



Journal
of the
Railway and Canal
Historical Society

THE RAILWAY & CANAL HISTORICAL SOCIETY

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Contents

EDITORIAL	394
GEOFFRY N. WEBB—AN APPRECIATION	394
JEOFFRY SPENCE—AN APPRECIATION	395
BIZARRE STATION LAYOUTS <i>Stephen Bragg</i>	396
THE PERIPLUS OF THE FENS <i>Ronald Russell</i>	411
NORTH HYDE MILITARY DOCK <i>Hugh Compton & Alan Faulkner</i>	417
BRINGING THE STORY UP TO DATE <i>John Denton</i>	422
DOCKS & SHIPPING GROUP <i>A. D. Nicholson</i>	424
ROAD TRANSPORT GROUP <i>Philip L. Scowcroft</i>	425
THE TAYLOR BEQUEST: ADDITIONAL MATERIAL <i>Paul Reynolds</i>	426
WHAT IS RAILWAY HISTORY <i>David St John Thomas</i>	427
WHERE THE MONEY GOES! <i>P. Justin McCarthy</i>	428
BOOK REVIEWS	431
CORRESPONDENCE	437
RULES FOR ENTRY TO NOVICE PRIZE	439

Editorial

It was universally agreed among those attending the Writers' Forum at Morecambe on 22–24 November 1991 how successful it was. Our thanks are due to our President Rex Christiansen for his initiative and organisation, ably assisted in the latter by John Searson. The choice of venue, the Midland Hotel, was inspired: a former railway hotel, a perfect example of the rather mannered *Art Deco* style so redolent of the 'Thirties and so well restored.

The Publications Committee wishes to support the Writers' Forum initiative and to this end offers a prize of £50 for the best novice contribution to the *Journal* received before 31 December 1992. Entry will be open to anyone who has not had anything published for payment or anything other than a letter published in a transport oriented journal. Entries should be between 1,500 and 5,000 words. The Editor will be supported by a panel of judges and the winning entry will be published in the *Journal* together with a note that it is the prize winning one. As many of the other entries as possible will also be published. Rules for entry appear on page 439.

Geoffrey N. Webb—An Appreciation

It was with very great regret that we learned of the death of Geoffrey Webb on 17 November last at the age of 67 years. He had been taken ill at a meeting of the Signalling Record Society, and passed away little more than 24 hours later. He had been a loyal member of our own Society since its earliest days.

Geoffrey was well-known as an authority on the history of the Midland and the L&NW Railways, but regrettably he had never felt able to write extensively on these subjects, although the many acknowledgments in the works of other authors bear testimony to his ready willingness to make the fruits of his research generally available. He had, however, contributed to some of the early volumes of the Society's *Journal*, including the preparation of centenary summaries of Railway Acts of Parliament covering the years 1862–1867. He had also spoken from time to time at meetings of the London Group.

For some years past his mobility had been impaired by a hip disorder, for which an operation was not the success hoped for. This disability in no way impaired the tenacity with which he continued to seek the truth, and at the time of his death he was busily engaged in settling a large number of queries raised over information contained in *Clinker's Register*, as well as over a variety of matters involving signalling. The results of this work deserve to reach a wide readership.

Scholarship in railway history is the poorer for Geoffrey's passing.

JOHN NORRIS

Jeoffry Spence—An Appreciation

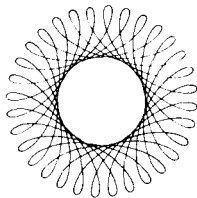
With the death of Jeoffry Spence on 3 February last the Society has lost a Vice President and one of its Founder Members. It has also lost a member whose contribution to the development of the Society has been considerable. But his most lasting contribution has been to bring the *Journal* up to the high standard we have come to expect.

Born in Caterham, Surrey, in 1915, Jeoffry lived there virtually all his life and became much involved in local affairs. Educated at Tonbridge School he worked for a few years in the City before seeing military service during the war. Afterwards he was with the British Council for a short time and eventually joined British Rail. After a period at Purley Booking Office he was transferred to the Divisional Offices at Redhill. His name became much more widely known as a result of his organisation of the Caterham Railway Centenary Celebrations in 1956, which was a most memorable occasion. As a result he was appointed to the Transport Museum at Clapham, retiring when the collection was split between York and Covent Garden.

With the fourth number of the duplicated *Journal*, October 1955, Jeoffry started his long period as Editor. From 1965 he inaugurated the *Journal* in printed form and in 1975 the layout on gloss paper which has continued essentially unchanged to this issue. In addition he encouraged higher standards in the contributions. The last issue under his direction was March 1981, bringing to an end an impressive period of a quarter of a century as Editor.

He was also known as an Author. Many of us have found his *Caterham Railway* and others valuable source material, while his *Closed Passenger Lines* (with M. D. Greville) is in constant use. He also published *Victorian and Edwardian Railway Travel*. Stemming from the 1956 Caterham Centenary Celebrations, he was a founder of the flourishing Bourne Society concerned with the study of local history of the area, and became President. The Society published his *Caterham Childhood*. He was also the author of guides to St Mary's and St Laurence's Churches. He was Honorary Vice President of the Old Caterhamians Rugby Club, having supervised the bar for many years. He also acted with the Caterham Players.

I quote from one of our Members. 'Seeming a little pompous to some, it was really a vehicle for his dry wit and droll humour. Immensely popular with the majority, there was a small select body who thought him somewhat indiscreet. You could never accuse him of not being controversial'. May I add that when I asked him why he called his house 'Tuborg Halt' his delightfully enigmatic reply was 'because I don't like Carlsberg'. He will indeed be greatly missed. H.P.W.



Bizarre Station Layouts

BY STEPHEN BRAGG FEng

The Clinker Memorial Lecture delivered on 9 November 1991 at the Friends' Meeting House, Cambridge.

The initial draft of the text of this lecture began with the sentence 'It is nearly forty years since I started going to Charles Clinker's lectures on Railway History, given in Derby under the auspices of the Nottingham branch of the WEA'. But then I realised that to describe the date in such vague terms would be to suggest that I had missed the real point of the course. For the lesson we learned from CRC was the importance of absolute accuracy and consistency in all our work, such as can only be obtained by consulting contemporary sources and cross-checking everything. So I went back to my diary and found that the date of the first lecture I attended was Wednesday 29 September 1954. I still have some of the notes that I made at the lectures, and at the research sessions in the Public Library which succeeded them, when we pored over old issues of the Derby Mercury to glean information on the early history of the Midland Counties Railway. Some of this information was used by Peter Stevenson in writing the book on the MCR published by the Society last year.

At a time when standards seem to be falling, and inaccuracy seems to be regarded as an expression of commendable creativity rather than a demonstration of lamentable ignorance, it is a pleasure to pay tribute to Charles' painstaking search for truth. I would also like to remind you of the unfailing care and courtesy with which he responded to every enquiry. He took great trouble to answer letters in detail, drawing information from the unique collection of railway material which he had amassed and which is now in the Library of Brunel University. We have all benefited from his generosity and it is a great privilege for me to be allowed to present a lecture dedicated to his memory.

I have long been fascinated by the arrangement of tracks at stations and junctions. As a schoolboy I drew signalling diagrams, based on observation in the field, of all the lines within ten miles of Rugby. Since then I have travelled by train or on foot—or occasionally by bicycle or motor car—over the routes of nearly all of the standard gauge lines that have ever existed in England and most of those in Wales and Scotland. My own records have been correlated with the sketch plans that were made by the late Mr R E Charlewood on the basis of personal observations in the 'twenties. These were kindly loaned to me by Mr Gerald Aston of Wilmslow. My diagrams have also been checked and extended by consulting the series of large scale maps held in the Map Room of the Cambridge University Library, where the helpfulness of the staff is a constant source of encouragement. Study of these maps has served to increase my admiration of the researches of Mr R A Cooke, who has covered the layouts of the GWR in such detail, not to mention those of Mr Ray Cook, who has recently revised the Historical Maps of the NER.

A major problem for the recorder is that layouts are constantly being modified in detail even if major changes are relatively rare. Furthermore, even the Ordnance Survey is not 100% accurate—I have seen one plan that ascribed the line from Lynn to East Dereham to the Great Western Railway!—while some modern sheets show features that are not all contemporary. Recording complicated junctions from a moving train is not easy and official diagrams of early layouts hard to come by. So some of the diagrams which illustrate this talk are best guesses, reconciling conflicting information from a number of sources.

I intend first of all to deal with terminal stations, then through stations and after that junction stations. In each case I will try to define a norm, so that the extent of departures from it can be appreciated. My illustrations will mostly be taken from the period just before the Grouping, when the network of railways in this country was probably at its most complicated.

