please appoint someone to be responsible for this?

A number of issues of the Journal from 1956 onwards can still be obtained from the Editor, price 2/- post free.

WOOLHOPE NATURALISTS' FIELD CLUB

Members may be interested to know that two offprints published by the Club are available for sale as follows:

The Railways of West Herefordshire, by C. R. Clinker, 1/2 post free.
The Non-Tidal Wye and its Navigation, by I. Cohen. 1/8 post free.

Application should be made to the Hon. Librarian at the Club, 267 Upper Ledbury Road, Hereford.

Published by the Railway & Canal Historical Society at
8 Stanstead Road, Caterham, Surrey.