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SOME SOURCES OF CANAL HISTORY:
INCIDENTAL REFERENCES

By John F. Goodchild

While it is easy to obtain bibliographies of printed material relating to the history of canals, there are in County Record Offices, the Public Record Office and local libraries whole series of records bearing upon the history of canals which few historians know of, and which fewer still have used. Although this article has been prepared mainly with a view to assisting those engaged in writing the histories of individual canals, in most cases it is also applicable to those concerned with the early history of railways. It must be pointed out that it is by no means a list of all sources, which may vary in detail from area to area, but rather a fairly comprehensive list of types of documents which may be found relating to nearly every canal. The sources referred to have been used by the author in his own investigations and in assisting those who have come to him in search of material.

County Records1. Deposited Plans for Works.

a. Canals and River Navigations. These are detailed plans, with books of reference, giving the names of all owners and occupiers of lands through which the canal was to pass. They were deposited with Clerks of the Peace under various Parliamentary Standing Orders from

1792, although a few earlier special deposits do occur. These plans are still deposited where any works requiring Parliamentary authority are contemplated. They were always deposited the year prior to that in which the authorizing Bill came before Parliament. Some plans will be found relating to schemes which never got to the Parliamentary stage.

b. Railways. These are sometimes of use to the canal historian in that they indicate the undisturbed layout of canal works at the points where railways were to cross or join the canal. Some early deposited plans relate to railways constructed as feeders to canals and may also date from 1792.

c. Turnpike Roads and Other Works. These are of interest, if of early date, on account of the plans they may give of adjoining canal works. Sometimes Turnpike Roads indirectly acted as feeders to canals.

2. Inclosure Awards.

These awards, usually of the 18th and early 19th centuries, often contain plans which indicate in great detail the works of canals passing through their area. It should be remembered in dealing with these Awards that the plans may have been made some time earlier than the Awards with which they are inrolled; local enquiry will often reveal the date of the plan. The scale is usually quite large.

3. Tithe Awards.

These Awards and plans, usually of the mid-19th century, have an interest similar to that of Inclosure Awards. They are usually on a large scale, and ante-date the 6" Ordnance Survey.

4. Inrollments.

Certain Canal Acts directed Inrollment of conveyances of land to the canal company with the Clerk of the Peace. They sometimes indicate the state of the works prior to the opening of the canal. In Yorkshire and Middlesex, other canal deeds may be found in the various Registries of Deeds.

5. Land Tax Returns.

These usually cover the period 1781-1832, inclusive, and detail the owners and occupiers of land in each township or parish. They are useful in showing when the canal company first occupied land in the places through which the canal was to be cut, and in working out how many of the subscribers to the canal were "local".

6. Acts of Parliament.

Many Record Offices have long series of Local and Personal Acts, and sometimes possess papers relating to the County's interests in relation to a canal company, with correspondence.

7. Plans.

Usually a Record Office will possess a collection of plans, apart from those mentioned above, which may be of use to the historian of canals. They fall under the headings of printed County plans, printed local plans, township or parish plans, private or public estate plans, highway or footpath diversion plans. The printed County plans, if in a series dated at fairly short intervals of years, can be very valuable, but the author has had experience of several of these plans where it has been proved that the map was actually engraved some time before the date of publication.

8. Abstracts of Coroners' Inquisitions.

These Abstracts, preserved in some Record Offices, give bare details as to name, place and cause of death. "Drowned in the Canal" is not unknown, and the details may be followed up in the local newspaper.

9. Quarter Sessions Records.

If the Q.S. records are fairly well indexed, it may be possible to trace some felonies and other offences relating to canal affairs, with their attendant depositions, which may be of considerable human interest.

The Record Offices or the County Council will often possess the various 1", 6" and 25" Ordnance Survey maps, first edition onwards, which are of great value, and the County Council will possess information as to the abandonment of any canal since 1889, if any major road bridges were affected.

Public Records.

There are in the Public Records Office records of the cases tried at Assizes and in the High Courts. Few canal companies escaped without one or two legal cases, and the masses of depositions and the occasional plans are of considerable interest. Abstracts of these cases can usually be found locally in Law Reports.

Local Libraries.

The libraries of towns on the course of a canal or at a regional centre possess some material relating to its history. One of the most valuable sources of information are newspapers, which contain Parliamentary notices, accounts of openings, notices of calls on shares, share price-lists, and a number of incidental references. Unless unlimited time is available, it is best to consult the newspapers knowing the approximate period of the reference in which you are interested.

Miscellaneous References.

Few people seem aware of the references to canal matters in the Journals of the House of Commons (and, to a lesser extent, in those of the Lords), which detail all the opposition to, and Parliamentary history of, a Canal Bill, and in the Catalogue of Plans of Abandoned Mines. The latter details the location of plans of abandoned mineral workings, which in their turn often show railway and canal connexions. Both these are printed and are available in all the larger libraries.

Some reference should also be made here to the National Register of Archives, a public body which possesses and produces lists of documents in private or public collections, and circulates them to other interested bodies, including Record Offices. It is sometimes possible to trace the location of the family papers of persons connected with canal schemes through the N.R.A. This body may be contacted through the Local Record Office.