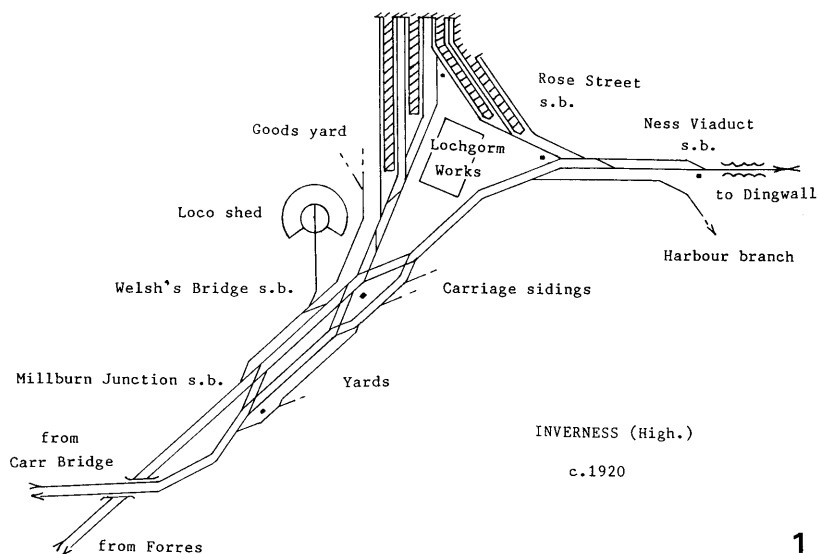
The first terminal stations seem to have consisted of a departure side and an arrival side with a number of sidings in between, often served by turnplates off the platform lines. The original Euston station was typical of such plans. The arrangement at Nottingham (MCR) illustrated by Stevenson, where the arrival and departure platforms were both on the same (north) side of their respective tracks, was exceptional. Increases in traffic meant that additional platforms were added, both in the siding space and outside the original boundaries, while the use of turnplates on running lines was abandoned. Problems did arise however with constricted urban sites, or when a tunnel or bridge created a bottleneck on the approach. An entertaining account of the situation at Bradford Exchange (LYR) is given by Ahrons. In contrast, the improved approaches to Euston, finally completed in 1922, and including four flying/burrowing junctions as well as independent lines for engines and for empty coaching stock, show how conflicting movements could be avoided where a company was prepared to undertake substantial civil engineering works.

By 1923, most major terminal stations in Britain had a reasonably open approach and conformed to a standard pattern, with arrival platforms on one side and departure platforms on the other. The platforms were usually spaced regularly, though Neyland (GWR) was an exception, with cattle docks and a locomotive depot sited between the arrival and departure platforms. There were a few places where limits on the site required the building of a subsidiary "overflow" station, like Manchester Mayfield (LNWR), or the provision of physically separate excursion platforms, like Scarborough Londesborough Road (NER). There were also exceptions to the general rule where the convergence of routes close to the terminus made it natural to divide the plan into sections—Brighton (LBSCR) is a good example. Inverness (High.), sketched in diagram 1, presents an extreme case, where the platforms serving the north and the south/east respectively diverged immediately beyond the circulating area, the two sets of lines being joined at their outer ends by through tracks on which there were no platforms. In practice, arriving trains sometimes ran in over these through tracks and reversed into the opposite platform to free the locomotive immediately.

Mention of freeing the locomotive raises the whole question of running round, which was so important in the days when the locomotive was expected always to be at the head of the train. Traffic on the scale of the Liverpool Street (GER) suburban service merited a stub siding at the outer end of each platform: this held an engine which was ready to back down on to a train that had just arrived and take it away. This movement allowed the second engine to run up to the siding and wait to take its turn with the next incoming train.

Provision of a second engine was also necessary at certain other stations with an intensive service and no facilities for running round, such as Leith North (Cal), Bridgeton Cross (NBR) and, I think, Blackwall (GER). The general rule, however, was that each terminal road had a crossover to an adjacent line at its inner end. A unique exception was Birmingham Moor Street (GWR), where there were traversers at the buffer stop ends of the platforms: there were also hoists to the low level goods yard where there were two more traversers.

In several other cases a turntable replaced the crossover: the classic example was Crystal Palace High Level (SECR) where the lines serving the four platforms were connected to the turntable, making them all islands. The loco release line also trans-



1

formed the outer platforms of Ventnor (IofWR) into an island, access to which required a movable bridge section to be put in place, like that used to cross to the island platform at Malton (NER). Turntables replaced crossover points at Bembridge (IofWR), Harborne (LNWR), Alston and Withersea (NER), and at Rothbury (NBR). Elsewhere there were branches that ended in turntables, like that to Allendale (NER), but these were not essential to the running round process.

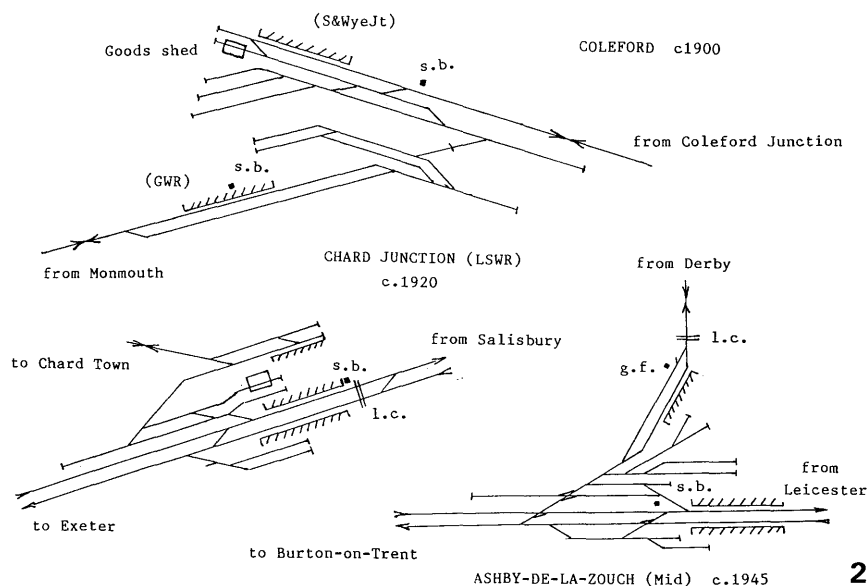
In a number of places running round was accomplished with the help of gravity. There was no crossover at Peterhead, Banff or Old Meldrum (GNSR) nor at Eyemouth (NBR) and when it was desired to get the incoming locomotive to the other end of its train the stock had to be backed up the line, and then allowed to run down into the station after the loco had shunted into a siding. Gravity was similarly used at Maiden Newton (GWR), using an inclined siding off the Bridport branch, and at Killin (Cal.) when it became the terminus for the passenger service from Killin Junction: while at Cowes (IofWCR), although the locomotive escaped over a crossover in the normal way, the coaches were then allowed to coast back to the buffer stops so that outgoing passengers did not have to walk so far up the platform to join the train. Wembley Stadium (LNER, GCR section) was in effect the terminus of the special services from Marylebone, but it was sited on a loop worked in one direction only, so there was no need to run round: Dungeness (RH&DR) was in a comparable situation on the narrow gauge.

It is interesting to note that in the United States, for example, where space was easily available, it was normal to turn complete trains on a 'wye', or triangle. It would have been possible to do the same in Britain at stations such as Leeds Wellington (Mid.) or Norwich Thorpe (GER) where the avoiding lines produced a triangle close to the terminus, or at places like Edinburgh where there were several triangular junctions in the vicinity, but I have seen no evidence that this was ever considered a standard routine except for special stock like travelling post offices.

Finally there were termini on passenger branch lines that were built or reformed after the introduction of railcars and push-and-pull sets, so that running round had never been necessary. Old Ynysybwll Halt (TVR) was an early example on a line worked by steam: Bury Interchange, in Lancashire, and Stansted Airport are recent examples on electrified lines.

Before we leave the subject of termini, we might look at some stations that were normally considered as termini although it was actually possible to continue beyond them. The most devious connection was at Coleford, shown in diagram 2, where it was possible to reach the Severn & Wye running line from the Great Western, but only after no less than four reversals in the goods yards. This proved most inconvenient when the GWR line up from Monmouth was closed and traffic from Whitecliff Quarry had to be worked through the yards to the S&WJt line. The NBR and Caledonian stations at Morningside and again at Dolphinton were virtually back-to-back, but each pair were joined by a single track. There was a similar connection between the Midland and GWR stations at Brynamman. And of course in London there were once lines through Waterloo (LSWR) to the SER, and through Liverpool Street (GER) to the Metropolitan. Kings Cross (GNR) was not a terminus in one direction, since trains from Moorgate ran into platform B (later 16) on the suburban side. However the corresponding Up platform was described as York Road: it was not connected with the main circulating area, and although I have once caught a train there it was not possible to book a ticket. The same arguments on the theme of 'when is a terminus not a terminus?' might develop over Peebles (Cal.), where a single track ran on to connect with the NBR, and over several other locations.