The list above is one of those types of documents which the author has consulted in his own investigations in the West Riding, but may not be complete with respect to any other county. The use of some items on the list, especially the Quarter Sessions Records, the Land Tax Returns and newspapers entails some very considerable labour, but the results are often valuable. No reference has been made here to the records of the British Transport Commission which must, of course, remain the principal source of canal history, but which are outside the scope of this article.

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THE FIRST OCCASION

By C. R. Clinker

Research into railway history sometimes throws up, usually as a chance product, a reference which leads to the thought that what has been brought to light is a "first occasion." Further research and consultation with others may establish that this is so, but more often than not there is doubt which may take time to resolve.

I append a short list of such "first occasions" which have come to my notice recently, adding the hope that any member who can produce evidence of an earlier date will not hesitate to submit this for publication in the Journal.

The earliestSource

known use of the word
"rail" in any form

lease from Sir Percival Willoughby to Huntingdon Beaumont of lands at Wollaton for coal-getting, dated 1 October 1604. This includes the phrase "...use of the sough and the rayles now lying..." There is some evidence that the rails were laid in September 1604. (Wollaton MSS., University of Nottingham, ex. inf. R. S. Smith, Librarian).

known illustration of a
wagon and/or rails published in this country

A Course of Experimental Philosophy by J. T. Desaguliers, LL.D., F.R.S., 1734. Vol. I -plate 21 (figs. 4 & 5), plate 22 (all figs.), plate 23 (figs. 1, 2, 3, & 4). A textual description of Ralph Allen's tramway (to which the illustrations refer) by Charles de Labelye, appears at pp. 274-9 *.

railway Act. of Parl.
referring to passengers

Monmouth Rly Act, 50 Geo.III cap.cxxiii, May 24, 1810 (the rates are quoted).

mention of gauge occurring
in an Act of Parliament

Liverpool & Manchester Rly Act. 9 Geo.IV cap. vii, March 26, 1828. Section VIII "... the Distance between the inside Edges of the Rails...shall not be less than Four Feet Eight Inches, and that the Distance between the outside Edges of the Rails...shall not be more than Five Feet and One Inch."

conveyance of parcels post
by railway

From 1 August 1883 that date on which this service was introduced by the Post Office (G.W.R. General Manager's Circular No. 821, 16 July 1883).

I am indebted to our member Mr. Charles E. Lee for confirmation that he knows of no earlier example.

Perhaps other members may be able to add to this list from their own experiences. It would be interesting to know, for instance, when and by which company the first season or contract tickets were issued. Was it on the Eastern Counties Railway in 1844 or are there earlier examples, probably in the metropolis? Which company was the first to be entrusted with the conveyance of mails? There is slight evidence that the Leicester & Swannington Railway did so in 1834, four years before the Act of 1838 which made it a statutory obligation applicable to all railways. When did the companies commence to allow advertising on their stations? The Nottingham Review for 2 April 1852 contained

lengthy advertisements by W. H. Smith & Son saying that the L. & N.W., G.N., L. & S.W., Eastern Counties, L.B. & S.C., Midland, M.S. & L. and L. & Y. "have resolved to permit advertisements to be displayed at their stations" and inviting enquiries. In addition, the L. & Y. were prepared to allow them in 2nd class carriages. Does this mark the beginning of this now familiar feature?

* * * * *

A GRISLY REMOVAL

The letter shown below, now in the possession of the British Transport Commission, was sent with a covering letter from the Surveyor's Office, South Eastern station, Charing Cross Railway, to Samuel Smiles, Secretary of the South Eastern Railway.

"

37 Bedford Place,
Russell Sq., W.C.
27 October 1862.

Dear Sir,

The College Burial Ground
- and -
the Charing Cross Rly Coy

I have now all the accounts of this matter and I send you a summary of them. I have been very careful to keep down the cost or it would have been double from the almost incredible number of bodies buried in the ground.

The following short data will give you an idea of the whole:-

There were at least Seven Thousand Nine Hundred and Fifty bodies removed. There were about 5000 cubic yards of earth removed to the depth of 16 feet amidst an effluvia almost suffocating.

Finding the number so enormous and that the cost of separate removals would be very great, I did it wholesale and had 220 very large cases made each containing 26 human bodies besides children, and each weighed $4\frac{3}{4}$ cwt. There were 1035 cwt of human remains sent in these cases alone. These were conveyed in the night and the Cemetery company made arrangements for them.

Each body has cost us less than three shillings. It was fortunate that such reasonable terms could be made at Woking cemetery.

A more horrible business you can scarcely imagine; the men could only continue their work by the constant sprinkling of disinfectant powder.

Mine was no easy task for the Bishop the Warden the parishioners and particularly the relatives have watched the steps taken, and the interviews with people and correspondence has been great but all are more satisfied than could be expected.

I have added my own account. Superintending, making contracts, etc., took up much time and I believe have saved the Company much expense - I have priced the account as fairly as I can for what I did.

I have all the Detail and vouchers for accounts to lay before you at any time. I shall require a cheque for £200 this week to meet those accounts that must be paid at once, and that press. I shall be obliged if you will have it ready by Friday morning when I will send a Clerk for it.

I remain, Dear Sir,
Yours faithfully,
Edwd. Habershon, Architect. "

(The site of the College Burial Ground seems to be in doubt. There was a College Street marked on a London map of 1854, leading from Belvedere Road down to the river near Hungerford Bridge. - Ed.)