In early days, through stations at major centres mostly consisted of a single platform at which passenger trains in both directions called. The plans of Leicester and Derby in the Midland Counties history already cited show typical examples. There are survivors of this form at Maryport (MCR) and, of course, at Cambridge (GER), which

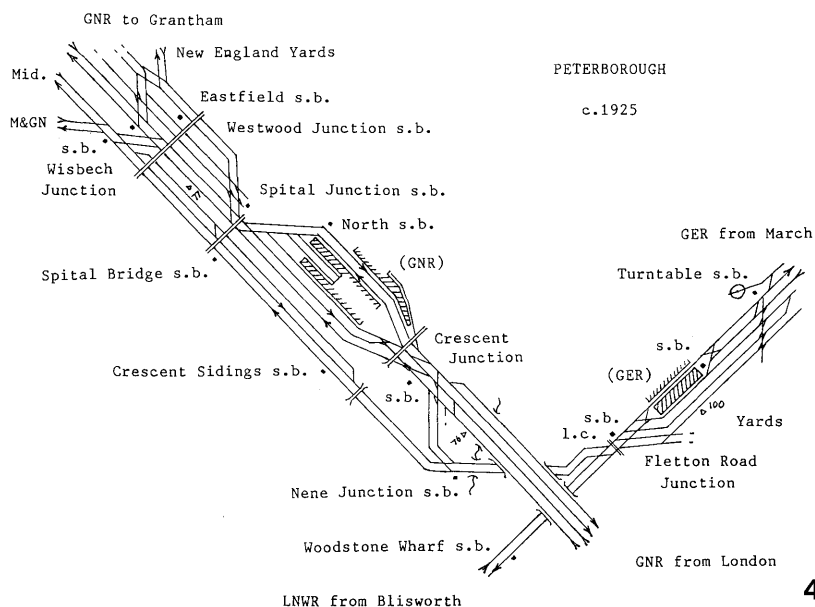
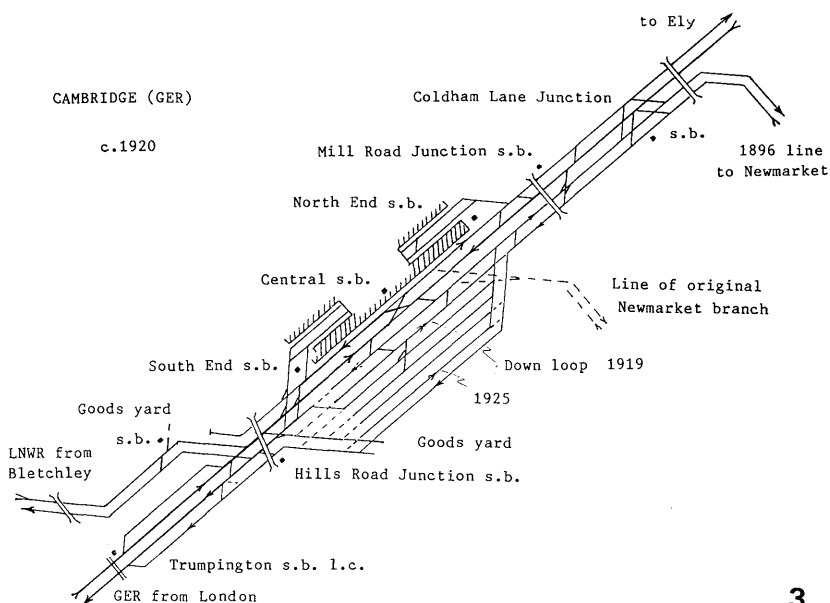


is shown on diagram 3. Cambridge was unique in that the down track south of the station appeared to run in a straight line to become the up track north of it. The platform line continued northward as the down line. Incoming trains from both directions had to travel over the scissors crossing half way along the platform. The last coach of a long train often stopped on this crossover, thus preventing ingress of a train from the other direction. Up departures had to cross over the down line—those to Bletchley crossing it again immediately beyond Hills Road Bridge. To add to the confusion, trains from Kettering, arriving when the bay platforms at the north end of the station were occupied, sometimes ran right past the main platform and reversed into the bay at the south end. Freight trains, and the non-stop summer Saturday service to Norfolk, used the loop lines, though this involved down trains crossing the up lines twice. At the present time Cambridge boasts a service to London that is far more intensive than in the days of steam, but the whole layout has been simplified and there are currently no through passenger services between Norfolk and London via Cambridge.

As traffic grew, the inconvenience—and indeed the danger—of crossing up and down trains at both ends of a single platform station led fairly quickly to the provision of separate platforms for them on either side of the tracks, often with bays for terminating trains. It was also convenient to provide through lines for non-stop or freight trains to bypass the platforms, though this tended to create conflicting movements if they had to be routed round the station as at Peterborough (GNR) instead of through the middle as at Tonbridge (SECR). An alternative layout was the central island platform, as at Edinburgh Waverley or Dundee Tay Bridge (NBR). Conflicting movements were multiplied if the station was also a junction, though the example of Crewe shows how burrowing junctions could be used to solve this problem.

The imposing layout at Rugby (LNWR), where a central island was approached from the south (and in BR days also from the north) by a fine burrowing junction, may be contrasted with that at Peterborough—diagram 4. At the latter, until the recent improvements, all up trains using the through lines crossed the down platform lines twice. There was only one through up platform line and the reverse curves at the end of the main platforms did nothing to help a locomotive to start a heavy train. Furthermore, there were no platforms on the parallel Midland line from Stamford, so that Midland trains either had to bypass the GNR station or created further delays while crossing over to it and back again. The GER station in Peterborough could also be given a pretty high rating in the bottleneck stakes. With only short platforms, operational convenience dictated that LNWR and Midland trains from the west always arrived shortly after GER trains had left for the east, and vice versa. I once calculated that the average wait at the station, assuming journeys between Northampton, Rugby and Leicester on the one side, and Cambridge and Ely on the other, were equally likely, was 2 hours 43 minutes. At the present time, many trains run through Peterborough from one region to another, and one has less opportunity for a prolonged wait there.

Sometimes nominally separate stations were interconnected. The main down platform of Manchester Exchange (LNWR), No 3, was continuous with platform 11 at Victoria (LYR). A rather similar conjunction occurred at Elgin, where the main platform of the GNSR station joined the eastbound platform of the Highland station. At New Holland (GCR) the platforms of the Town and Pier stations formed a physically continuous whole.



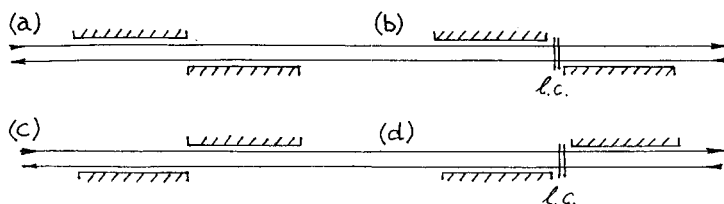
The earliest wayside stations seem to have consisted simply of a house on one side of the line. Passengers climbed into the train from ground level, and presumably walked across the nearer track to reach the further one. They still do this in countries where there are relatively few trains or where there are sufficient station staff to ensure that no-one crosses the line in the path of a train. To avoid such dangerous situations, the rule book of the Boston & Maine Railroad in the United States laid down that, if two trains were approaching a station at the same time, the down train was to wait outside the station until the up train had departed if it was before noon, while priorities were reversed after that hour. Furthermore, as was pointed out by Timothy Cobb, a non-stop train had to wait outside any through station at which there was already a stopping train. In Britain, it became the custom to erect platforms on either side of the tracks, though they were evidently unusual enough in County Durham in 1860 for those at Usworth (NER) to be specifically described as such on the first edition of the 6in/mile OS maps.

When a new station was being built from scratch, however, as opposed to being extended by the addition of buildings on the other side of the tracks, an island platform was often chosen. All the stations on the GCR London extension were of this form, except Nottingham Arkwright Street where it would have necessitated a viaduct of extra width. The Caledonian also favoured island platforms, particularly round Glasgow where, for example, they were found at all the stations on the Cathcart Circle.

A grander layout, often seen in stations built or rebuilt around the turn of the century, was to site the platforms on loops off the main lines, as at Badminton (GWR), Gerrards Cross (GW&GCJt) or Akeman Street (GCR, possibly based on a GW&GCJt scheme), though the traffic at the latter can hardly have justified such extravagance. The inverse plan, with the fast lines passing outside those serving a central island platform, was rare: Rugby (LNWR) is one of the few examples.

The layout of platforms at wayside stations on four-track main lines obviously depended on which of the tracks were normally used by stopping trains. Where all carried such traffic, four platform faces were provided, as on most of the lines in south London and on much of the LNWR main line. If one pair of tracks was used only by freight trains, as on the Midland main line, then the platforms were on the other pair. Occasionally one pair of tracks carried only express services and the platforms were then on the slow pair, as on the LYR direct line from Hindley to Manchester. A common arrangement was to have the fast tracks in the middle, with the slow lines on either side of them, as on the LSWR main line or the LNWR line to Holyhead. The platforms were then on the outer lines with crossovers from fast to slow and slow to fast at each end of the station. There were also cases where the outer tracks were used exclusively for freight, so that platform faces were only provided for the inner tracks, as at Castle Bromwich and Water Orton (an island) on the Midland's Birmingham line. At Arlesey and at Sandy, however, the four tracks were reduced to two through the stations, while at Tallington four tracks were reduced to three, in each case creating one of the bottlenecks of which the GNR seemed to be so fond.

At the conventional wayside station the platforms were opposite each other. At some locations, however, the platforms were staggered. Possible reasons for this were suggested in an article in the *Journal* by Harry Paar and in the correspondence that followed, but no final conclusion was reached. I have made a count of all the examples I could find in Great Britain, dividing them into four categories:



Railway	Type	a	b	c	d	all
NER		6	13	14	17	50
GWR		8	3	10	3	24
SER		4	0	19	1	24
GER		0	7	13	3	23
LNWR		6	2	8	3	19
GNR		0	1	10	6	17
Mid		2	2	7	2	13
GCR		2	2	5	2	11
L&YR		2	1	3	4	10
Other lines		16	3	11	6	36
Totals		46	34	100	47	227

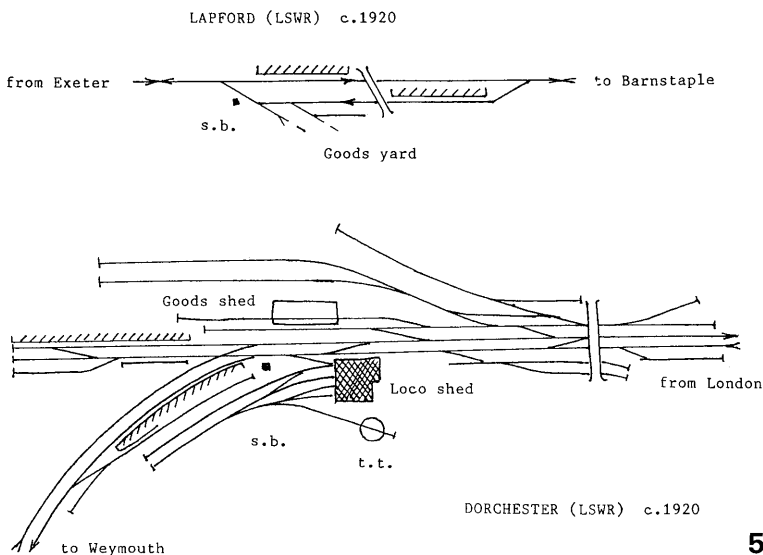
Table: Types and distribution of staggered platforms

- (a) the 'upstream' arrangement where a train reaches its own platform before passing the one for the other direction;
- (b) as (a) but with the platforms separated by a level crossing;
- (c) the 'downstream' arrangement where a train reaches its own platform after passing that for the other direction;
- (d) as (c) but with an intermediate level crossing.

Where there was a level crossing beyond both platforms the station has been put in category (a) or (c) as appropriate.

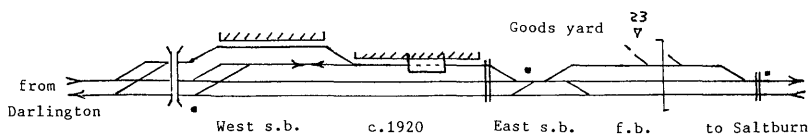
It is not always easy to decide whether to describe the platforms as being staggered or merely slightly displaced, perhaps due to their having been lengthened in opposite directions. So there may be some argument about the exact numbers. The accompanying table probably gives a reasonable approximation to the number of stations in each category at the time of the Grouping.

It will be seen that by far the largest number of stations with staggered platforms was found on the NER, and that downstream staggering was more common than upstream. In only about one-fifth of all the cases was there downstream stagger round a level crossing; this is a convenient arrangement that allows local trains to pass over the crossing before stopping and thus to free the crossing quickly for road traffic. At two places on the GER, Halesworth and Saxmundham, the platforms actually carried on over a level crossing, a movable section of platform being attached to the crossing gates. Level crossings also divided the platforms at Brodie and at Lochluichart on the Highland.

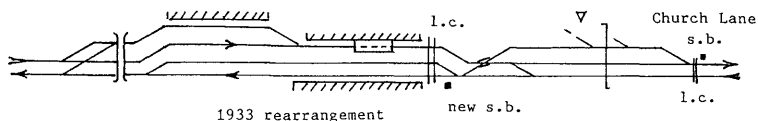


Lapford, on a single track section of the LSWR between Exeter and Barnstaple, was unique in that the two platforms were not only staggered but were both on the same side of their respective tracks as shown on diagram 5. The origin of this curious arrangement, for which two booking offices were provided, has not been recorded: one would imagine that it was instituted when the loop was put in. There was also an extraordinary situation on the LSWR at Dorchester, also shown on diagram 5. A down platform was added when the connection to the Weymouth line was built, but not an up one. So all up trains from Weymouth had to stop beyond the junction and reverse in to the original terminus before setting out again on their way. When the line between Caerphilly and Machen (B&M) was doubled, the new (up) line was laid some distance to the north of the original single track formation, which became the down line. This led to the unusual situation of two halts, Waterloo and Fountains Bridge, each serving trains in one direction only.

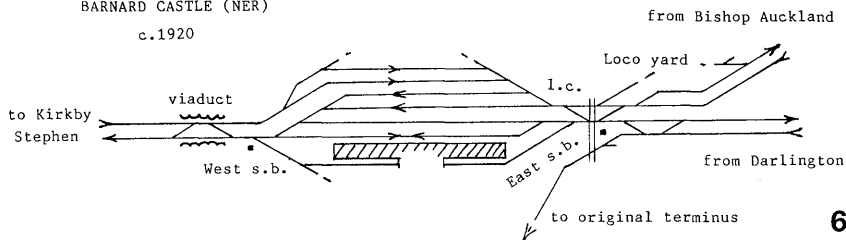
Occasionally only one platform face was provided on a double track line to serve both up and down trains. At Ware (GER) the double track Hertford branch became single through the station. But it was really the NER that specialised in single platform stations. At Seghill and at Etherley the single platforms were on one of the main running lines, an arrangement which required a facing crossover at one end of the platform and which would have been an anathema to a railway like the Midland, which avoided facing points wherever possible. At Spennymoor and at Redcar—diagram 6—the single platforms were on loops off the main lines. At Crook—diagram 7—the single platform was on a loop that could only be approached directly from the Darlington direction: trains from Tow Law had to run past the station and then set back. Barnard Castle—diagram 6—and Bedlington—diagram 7—were two junction stations which had single through platforms although both the main lines



REDCAR (NER)



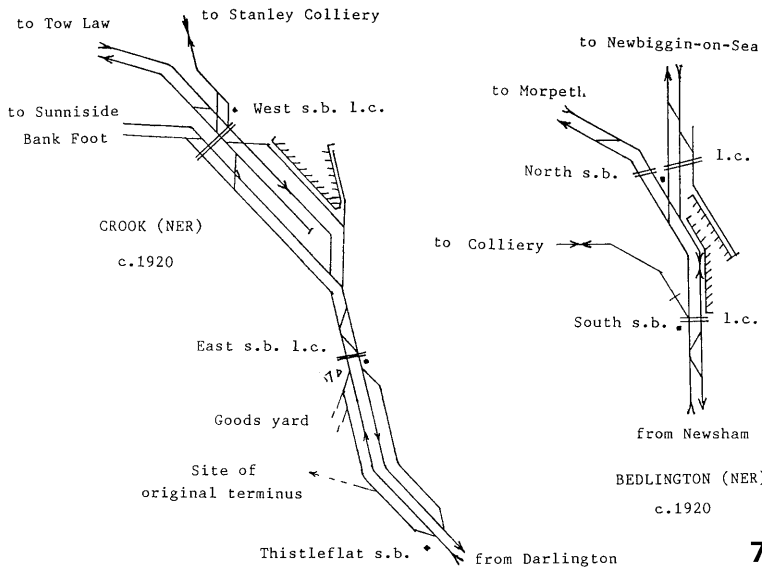
BARNARD CASTLE (NER)



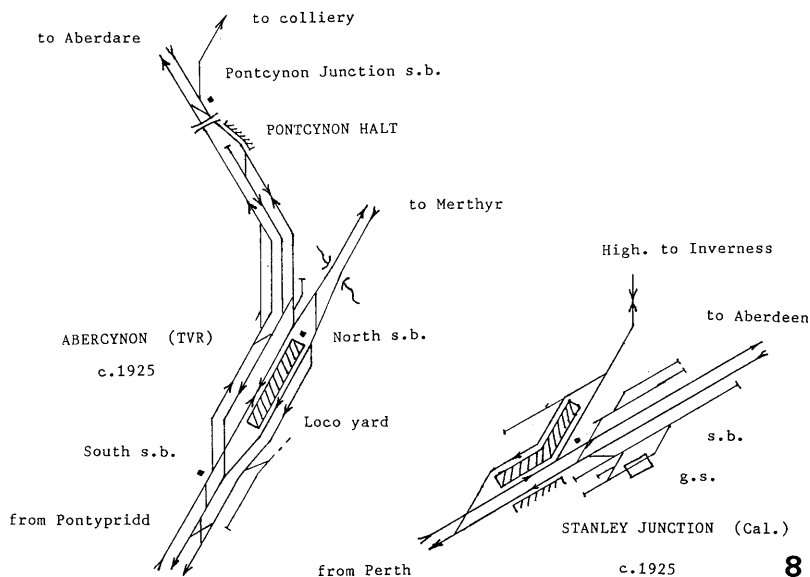
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and the branches were double track. Dovey Junction (Cam.) had only a single platform on each branch, so division or combination of through Aberystwyth and Pwllheli portions involved a good deal of whistling for points and operation of signals, particularly if an attempt was being made to pass a train in the other direction at the same time.