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THE HISTORY OF THE USE MADE OF WATER IN THE SHROPSHIRE UNION CANAL

By E. A. Wilson

Early History

Soon after the Ellesmere Canal was completed in 1805 it obtained its water supply from the River Dee just above Llangollen at Llantisilio. The River Dee itself originated further west in Lake Bala. In order to increase the capacity of the lake, and to regulate the flow of water along the River Dee more effectively, the canal company obtained powers to construct and work sluices at the outlet of Lake Bala. At Llantisilio a curved weir was made which almost spanned the river, so that while most of the water flowed over it, a small amount was side-tracked into the entrance of the canal. Owing to its shape this weir is known as the "Horseshoe Falls".

An interesting detail is that, until the Pontcysylte Aqueduct allowed this water to flow through the whole of the Ellesmere and Chester Canals, the Wirral portion remained isolated and had to have water pumped into it from the tideway by an engine built by the famous ironmaster, John Wilkinson.

During the 19th century the ownership of the canal changed hands several times. The original Ellesmere Canal Company amalgamated with the Chester Canal Company in 1813 to become the Ellesmere & Chester Canal. In 1846 this company, together with the Birmingham & Liverpool

Junction Canal Company, the Shrewsbury Canal Company, and the Montgomeryshire Canal Company were incorporated to form the Shropshire Union Railways & Canal Company. The latter, after a vain attempt to promote a Bill to convert much of their canal into a railway, leased the canal to the London & North Western Railway Company in 1847.

The Act of 1944

The primary purpose of the canal was for navigation, and although the owners were not allowed by law to act as water undertakers for the provision and sale of water for other purposes, nevertheless, for almost one hundred and fifty years, it had been customary to allow water which was surplus to navigational requirements to be used by farmers whose land adjoined the canal, and later for railway purposes and for those industrial concerns built along its course. Further, no limit was placed on the amount of water which could be abstracted from the River Dee for canal purposes, as long as an equivalent amount was let into the River Dee through the Bala sluices.

In 1943, the River Dee Catchment Board challenged the use of this surplus water which came from their river. In order to avoid expensive and protracted legislation, the London, Midland & Scottish Railway, who were then the owners of the canal, decided to promote a Bill in Parliament to legalize what had been going on for so many years. The Bill came before Parliament in 1943, and the resulting Act of 1944 gave the railway company the following legal rights to the use of surplus water:

- (a) for railway purposes - no limit of time.
- (b) for agricultural purposes - no limit of time, in fact they were under a legal obligation to make these supplies available.
- (c) for industrial purposes for a period of ten years from the passing of the Act, i.e. up to December 1954.

At the same time, at the instance of the River Dee Catchment Board, a statutory limitation was imposed on the railway company with regard to the amount of water they were to be allowed to abstract from the River Dee for canal purposes. Until December 1954 they were to be allowed $12\frac{1}{2}$ million gallons as a maximum in any one day, with an aggregate maximum for ninety days, working out at an average of $11\frac{1}{2}$ million gallons a day during that period. After December 1954, when the supply to industrial users was to stop, the supply of water was to be reduced to $7\frac{1}{4}$ million gallons in any one day, with the aggregate maximum for ninety days working out at $6\frac{1}{4}$ million gallons a day.

Increased demands for water by water Boards

At the time of the passing of the 1944 Act, the rapidly growing need for water by Water Boards all over the country was not foreseen, but early in 1950 the West Cheshire Water Board obtained a Water Order

authorizing them to take five million gallons of water per day from the River Dee, primarily for use at the Atomic Energy Factory at Capenhurst. Extra water was also needed by the Mid & South East Cheshire Water Board, and the Wrexham & Denbighshire Water Company. These three water undertakers collaborated with the Dee & Clwyd River Board (who succeeded the Dee Catchment Board in 1950) in a scheme which would provide more water from the River Dee for public supply purposes. Before this scheme was considered, little use had been made of river water in this area for public supply purposes, but modern methods of purification make river water safe to use; further, its use avoids the great expense of making large reservoirs in the mountains and of constructing long pipe-lines.

The Scheme to enable more water to be abstracted from the River Dee

The scheme had two main objects. These were:-

- (a) providing additional storage at Lake Bala, so that the flood waters could be contained, and the floods which occurred annually in the lower reaches of the Dee prevented.
- (b) providing more Dee water for public supply purposes.

To carry out these objects, the sluices at the outlet of Lake Bala were to be moved to a different position to enable the waters of another stream to be brought back into the lake. Secondly, the outlet level of the sluices was to be lowered; the reason for this was explained most simply by Counsel for the Promoters of a later Bill who, dropping all legal phraseology said: "It is like this, if you have a barrel, and you have a bung halfway up the barrel, you can only empty the top half of the barrel. If you lower the bung to three-quarters of the way down the barrel, you can draw out three-quarters of the capacity of the barrel. Thus, by lowering the level of the outlet you are able to draw off, for the purposes of replenishment of the river in the summer dry periods, this bottom layer of the water in the reservoir." It was essential that this scheme would provide for public supply an extra 40 million gallons of water per day than before. The three water undertakers agreed to make contributions towards the cost of the proposed Bala scheme in proportion to the amount of water allocated to each.

The Dee & Clwyd River Board Act of 1951

By the Transport Act of 1947 the whole of the undertakings of the London Midland & Scottish Railway were transferred to the British Transport Commission, and they were thus the owners of the canal at this date.

The scheme sponsored by the Dee & River Clwyd River Board just discussed was contained in a Bill promoted in 1951, which passed through Parliament successfully to become the Dee & Clwyd River Board Act of the same year. By this Act, the control of the sluices at Lake

Bala was transferred from the B.T.C. to the River Board. The Commission did not oppose the Bill as the River Board was required to operate the sluices to ensure the canal received the supply of water authorized by the 1944 Act as a first priority. The River Board also obtained the right to supply the water undertakers previously mentioned (later Birkenhead and Wallasey joined in the scheme) with the amounts of water agreed upon.

A maximum of 40 million gallons per day was authorized to be abstracted from the river, with two safeguards: firstly, the position was to be reviewed at the end of ten years; secondly, if the water level at Erbistock weir fell below a certain level, the amounts were all to be scaled down.

The supply of surplus water to industrial concerns

As far as the canal was concerned, the time limit for the provision of industrial supplies was December 1954. Throughout the country many industrial concerns had erected factories along the banks of canals and rivers mainly owing to the easy access to a supply of non-potable water for use in boilers, condensers and washing plant. The sudden cessation of these supplies would spell disaster to many firms; in fact, Montsanto Chemicals Ltd., at Cefn Mawr, anticipating the stoppage, installed pumps down by the River Dee, and so became largely independent of supplies of water from the canal.

In view of this situation, the B.T.C. attempted to get agreement to a proposal to continue the industrial supplies indefinitely. They sent out letters in September 1953 to all interested bodies explaining their reasons. Unfortunately, there was opposition, so the commission decided to promote a Bill whose object was to enable those industrial supplies to be continued without limit of time after the expiry of the statutory ten year period.

The British Transport Commission Bill of 1954

Although the Bill included other matters, such as railway affairs, closing of certain waterways to navigation, etc., we will limit ourselves to the subject of this essay. The main points on which Counsel for the B.T.C. took his stand were:-

- (a) In many cases no alternative supplies of water would be available to industrialists if unable to use canal water.
- (b) Extremely large quantities of water were involved, although most of it was returned to the canal, and this water was non-potable. The cost of supplying potable, non-returnable water from a water company's reservoir (if one was available) could not be justified when the alternative of a canal or river was available.
- (c) The proportion of canal water returned to the canal by industrialists is now much greater than it was in 1943. In that year 5.6 million gallons were abstracted, and out of this quantity 3.1

million gallons were consumed; whereas in 1953 the figures were 2.4 million gallons abstracted and .36 million gallons consumed.

(d) In view of the fact that out of the £111,000 spent by the B.T.C. in 1953 on maintaining and operating this canal, something like £30,000 was spent on that part no longer used for navigation, any revenue obtained from the sale of surplus water ought to be authorized to relieve the heavy financial burden, even though it amounted in this case to only £3,000.

(e) As the Commission had no intention of altering the reduced figures for the total intake from the River Dee which were to come into operation in 1954, it was clear that the opposing water companies would not be adversely affected by the passage of the Bill.

The petitioners against the Bill were the Dee & Clwyd River Board, the Birkenhead Corporation, the Wallasey Corporation, the West Cheshire Water Board and the Manchester Ship Canal. Their Counsels had only the flimsiest of reasons on which to base their attack, mainly such arguments that, although a commonly accepted procedure throughout the country, the supply of water to industrialists had no statutory basis; that if these supplies were increased in the future they might cause hardship to their clients, etc. Counsel for the promoters of the Bill described these points as "theoretical arguments."

After Sir R. H. Hill, Chairman of the Docks and Inland Waterways Board of Management of the B.T.C., Mr. W. E. F. Phillips, their District Manager, and Mr. John Stokes, Deputy Zone Manager of United Dairies (Wholesale) Ltd. had been called as witnesses and cross-examined, the case against the Bill collapsed; several other industrialists who were to have given evidence were not called.

Thus the Commission's Act of 1954 was passed, safeguarding the supply of canal water to industrialists having works along the Shropshire Union Canal "in perpetuity." A further item included in this Act was that the Mid & South East Cheshire Water Board were authorized to convey water from the River Dee at Vroncysylte to the canal reservoir at Hurleston, for abstraction there. The pumping station by the River Dee at Vroncysylte, and the necessary works at the Hurleston reservoir are rapidly approaching completion. When completed, they will add an additional 8 million gallons a day to the canal to be purified and distributed on reaching Hurleston reservoir. The Water Board reckon to save three-quarters of a million pounds by not having to provide steel piping to do the purifying.

Thus we have reached the interesting position that this canal, built almost solely for navigational purposes over one hundred and fifty years ago, remains partly open, and is likely to continue open, as a source of water supply to agriculturists, industrialists, railways and even water companies. Only a small portion still serves its original purpose, and in the case of the Mid & South East Cheshire Water Board, the canal has virtually become an open "pipe-line."