These examples introduce the whole question of junction stations, and it was undoubtedly at these that some of the most bizarre layouts and operating procedures were to be found. The simple norm was either to site the station before the junction, as at North Rode (NSR) for example, or, if the station was beyond the junction, to provide platforms on both the diverging routes, as at Cheadle Hulme or at Wilmslow (LNWR). Extra loops and bays could then be added as traffic demanded. At Pontypridd (TVR) some of the additional platforms were let into the main island and so could hardly be described as bays. At Nunhead Junction (SECR), what should have been the down bay was actually the up main platform. Barnt Green (Mid.) was peculiar in that until 1927 the main line platforms were staggered, the up platform lying beyond the junction, while the Redditch line platforms were both on the branch. So it was theoretically possible for a branch train proceeding towards Birmingham to stop at two platforms, one after the other, without reversing. Similar duplication was possible at The Hawthorns (GWR), the unadvertised station serving the ground of West Bromwich Albion Football Club. There was also rather a curious disposition of platforms at Barkston Junction (GNR), which allowed a Lincoln-bound train to leave the main line before stopping, whereas trains in the other direction had to stop at a platform on the main line.



7



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Stanley Junction, where the Highland main line joined the Caledonian, had an unusual layout whereby the connections with the up and down lines were at opposite ends of the station, as shown on diagram 8. This had the result that Highland trains appeared to adopt right hand running through the station. Abercynon (TVR), also shown on diagram 8, was another curiosity. There was no platform on the Aberdare branch, which diverged before the station, but branch passenger trains in both directions could call at the down side of the island platform, and then use a single line connection which ran parallel to the branch tracks, eventually joining them at Pontcynon Junction. This was just beyond Pontcynon Bridge Halt, which therefore needed but a single platform.

Branch line platforms separated from the main station were provided at Petersfield (LSWR) for the Midhurst branch, at Sowerby Bridge (LYR) for the Rishworth branch (but only in one direction), and at Halwill Junction (LSWR) for the North Devon and Cornwall Light Railway. At Ratho (NBR), west of Edinburgh, the South Queensferry branch had already lost some height before reaching the station so the branch platform was at a low level.

In some places the branch had only a trailing connection with the main line, so that trains could run off the branch without reversal, but not on to it: isolated platforms for such branches existed at Ashby-de-la-Zouch (Mid.) for the Melbourne line—see diagram 2—and at Stonehouse (Glos) where the platform for the Midland's Stroud branch was beyond the goods yard. Similarly, separate platforms were provided for the light railways running from Kelvedon (GER) to Tollesbury, from Elliot Junction (D&A) to Carmyllie, and from Elvanfoot (Cal.) to Leadhills and Wanlockhead. Actually, Clinker treated the low level platform at Kelvedon as a separate station, comparable to Melcombe Regis (WP) which was practically in the yard of Weymouth (GWR), Haxey Junction (Ax) which was close to Haxey and Epworth (GE&GN), or Haughley (Mid Suffolk), which was eventually incorporated into Haughley (GER).

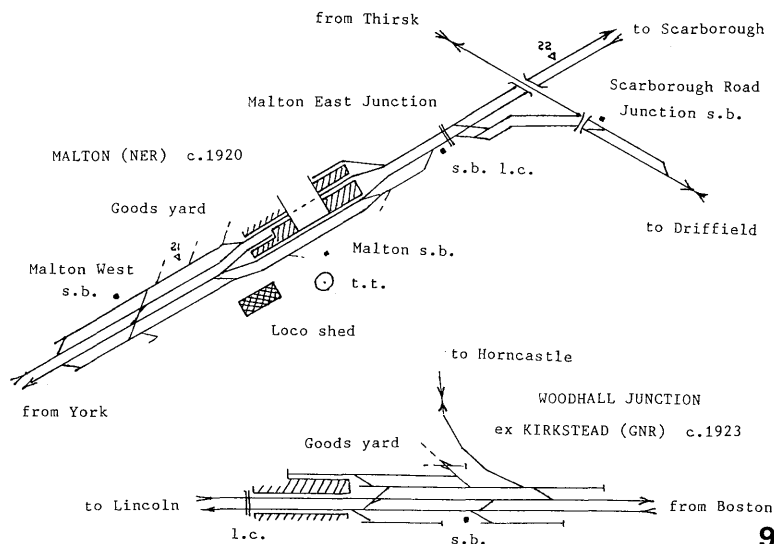
Liskeard (GWR) is an interesting case, where the branch platform is actually at right angles to the main platforms, access to the branch being via a sharply curved connection through the goods yard. There were analogous situations at Elsenham (GER) and Langley Mill (Mid.) where the terminal branch platforms were adjacent to the main station, but the junction was some way away and facing in the other direction.

In a few other places it was impossible to run on to or off a branch without reversal in a siding. The best known example, and indeed the only place where there are (still) buffer stops at both ends of a double track branch, is Folkestone Junction. Boat expresses from the Harbour station were pulled and pushed up the incline to the junction sidings, where the main line locomotive was attached for the journey in the opposite direction to London. Pat White has pointed out that a similar situation once obtained at Tonbridge (SER), where the Tunbridge Wells branch originally descended to a dead end siding east of the station. Branches which could only be reached after two reversals in sidings were those to Bankfoot (Cal.) and to Chard Town (LSWR)—diagram 2 again: separate branch platforms were provided for these at Strathord and at Chard Junction respectively.

Elsewhere there sometimes seemed to be not enough platforms. At Newsham (NER) there was only one platform on the Blyth branch, so that up trains had to run on to

the main line and reverse into the up main platform. At Wear Valley Junction (NER) the only platforms were on the main line and were staggered, being reached before the junction by trains in either direction. This allowed a train from Darlington to divide at the down platform before its constituents went their several ways to Tow Law and Wearhead respectively. Going south, the train from Wearhead could run in over the junction and back down on to the Tow Law portion which was already standing without an engine at the up platform. Similar man-oeuvres were practised at Cairnie Junction (GNSR), where the train from the coast line ran in past the station on a track that had no platform, and then backed on to the coaches that had come from Elgin via Craigellachie and were standing at the main island platform. Before Epsom (LSWR) station was rebuilt in 1928/9, the platforms preceded the junction but could not be used by LBSCR trains, which ran on central tracks between those serving the platforms.

In a few of the indirect junction sites there were no platforms at all on the branch line and it was necessary for trains to be propelled from the station into a siding before going forward on to the branch: in the other direction trains off the branch stopped in the siding before reversing back into a terminal bay. Examples were to be found at Woodhall Junction (ex Kirkstead, GNR) for Horncastle, shown in diagram 9, Prestatyn (LNWR) for the Dyserth branch, Ladybank (NBR) for Mawcarse trains and Seaton Junction (LSWR) before the rebuilding of 1927/8. I would welcome information on how the Duns branch trains were handled at Reston (NBR). At Newport (IofWCR) there was originally an individual FYNR platform on the line to Freshwater Bay. In Southern Railway days, however, the Freshwater Bay train backed out of a bay platform at the former IofWCR station and into a siding before proceeding on its way.



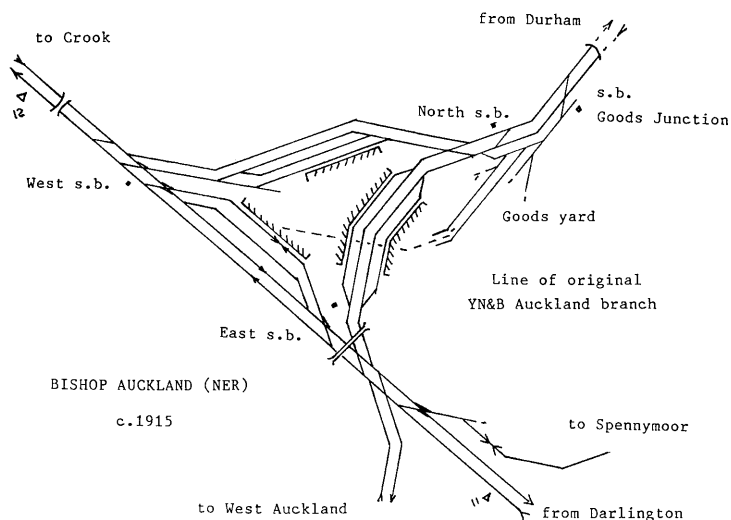
At Scarborough (NER), Whitby line trains originally used one of the shorter platforms on the south side, and the locomotive had to run round after hauling its train a bare 600 yards. In 1934 a new platform, 1A, was built, some 300 yards out from the main concourse, and Whitby trains could then be propelled into a siding at Falsgrave before reversing and running up into the tunnel to Gallows Close.