THE OPENING OF RAILWAYS: CENTENARIES IN 1959

Compiled by M. D. Greville

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<u>DATE</u>	<u>RAILWAY</u>	<u>SECTION OPENED</u>	<u>MILES</u>	<u>NOTE BELOW</u>
Jan. 1	LONDON & SOUTH WESTERN	Godalming to Havant	33	
Feb. 1	EPSOM & LEATHERHEAD	Epsom to Leatherhead	3 $\frac{3}{4}$	
Feb. 16	LONDON & NORTH WESTERN	Northampton to Market Harborough	18 $\frac{1}{4}$	A
*Mar. 3	NORTH EASTERN	Approaches to Tyne Dock - Jarrow	1 $\frac{1}{2}$	Goods
Mar. 15	SOMERSET CENTRAL	Glastonbury to Wells	5 $\frac{1}{2}$	
Mar. 21	ALFORD VALLEY	Kintore to Alford	16	
Apr. 4	LONDON & SOUTH WESTERN (WIMBLEDON & DORKING)	Raynes Park to Epsom	5 $\frac{1}{2}$	
Apr. 13	BOSTON, SLEAFORD & MIDLAND COUNTIES	Sleaford to Boston	16 $\frac{1}{2}$	
*Apr. 30	LLANIDLOES & NEWTOWN	Llanidloes to Newtown	12 $\frac{1}{4}$	B
May 2	LONDON & SOUTH WESTERN	Salisbury (Fisherton Jc.) to Gillingham; and new Fisherton curve	23	
May 4	CORNWALL	Plymouth to Truro	53 $\frac{1}{2}$	C
May 16	NORTH BRITISH	Curve from New Hailes to Musselburgh branch	$\frac{1}{2}$	
June 1	EASTERN COUNTIES	Ipswich to Woodbridge	9 $\frac{1}{2}$	
June 1	EAST SUFFOLK	(Woodbridge to Halesworth) (Haddiscoe to Yarmouth (Wickham Mkt. to Framlingham) (Saxmundham to Leiston (Beccles to Lowestoft (Shape branch (goods only))	48	
*June 1	GREAT WESTERN	Wednesbury spur to South Staffordshire Railway	$\frac{1}{4}$	
June 18	CONISTON	Broughton to Coniston	8 $\frac{3}{4}$	
June 22	SOUTH DEVON & TAVISTOCK	Plymouth (Tavistock Jc.) to Tavistock	13	D
July --	PENARTH HARBOUR & DOCK RAILWAY	Radyr to Tidal Harbour	6	Goods
July 1	MANCHESTER, SHEFFIELD & LINCOLNSHIRE	Retford curve to Whiskerhill Jc.	$\frac{1}{2}$	
July 12	OXFORD, WORCESTER & WOLVERHAMPTON	Honeybourne to Stratford	9 $\frac{1}{2}$	
July 18	GREAT WESTERN & BRENTFORD	Southall to Brentford	4	E

July 25	WORCESTER & HEREFORD	Henwick to Malvern Link	6	
July 30	BANFF, PORTSOY & STRATHISLA	Grange to Banff and Portsoy	19	
*Aug. 1	WEST CORNWALL	Penwithers Jc. to Truro (Cornwall Railway)	$\frac{1}{2}$	
Aug. 2	DARTMOUTH & TORBAY	Torre to Paignton	3	F
Aug. 3	NORTH STAFFORDSHIRE	(Stoke to Congleton Jc.) (via Biddulph)		
		(Congleton Lower Jc. to) (Brunswick Whf (goods only)	$13\frac{3}{4}$	G
Aug. 13	NEWCASTLE & SILVERDALE	Pool Dam to Silverdale	$2\frac{1}{4}$	Goods
*Sep. 1	SOUTH YORKSHIRE	Thorne to Keadby	$9\frac{1}{4}$	
Sep. 19	REDDITCH	Barnt Green to Redditch	5	H
Oct. 10	MID SUSSEX	Horsham to Petworth	$17\frac{1}{2}$	
Nov. 7	CANNOCK MINERAL	Pugeley to Cannock	$7\frac{1}{4}$	J
Nov. 7	CASTLE DOUGLAS & DUMFRIES	Castle Douglas to Dumfries	$19\frac{3}{4}$	K
Dec. 1	BORDER COUNTIES	Chollerford to Countess Park	9	
Dec. 1	MANCHESTER, SHEFFIELD & LINCOLNSHIRE	Summer Lane to Barnsley	1	L
Dec. 2	DEESIDE EXTENSION	Banchory to Aboyne	$15\frac{1}{2}$	
		Total	$417\frac{1}{2}$	miles
		Less opened in previous yrs	$19\frac{1}{4}$	
			$398\frac{1}{4}$	miles

NOTES: A Passengers: for goods in 1858. B Goods: for passengers 31.8.59.
C Passengers: for goods 10.10.59* D Passengers: for goods 1.2.60* E Goods:
for passengers 1.5.60* F Passengers: for goods 1.4.61* G Goods: for passen-
gers 1.6.64 H Passengers: for goods 10.10.59 J Goods: for passengers
January 1860 K Passengers: for goods a few days earlier (probably Nov. 3)
L Passengers: for goods 12.2.57.

* From best available sources - no contemporary information.

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RAILWAY SLEEPERS

Can any member or student of etymology explain the origin of the word railway sleeper? The Oxford Dictionary describes it as "wooden beam or piece of other material used as support for rails, &c." The word appears to have been in use in this sense in the late 18th century, but further information is lacking.

PRINCIPAL RAILWAY ACTS OF PARLIAMENT PASSED IN 1859

(The first half of this list appeared in the November 1958 Journal)

<u>Company</u>	<u>Particulars</u>
SCOTTISH CENTRAL	ss.66-84 deal with completion Joint Sta. at Perth, setting up of Joint Committee and other contingent subjects. (cap.83, Aug. 8)
HEREFORD, HAY & BRECON	s.3 Inc. s.17 cons. Brecon to Hereford (jc. S. & H. Rly). s.20 deficiency in income arising from tolls of Whitney Bridge to be made good to owners by calculating his deficit below £345. (cap. 84, Aug. 8)
WAISBECK	s.4 Inc. s.21 cons. Morpeth to Reedsmouth (jc. Border Counties Rly). s.34 "to make and for ever after maintain" pass. and goods sta. ph. Hartburn between 11m. and 13m. (cap. 85, Aug. 8)
LONDON & NORTH WESTERN	s.3 cons. Aston to Sutton Coldfield (cap.88, Aug. 8)
BEDALE & LEYBURN	s.2 dissolution of Co. and vesting in N.E. Rly. (cap. 91, Aug. 8)
COWES & NEWPORT	s.4 Inc. s.16 cons. West Cowes to Newport and tramway in Cowes (cap. 94, Aug. 8)
RINGWOOD, CHRISTCHURCH & BOURNEMOUTH	s.4 Inc. s.22 cons. Ringwood (jc. L.S.W.R. to ph. Christchurch s.27 as to compulsory stopping of trains at Avon Cottage (cap. 95, Aug. 8)
CHARLESTON RAILWAY & HARBOUR COMPANY	s.4 Inc. s.23 vesting in Co. of Charleston Hbr. and certain railways constructed by Earl of Elgin and others. Sched. A list of Charleston Railway's lands, equipment and railways, Sched. B list of bcos., rolling stock, etc. (cap. 96, Aug. 8)
NUNEATON & HINCKLEY	s.3 Inc. s.17 cons. as title (cap. 104, Aug. 13)
BERKS AND HANTS EXTENSION	s.3 Inc. s.17 cons. Hungerford (Jc. G.W.) to Devizes (jc. W.S. & W. at their sta.) (cap. 105, Aug. 13)

<u>Company</u>	<u>Particulars</u>
EAST LANCASHIRE LANCASHIRE & YORKSHIRE }	s.3 E.L. dissolved and vested in L. & Y. from date of Act s.53 defines L.N.W. running powers over L. & Y. s.54 defines L. & Y. running powers over L.N.W. Sched. III, agreement July 8 1859 as to E.L., L. & Y. and Mid. tfc. through Colne (cap.110, Aug.13)
VICTORIA STATION AND PIMLICO	s.10 agreement with G.W. for use of sta. and provision mixed gauge thereat (cap. 112, Aug. 13)
RALPH SNEYD NORTH STAFFORDSHIRE }	Preamble gives long account of events lead- ing up to cons. of Silverdale Ironworks- Pool Dam branch by Sneyd s.7 above branch may be maintained as built s.31 as to B.O.T. power of inspection. (cap. 114, Aug. 13)
WAVENEY VALLEY	s.3 revival of land powers in 1857 Act s.7 cons. Harleston to Bungay and Ditchingham (cap. 115, Aug. 13)
HERNE BAY AND FAVERSHAM	s.6 cons. ph. Herne to Margate s.41 name changed to "The Margate Railway Company" from date of Act (cap. 116, Aug. 13)
EPPING RAILWAYS	s.2 Inc. s.17 cons. ph. Loughton (two jcs. with E.C. Rly). to Epping and ph. Chipping Ongar. (cap. 117, Aug. 13)
NORWICH AND SPALDING	s.4 cons. Holbeach to Sutton Bridge s.17 application to be made next session for powers to make line to Wisbeach (cap. 118 Aug. 13)
TENDRING HUNDRED	s.3 Inc. s.16 cons. Colchester (jc. Hythe branch of C.S.V.S. & H. Rly) to Wivenhoe. (cap. 119, Aug. 13)
BRIDPORT	s.14 confirming scheduled agreement with G.W. Feb. 1 1859, for lease for 21 years from July 1 1858 at 52½% gross receipts. (cap. 120, Aug. 13)
CENTRAL WALES	s.3 Inc. s.19 cons. Knighton to Llandrindod Wells. (cap. 121, Aug. 13)
COLNE VALLEY AND HALSTEAD	s.4 cons. Halstead to Haverhill (cap. 122, Aug. 13)