Some junctions were well outside station limits and quite a long reversal was necessary. After stopping at the junction outside Cromer (GER), through coaches from Sheringham to London were propelled back into the High station to join the main train. In the other direction they were left in open country to be picked up by another locomotive and taken forward to their destination. At Templecombe, S&DJt trains from the Bournemouth direction were hauled from the lower junction in to the station by a second locomotive, the train engine remaining attached so as to be ready to take the train out again. Similarly the summer specials between Scarborough and the north, which were routed via Gilling to avoid the congestion at York, traversed the section between Scarborough Road Junction and Malton station with an engine at both ends—diagram 9. On the other hand the locomotives of local trains between Malton and Thirsk ran round their trains at the junction. So did those of boat trains to and from the Tyne Commission Quay, which had to reverse at Percy Main North Junction. The 12 minutes allowed to trains for the four miles between Congleton (NSR) and Biddulph may have allowed for running round and reversal at Congleton Upper Junction, but without much time to spare. Reversals in open country were also necessary for the NER service between Saltburn and Brotton and for the daily Furness train from Ulverston to Conishead Priory.

Double reversals were needed when through trains served a terminal station on a spur. For example, trains between Middlesbrough and Brotton had to travel up and down the half mile spur to the terminal station at Guisborough before continuing their journey. In later years the double track branch was worked as two single lines, one for passenger traffic and one for freight, as was the case on the Stourbridge Town branch (GWR) after 1935.

Single reversal and partial retracing of route has been a feature of many passenger workings serving terminal stations and can still be enjoyed on the Dinting—Glossop—Hadfield services, as well as those on the Clacton branch calling at St Botolph's station in Colchester. Trains to and from Barton-on-Humber (GCR) used to call for a second time at New Holland Town after reversing at the Pier station; and S&WJt trains from Lydney to Lydbrook Junction went all the way from Serridge Junction to Cinderford and back. Double station-to-station trips were made by those trains from Red Wharf Bay (LNWR) to Gaerwen which went from Holland Arms to Llangefni and back en route. Similarly, on the SER, trains from Dungeness sometimes tripped to New Romney before going back to Lydd and continuing on to Appledore: however that parsimonious company expected through passengers to detrain at Lydd and await the train's return rather than enjoy a free excursion. But these forays were the result of railway geography and were dictated more by the need to maximise the use of stock on branches with light traffic than by any vagaries of station layout.

As a finale we might look at those most exotic of junction stations, the triangles. Rutherglen (Cal.) was the largest. Ambergate (Mid.) was the most compact and the only one at which all the inner platforms were joined at both ends. Queensbury (GNR), where it was quite common to see connecting trains on all three sides simultaneously, was the busiest. Earlestown (LNWR) had the additional excitement of a crossing where the Haydock Colliery Railway went over the northernmost tracks on the level. Forres (High.) and Bishop Auckland (NER) both had third sides where the platforms were used for terminating trains but not for through services. Bishop



10

Auckland—diagram 10—had other interesting features, such as the offset platform on the Weardale line and loops on the Durham line. With the layout of its goods station betraying the original pre-1857 course of the YN&B (NER) Leamside branch it is surely a fitting diagram with which to end this survey.

I hope that I have been able to illustrate the fascinating variety and complexity of the station arrangements that were to be found in Great Britain at the time of the Grouping. I believe that their study is an appropriate one for the Society, since so many of the peculiarities are rooted in the historical development of the associated routes. I have tried to draw my illustrations from all over the country; and in this written paper I have added one or two further examples that were mentioned in the discussion on 9 November. Perhaps some other interesting curiosities will be brought up in correspondence. And I would like to finish as I began, by paying homage to Charles Clinker, who did so much by precept and example to encourage interest in railway history, and accuracy in its description.

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The Periplus of the Fens

BY RONALD RUSSELL

Given on the occasion of the Clinker Memorial Lecture on 9 November 1991.

Houghton Hall in Norfolk is one of England's noblest houses. It was the home of Sir Robert Walpole, First Lord of the Treasury 1721-1742, who had it built on the site of the family's Jacobean manor house and had the village of Houghton removed to a position outside the gates, although the church was allowed to remain. The original designs were by Colen Campbell; these were amended by Thomas Ripley, Chief Carpenter to the King, who was ultimately responsible for the building, which began in 1722 and was completed in 1735. The interior was designed by William Kent, who also created the furniture for the State Rooms. Rysbrack, the sculptor, and Atari, expert in stucco, were also employed—see the Stone Hall.

Sir Robert, who became 1st Earl of Orford, had four children: Robert, who succeeded him in 1745, Edward, who died unmarried, Horace, the famous diarist who became the 4th Earl, and Mary, who married the 3rd Earl of Cholmondeley—it is the 7th Marquess of Cholmondeley who is the present owner of the Hall. He is the hereditary Lord Great Chamberlain and looks after the Duke of Edinburgh and the Prince of Wales's thrones used in major state occasions.

In this house Robert's only child, George, was born in 1730. His father, Robert, had married Margaret Rolle when she was only 16; they lived mostly in London and at Crostight Hall near North Walsham. In 1734, when George was 4, his mother ran off to Italy with Thomas Sturges, a Fellow of King's, the first of many romances, mostly with men far younger than herself. Young George lived in a remote corner of Houghton, a lonely and neglected child, while his grandfather entertained statesmen and political intriguers, argued with decorators and art dealers and drank into all hours. At the age of 12 George went to Eton, where his career was so undistinguished that no record of it exists. On Robert's death, George's father became the 2nd earl; he spent the next six years gambling and dissipating the revenues in other ways and died in 1751, when George was on the Grand Tour. Horace Walpole wrote in a letter that he feared 'all the remains of my father's glory will be pulled to pieces! The widow-countess immediately marries, not Richcourt but

Shirley, and triumphs in advancing her son's ruin by enjoying her own estate and tearing away great parts of his!' It is worth mentioning that it was rumoured that George's father was in reality Sir George Oxenden, a notorious rake; certainly neither Robert, who referred to him as 'that boy' nor his mother ever showed him any affection or concern.

A few days later Horace had this to say of his nephew George; 'My satisfaction in him is very great . . . he has an equal token of reason and goodness that is most engaging.' Horace and other family members were trying to arrange a marriage for George with a wealthy heiress, Mary Nicoll, which would help restore the fortunes wasted by the 2nd earl, but George would not agree and began to talk lightly of selling Houghton.

All the same, for some years he worked hard at improving the estate, becoming an expert on cattle and importing exotic breeds from all over the world. In 1755 he became a Lord of the Bedchamber and in 1757 Lord-Lieutenant of Norfolk. But Horace complained that his whole pleasure was outrageous exercise—that he never answered letters nor kept appointments, was 'the most selfish man in the world' yet had no ambition. He had a house in Green Street in London, where his housekeeper was Martha Turk, known as Patty, a country girl who joined his household in 1752 and stayed with him until she died.

The government tried to secure his support by giving him the post of Ranger of St James' and Hyde Parks, at £2,000 a year, but he never voted for them and neglected his duties—the parks, unsupervised, became the resort of thieves and ruffians where 'an old Whore with Muggs and Glasses' refused to allow the poor to drink the health-giving waters unless they paid her heavily for the privilege. (He was dismissed from the Rangership in 1783, perhaps a unique event in being dismissed from a sinecure.)

Sport was becoming an obsession, funded by mortgages on the estate. George was a founder-member of the Jockey Club, one of the first to have racing colours—he is remembered in the Houghton Meeting and the Orford Stakes at Newmarket. He founded the first coursing club in England, at Swaffham, and was president of the Falconers' Society for 20 years. He owned about 100 greyhounds; his star, Czarina, won 47 races and was the progenitor of almost all greyhounds of the present day. He would gamble on anything, including whether the queen would have a child before the daughter of Lord Bute; he raced five turkeys against five geese from Newmarket to London for a £500 wager. Meantime the Hall fell further into disrepair and the garden was destroyed by horses.

Early in 1773 George was taken ill. In February Lord Carlisle wrote 'Orford's death would have corresponded with his life. He has lived like no other person, and I believe no man of fashion ever went out of the world before by the itch; I mean on this side the Tweed!' Horace vividly described one occurrence [see letter] and a few months later found he had to take charge of matters himself. Eventually George was put in the care of Dr Batty, the famous mad-doctor, and Dr Jebb and by March 1774 had recovered to find that Horace had sold his horses to pay off some of the debts. In response to Horace's pleas to improve the estate's finances, George opened negotiations to sell Robert Walpole's remarkable collection of paintings, including 13 Vandykes, 10 Rubens, and work by Rembrandt, Holbein, Titian and Raphael among others. The sale, to Catherine the Great, was completed in 1779 for £45,000, and the paintings are now mostly in the Hermitage, Leningrad. Horace had earlier reckoned they were worth about £200,000.