<u>Company</u>	<u>Particulars</u>
LANCASTER AND CARLISLE	s.10 cons. Williamsland Morecombe branches, deviations at and near Carlisle s.39 power to lease Kendal & Windermere, with approval L. & P. Jc. Co. s.40 power to amalgamate with same. s.46 power to amalgamate with L. & P. Jc. (cap. 124, Aug. 13)
MID-SUSSEX & MIDHURST JC.	s.3 Inc. s.24 cons. Petworth to Midhurst (cap. 125, Aug. 13)
STOCKTON AND DARLINGTON	s.3 cons. Jc. line with N.E. Rly at Stockton (cap. 127, Aug. 13)
KENSINGTON STATION AND NORTH-WEST AND SOUTH LONDON JUNCTION	s.3 Inc. s.19 cons. on E. bank Kensington Canal from 2 ch. N. of Lillie Bridge to W. side of Love Lane near jc. with Red Field Lane s.10 jc. may be made with W.L.E. Rly if authorized (cap. 128, Aug. 13)
LANCASHIRE AND YORKSHIRE	s.5 cons. Oldham to Rochdale, with branch thereout to Royton (cap. 129, Aug. 13)
MIDLAND	s.3 cons. from Erewash Valley Ext. in ph. Alfreton to Clay Cross (cap. 130, Aug. 13)
WEST LONDON EXTENSION	s.5 Inc. s.6 capital £300,000 not divisible into shares ss. 8-9 stipulating capital contributions by various companies s.49 vesting of Kensington Canal in Co. as indenture March 10, 1846 between W.L. Rly and London & Birmingham Rly. s.50 cons. Kensington to Battersea and branches s.53 all lines to be narrow gauge except jc. with L.S.W. (cap. 134, Aug. 13)
WARRINGTON AND STOCKPORT	s.2 from date of Act W. & S. vested in Lessees (L.N.W. and St. Helen's Canal & Rly). Consideration to be payment dividends, etc. to W. & S. shareholders s.6 L.N.W. to find two-thirds and St. H. Co. one-third of sum required s.10 "Warrington Railway Committee" (3 members each lessee co.) set up to manage line from October 1, 1859. (cap. 138, Aug. 13)
WELLS AND FAKENHAM	s.3 cons. extension to quays at Wells (cap. 139, Aug. 13)

Inc. signified incorporation of company. Cons. signifies construction powers. ph. signifies parish. For other notes see Journal, November 1958.

CORRESPONDENCE

METROPOLITAN & SAINT JOHN'S WOOD RAILWAY

Sir, - The interesting article on the Metropolitan & Saint John's Wood Railway, in the November 1958 issue, nevertheless made no reference to the Act obtained by the Company on 26 May 1865. According to Bradshaw's Manual this sanctioned an extension of one mile to Hampstead; the new capital was to be £200,000 in shares and £66,000 on loan. By Act of 28 June 1866, the company was authorized to raise £250,000 in shares and £83,000 on loan. Under a further Act (16 July 1868) powers to purchase lands in Hampstead under the original 1864 Act were extended until 1 November 1868, and those for land purchase under the 1865 Act until 1 October 1869. Completion of the Hampstead extension from Swiss Cottage was postponed until 26 July 1871. This Act also refers to contracts with the Midland in respect of a joint station at Finchley Road. Presumably it was difficult to raise the cash for the Hampstead extension on the strength of the early results of the line as far as Swiss Cottage; these do not seem to have provided proper coverage for the preference stock interest. Anyway, yet another Act, passed on 20 June 1870 authorized the abandonment of the extension to Hampstead.

Some work was done on the Hampstead line north of Swiss Cottage; according to Mr. H. L. Cottell, in the Railway Magazine of October 1917, there was a single-line tunnel parallel with Finchley Road which came into the open about the site of the present Finchley Road station. The two single-track tunnels made under the 1873 Act en route to Willesden Green were west of the abandoned one, which was at that time a source of fascination to boys playing in the fields near Swiss Cottage. He also states that the loop at Marlborough Road was taken out in 1874 until the line was doubled throughout in 1882. The change of purpose of this interesting underground line, from a short artery into the elegant suburbs of St. John's Wood and Hampstead with connexions to an already successful suburban railway and to the Midland main line, then being built, into the country branch of the Metropolitan which later developed some main line characteristics, makes its early ambitions of particular interest.

C. F. KLAPPER.

OLD RAILWAY NOTICES: A TARGET FOR PHOTOGRAPHERS

Sir, - I would like to submit a project to the Society which has the advantages that it is inexpensive, and all members of the Society can take part. This project consists of forming a collection of photographs of railway and canal structures which show the title of the owning company. The target would be to secure at least one photograph for as many different companies as can be found. The subjects would be sought out and photographed by individual members, guided by advice given in

the Journal as to where likely subjects might be found. Members would be asked to present the negative and one print to the Society, the latter being endorsed on the back with the member's name, date, location, and railway or canal concerned if this is not self-evident from the print itself. The cast-iron notice boards, warning trespassers, which were put up by the former railway companies, are mercifully indestructible, and offer themselves as very suitable subjects. There is, however, a danger of some of the more interesting ones disappearing now that lines are being closed and dismantled. It is proposed that the Society should store the negatives and prints, and arrange for suitable indexing, etc. The results could be published in due course in several ways, e.g.:

- (a) by actual photographic reproduction.
- (b) by facsimile printing of the subjects' inscriptions.
- (c) by reproduction of the wording of the inscriptions in typescript.

One of the merits of the scheme is that absolutely no special photographic ability is required. The only special equipment needed is a piece of common chalk with which to whiten the raised letters of cast-iron plates where the paint has faded. I give below some notes on the availability of railway subjects, based on my observations in 1953, when I was last in the U.K.:-

Post-grouping companies. These companies were slow to replace the pre-grouping companies' cast-iron notices, and examples can be found without much difficulty, especially on the GWR and SR. I do not recollect having seen a LPTB inscription.

Companies involved in the Grouping. Examples of the constituent companies' notice boards are common all over the country, with the special exception of the SE and LC&D railways; these companies' boards seem to have been replaced by South Eastern & Chatham Committee boards. Examples of subsidiary companies' boards are hard to find unless they managed their own lines (e.g. North London Railway). Otherwise, the working or leasing company put up their own notices; for example, Hull & Barnsley boards are common all over the South Yorkshire Junction Railway, and it would be necessary to institute a detailed search to find any inscriptions of the latter company, if indeed they exist.

Companies which disappeared before Grouping. Examples are not hard to find of comparatively recent companies (such as the MS&L and LT&S). There are already published photographs in the Railway Magazine and Railway Gazette of early Scottish railway initials on station lamp-posts, and there is the well-known "B&T" inscription (Blyth & Tyne) on the bridge at Jesmond station. The Railway Gazette has recently published some interesting inn signs perpetuating the names of the North Midland and the West Midland Railways. A similar source, which does not yet seem to have been explored, is that of signal-box names. The box controlling the junction with an independent railway was often named after the smaller company, as for example "S&D Crossing" box at Darlington. These are considered legitimate examples of the survival of the companies'

identities for the purpose of the proposed record, but even the signal-boxes are disappearing as the result of modernization.

Joint Lines. These are of interest for their own sake, but in addition they sometimes perpetuate an old name which would otherwise have disappeared long ago. The proper name is not always easy to find displayed: the southern end of the Doncaster-Wakefield line has "GC & GN Joint Committee" boards, and it was only on the short branch from Castle Hills Junction that I found a "West Riding & Grimsby" notice. There are also two post-grouping joint lines: Mid-Notts (LNE & LMS Joint) and the Watford Joint Committee. The latter is a hybrid (Met & LNE Joint) and special efforts should be made to find an example of these titles.

N. B. PEATFIELD, Major, R.E.

(The Editor would be glad to hear from any members about this interesting project. Notes on location of unusual boards should also be sent, and these will be published).

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RAILWAY BIBLIOGRAPHY

A sub-committee of the Council was set up in February 1955 to consider the possibility of compiling a bibliography, in accordance with the aims of the Society. Later that year it was found that Mr. George Ottley, a member of the staff of the British Museum Library, was already engaged upon this work and friendly co-operation ensued. The work of compilation is now well advanced, and Mr. Ottley hopes to complete it for submission to his publishers by midsummer. Mr. Ottley has asked the Society to give him advice and assistance when the draft reaches its final form and this invitation has been gladly accepted. The Society's name and those of the revisers will appear in the printed work. We hope this will emphasize the book's undoubted authenticity and associate the Society with a most important work, the preparation of which was one of our original objectives. We wish Mr. Ottley every success in his task.

C. R. CLINKER.

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ONE HUNDRED YEARS AGO

Railway Times, 8.1.1859. South-Eastern Ry. A letter to the Editor. Sir,- What! If the city article of the Times of the 1st inst. is to be credited, a satisfactory agreement has been arranged with the East Kent, the bare report of which has raised its unsaleable shares 25 per cent. from their nominal price! Another Reading, Guildford, and Reigate job perpetrated, that those who have "gone into the director line" may have additional leisure to add to their numerous directions! The South-Eastern, burdened with the obligations of a railway, a perfect caput

mortuum; the jest of the railway world, and the rejected of more than half of its once proprietors, and I may add the terror of the remainder! It cannot be. It must be a canard, - "the last shave", - a fitch to float those curious pieces of paper the A and B shares. But if true, then I say to my fellow proprietors,

UP WITH THE BANNER.

Manchester Examiner and Times, 28.1.1859. Diabolical attempt to overturn a railway train: On the night of the 20th inst., some evil-disposed party staked the points on the Butterly Company's Railway near Ripley Junction. Fortunately, the dastardly act was discovered in time to prevent loss of life or property. A liberal reward has been offered for the discovery of the miscreant.

Manchester Guardian, 1.1.1859. Curious Railway Case: A case of considerable importance was decided in the Glasgow Small Debt Court on Monday. A boy named John M'Nab sued the Glasgow and South Western Railway Company under the following circumstances:- He had purchased a second class season ticket to enable him to attend school and travelled by a particular train. The Company withdrew the second class carriages from that train and insisted that he should travel in a third class carriage or pay the difference between second and first. He accordingly raised an action for breach of contract. The Company pleaded that, from a passage in their regulations, they were entitled to make what alterations they pleased in their trains. The sheriff decided against the Company and he held that, although they might alter the hour of the train or even withdraw it altogether, they could not as in this case, when they continued the train, withdraw the class of carriages at the time the contract was entered into.

Railway Times, 19.2.1859. Stratford-on-Avon: The ceremony of raising the first sod of the line took place on 8th inst. Many attempts have been made to provide accommodation for Stratford, but, from one cause or other, these have been unsuccessful. When the Oxford, Worcester & Wolverhampton was projected in 1844, it was intended that the line should pass by Stratford, but subsequently the course of this railway was changed, and years passed by without any very serious attempt being made to supply what so many towns inferior to Stratford enjoyed. At length, in 1856, the corporation of the town took the initiative in the matter: a new line was projected; and in the session of the following year the act was obtained; the bill having encountered various difficulties in its parliamentary progress - these arising chiefly out of local differences respecting the route which the new railway should take. The monetary panic of last year, and the continuance of local opposition, placing difficulties in the way of obtaining the necessary funds, the progress of the works was for a long time delayed. After a time, however, all obstacles having been vigorously met, the prospects of the railway brightened. The local directors exerted themselves, shares were taken up by several of the landowners, and the necessary steps taken to commence the works, of which the first sod was turned on Tuesday, Edward Rice Esq., chairman of the board, performing that ceremonial.