George now spent most of his time with Patty Turk in rooms rented in the old vicarage at Eriswell, near Newmarket. The incumbent, known as the jockey-parson, was Thomas Ball, who had bought the living as it was handy for the racecourse. Tipsters and grooms were frequent visitors. In the summer of 1774, however, there was a pleasant interlude, and it is this that the editor of the Journal that George compiled, and which was not published until 1868, described as *The Periplus of the Fens*.

In the later decades of the 18th century the Fenland waterways were busy transport arteries, with about 470 boats employed altogether, serving areas many of which were not accessible except by water. Since the construction of Denver Sluice a special type of boat—the Fenland lighter—had been developed, specially designed for the narrow and poorly maintained channels. Sea-going vessels using the ports of King's Lynn and Wisbech transhipped their cargoes into these lighters, which penetrated inland to Cambridge, Bedford, Bury St Edmunds and via Peterborough into the River Nene. There was a certain amount of pleasure boating as well, almost wholly confined to the meres, Whittlesey, Ramsey in particular.

What impelled George to undertake his voyage no-one seems to know. Some preparation was needed; cabins were added to some of the boats and one was equipped with a galley. There were nine boats in all; the *Whale*, which had the galley, the *Alligator*, the *Shark*, the *Dolphin* and the *Cocoa Nut*, which was the horse-boat and also carried the stores. There were also three smaller boats, *Pristis*, *Chimera* and *Centaurus*, for sailing and fishing expeditions, and a skiff, *Swallow*, was added on the voyage. And there was the *Fireway*, described by Orford as a bumketch, which may have been a gun-punt. George was accompanied by George Farington, a painter, who made drawings from the Houghton collection, and Thomas Roberts, another painter from Ireland—both of these kept journals of the voyage—and by Patty Turk. A fen horse, *Hippopotamus*, towed what Orford described as the *Fleet*—or most of it—when it was impossible to sail. The ship's company consisted of two watermen, three men 'belonging to the family', Long Robin, Will, who rode the horse, Charlotte and the Cook.

The *Fleet*, under the command of the Admiral (as Orford described himself—leading in later years to a story that the Navy had once navigated the Middle Level) left High Bridge near Lakenheath on Saturday July 16 and sailed via the Little Ouse into the Great Ouse and through Denver Sluice. They passed through Salter's Lode into the old Nene and passed the twin villages of Upwell and Outwell. Then on to March and into Whittlesey Mere on July 19. Next they approached Peterborough through Stanground Sluice and anchored by the bridge opposite the cathedral, when they were invited to dinner by the Bishop, but had to refuse, and were visited on board by the Dean.

On July 22 they returned to the Mere and spent the next 4 days there fishing and walking on shore. On the Friday they met Lord Sandwich, First Lord of the Admiralty, an old friend of Orford's, and spent that day and the next fishing and racing with him and his crew. Then they returned to Peterborough and dined with the bishop and his lady 'the Burgundy was the best I had tasted in England for many years' said Orford, who noted that the chaplain's name was Mr Bacchus. In the evening the ladies went to see a play, escorted by Messrs Roberts and Farington, but Mr Roberts unfortunately broke his shin in handing a lady over a bench in the playhouse.

After three more days in Whittlesey Mere they sailed on to Ramsey Mere for more fishing, and returned the way they had come to Lakenheath, arriving on Saturday August 6. Their horses and chaises were waiting and took them back, not to Houghton but to the vicarage at Eriswell.

Three years after the Voyage George was taken ill again; he was put in a strait-jacket and Dr Jebb was sent for. By March 1778 he was well enough to march his militia to Norwich, wearing their new red and white uniforms he designed—it is said he fed his men on bushels of onions. He ordered the citizens of Norwich to burn down their suburbs should the French invade. The next year he joined the militia in camp at Aldborough while the picture sale was completed.

George's mother died in 1781, worn out by travelling and love affairs, leaving him enough to ease his financial burdens for the time being. He drew up a set of coursing laws for Catherine of Russia and enjoyed himself with a local girl, Mary Shinn, by whom he had a daughter. He was withdrawing from public life and resigned as Lord of the Bedchamber. He continued to live mostly at Eriswell with Patty and was spotted from time to time; Parson Woodforde saw him at a balloon launching in 1786. Dressed in black, with neither greatcoat or gloves, he rode out in all weathers on a 'stump of a piebald pony'. His uncle Horace was complaining less about him now, apart from the two boxes of peewits eggs which George delivered to him once a year.

When the agriculturalist Arthur Young visited Houghton in 1789 he noted the drill roller George had invented and admired the exotic goats, sheep and cattle in the park. George was playing chess with the famous Philidor and had developed an interest in astronomy. He wrote a paper 'Conjectures on the system of the universe', suggesting that the planets had been born from the sun, and collected some of his poems and essays in a volume 'Hasty Productions' published in 1791. Only 25 copies were printed and most of them were later burnt by one of his executors.

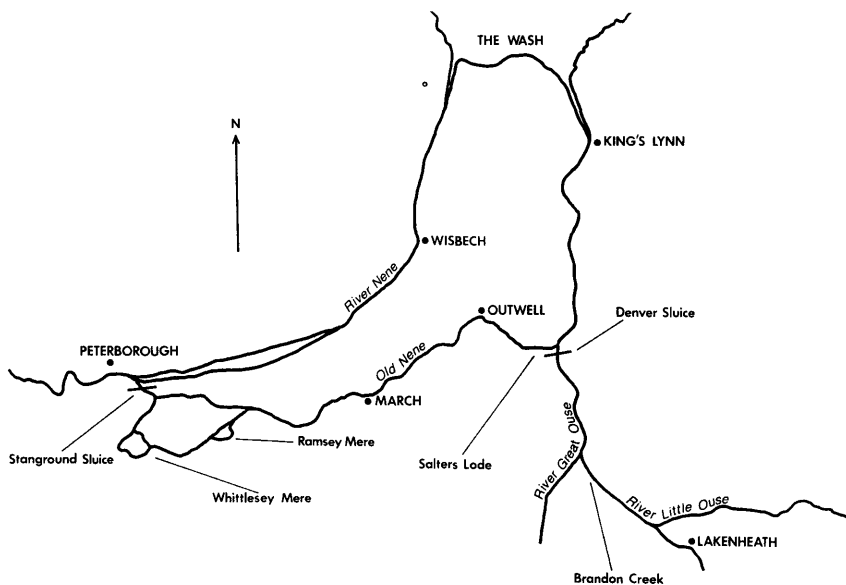
One of his last actions was to give away the front steps of Houghton to Lord Clermont, possibly to settle a debt. They were reconstructed in 1973 by the widow of the 5th Marquess of Cholmondeley to their original design.

On November 17, 1791 Patty Turk died, 'sincerely lamented by all who were acquainted with her excellencies' said the local paper. She was buried in Eriswell church described as a spinster aged 61. The entry in the parish register has been heavily scored over, it gives her age as 57 and was assumed to read 'wife and companion to the noble earl of Orford'. But the Bishop's transcript reads 'a most faithful companion to the noble earl'; there is no evidence of a marriage.

A few days later George himself fell ill. He missed the next meeting of the Coursing Club and his friends had him moved to Houghton where he chose to lie not in any of the grand bedrooms but in a little room on the ground floor—the butler's sitting room—that opened directly on to the park. Here on December 5 he died 'of a putrid fever'. He was buried in the vault of the estate church on Christmas Eve, one of the mourners being the Mayor of Castle Rising, 85 years old, who had attended the funerals of his father and grandfather. Horace at last succeeded to the title and the Hall, with insufficient money to maintain it despite the fact that it was spared the £10,000 that George had left to Patty in his will. Now 75, Horace tottered on for a few more years, dying in 1797.

Of George Orford the Norwich Mercury wrote that 'his best eulogies appear in the deep regret depicted on the countenances of those who came within the sphere of his large benevolence [the grooms, tipsters and the jockey-parson among them] and his taste for the fine arts is well known by the encouragement he gave to them [certainly to the Russian nobility]. Today there is no memorial to him at Houghton, not even a portrait on view—though one is tucked away somewhere downstairs. He is notorious as the one who sold the pictures and the front steps, and that is about all. Yet it was not so in his time. Parson Woodforde's diaries read as follows; 6 Dec 1791; Mr Guiting . . . brought us news of Lord Orford's death, a man universally respected and will be universally lamented as he was one of the most charitable, humane men as has been known many a day. His Death is supposed to be entirely owing to the loss of his most intimate friend, Mrs Turk . . .'

11 March 1797; 'Dinner today a boiled Fowl, Pork & Greens etc. Horace Walpole Earl of Orford dead.'



Map to illustrate George Orford's 'Periplus'

A few extracts from the Journal will give some flavour. You may read it in full as it has been recently reprinted and edited by H. J. K. Jenkins and is available from Peterborough Library.

'Sunday July 17. Having completely equipped and victualled the Fleet under my command, consisting of the following vessels:—*The Whale, The Alligator, The Shark, The Dolphin*, and *The Cocoa-Nut* (horse-boat and victualler); *The Pristis, Centaurus* and *Chimera*, tenders; the bumketch, *Fireaway*,—we took our departure from the Highbridge, in the Straits of Martin, at twenty minutes after twelve; weather fine, Lackenheath bearing south-east, at the distance of a mile, the wind north-west being against us, we were towed up the straits by a fen horse, called the Hippopotamus . . . Casualties:—Sam, stepping into a boat at Highbridge, ran a nail into his foot.'

Next day 'We weighed anchor at nine o'clock; and passing through Outwell and Upwell, populous towns, we anchored at three within half a mile of March, where we dined. About a mile before we came up to the place of anchorage a fen man on the eastern bank of the river demanded fourpence for hauling on the bank; but as he confessed it was not above a fortnight since this new tax was levied, and could give us no good reason for this novel demand, we refused to comply. He threatened to detain the horse; but on the arrival of a fresh detachment from the Fleet was obliged to submit. He went away, swearing heartily that we should hear from him again by an action of trespass being brought against us . . . Many very old women in Upwell, Outwell and March: the sex in general extremely ugly. The towns populous. Crops of all kinds plentiful.'

Occasionally their way was blocked, as it was on the Old Nene where they 'met with a bridge too low to admit our boats to pass, called Neighbours Bridge. This obstacle was, however, soon removed and the wooden part of the bridge raised by some bankers who happened to be at work near it.' Further on they had to obtain carpenters 'with jacks and proper engines' to raise more bridges to enable them to pass.

On one occasion they were robbed. 'A gang of barges passing Standground Sluice at the same time with the Fleet, some of the bargemen stole some salted jacks out of the Cocoa-Nut, and got off with their booty unobserved.' Once they narrowly escaped disaster in a gale when the bumketch broke away from her moorings and had to be rescued and Orford became detached from the Fleet and had to navigate 'through the foaming billows' to rejoin the others. In another gale 'Charlotte and the cook were both frightened and sea-sick and sat up the rest of the night.'

Orford gives a brief description of Whittlesey Mere, 'Its whole circumference, taking in the rush and reed fen which fringes its banks, and which extends to the hard lands of the villages of Yaxley, Fasset, Holm and Conington, is computed at 24 miles. The crater, which is free from rushes, is four miles in length and about two or three in breadth. The bottom is silty, its depth five to seven feet. The south-eastern parts of the Meer, about Orford bay, is totally free from weeds . . . a bed of weeds is not to be found, which I attribute to the constant agitation of the water which, having no hills near it, is exposed to and ruffled by the wind from whatever quarter it blows; it will be found from these journals that it abounds in fish . . . The lake is esteemed the largest (a lake in Lancashire excepted) in South Britain.' He notes that 'a small snake with a golden ring round his neck, came out of the Meer and somehow crept into the Centaurus. We took him gently out and returned him into the lake.'

Orford had a keen eye for nature: 'I gathered out of the water the water lily, the water eyebright, and a small three-leaved flower, white, with a yellow eye, which resembles in smell the marvel of Peru. I likewise saw a large zebra spider on the water.' He notes the condition of the crops and the price of vegetables: 'Charlotte bought a cabbage for three halfpence, which weighed fifteen pounds.' And on the return to Martin's Straits he finds the answer to a mystery. 'We passed through March at twelve and examining the people separately found we had no reason to alter our former opinion relative to that disagreeable arrangement of features called ugliness, entailed upon them. On enquiry our surprise ceased, when we were informed that this part of the country was settled by a colony of Dutch about the time of the revolution, which accounted for the squat shape, flat nose, round unmeaning face which prevails amongst the inhabitants.'

North Hyde Military Dock

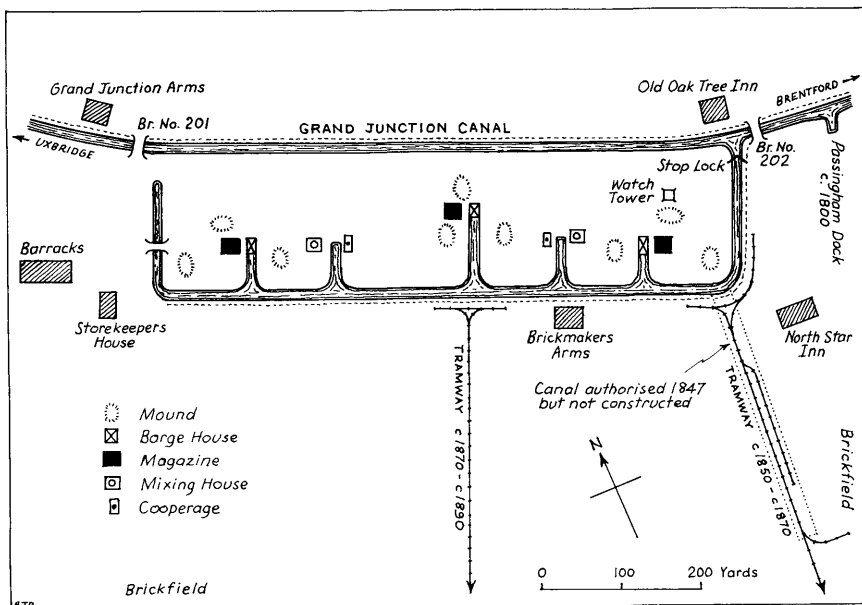
BY HUGH COMPTON AND ALAN FAULKNER

In the early 1810s the French Emperor Napoleon posed a major threat to the security of this country. The British army was heavily involved with the Peninsular Wars in Portugal and Spain at the time and whilst the British navy controlled the seas, there was still a real possibility that Napoleon would attempt to invade England.

This threat was a major factor in a decision by the Board of Ordnance to establish a new military depot, with a barracks and gunpowder magazine, to the west of London and close to the Grand Junction Canal. In December 1812 three possible sites were being considered. One was the north side of the canal in the angle formed by the main line and the Paddington branch at Southall. The second was on the south side of the canal near Hayes. The third was also on the south side of the canal at North Hyde, in the parish of Heston, and it was this site that was ultimately selected.

The plans included a branch canal from the Grand Junction. Not only was this to allow barges to serve the depot but it was to form a defensive loop, or moat, round the gunpowder storage area. A series of side docks were planned to serve the individual mixing sheds and magazines. The plans were approved by Mr Tull, principal clerk at the Tower of London, in April 1813 and were passed by the Board of Ordnance in June. On 27 October 1813 the Board authorised the works to proceed¹ and in December an overseer was appointed.

Just over 47 acres of land were needed and they were acquired by compulsory purchase under the Defence of the Realm Act.² The requisite notices were given in the *County Chronicle* over three weeks in June and July 1813. Part of the site was purchased from the Earl of Jersey, but most comprised part of North Hyde Common and was allotted to the Board of Ordnance in the 1813 Enclosure Act³ for the parishes of Isleworth, Heston and Twickenham. In all the land cost £5,674.78. An estimate for the depot works came to a further £61,548.27.⁴



North Hyde Dock

Meanwhile the Grand Junction had been approached and had given its permission for the branch canal to be linked to its waterway.⁵ The works were to be inspected and approved by its engineer and if water was lost the supply had to be made good from elsewhere. This stipulation followed from the requirement on the Grand Junction not only to keep its own canal properly supplied but also to fulfil a statutory obligation to provide water to the Grand Junction Waterworks Company at Paddington.

Work started in October 1813 and almost immediately problems arose. After removing the top soil and clay it was discovered that underneath there was gravel full of water. The Grand Junction were approached for advice. Eventually it was decided to build an 812 yard long 20 inch diameter brick culvert from the west end of the branch to discharge into a ditch close to the aqueduct carrying the Grand Junction over the river Crane. The Grand Junction specified that a sluice gate was provided for the culvert and insisted on holding a key. At the same time a stop lock was now to be provided at the entrance to the branch. Over 10,000 loads of gravel were excavated from the site during the construction of the canal and much was taken away and sold for road repairs at 5p a load.

Apart from this the branch was a straightforward affair. It was nearly 1,200 yards in length and left the Grand Junction immediately to the west of North Hyde High Bridge. From the stop lock at the entrance it ran in a south westerly direction for 200 yards and then rounded a right angled bend to run virtually parallel with the main canal. There were five docks along this 800 yard stretch. The branch then

rounded another right angled bend, was crossed by the bridge carrying the access road into the depot, to head back towards, and to terminate just before, the Grand Junction.

It is not certain when the branch was completed but it was probably towards the end of 1815 once the delays caused by the gravel had been overcome. The canal would then have been used not only to ferry the gravel away but also to bring in construction materials for the depot buildings.

There is no doubt that it was intended to be a complete loop rejoining the main canal immediately to the east of the bridge carrying the Southall to Heston road. Probably the problems with the gravel prevented this, as another stop lock would have been needed at the second junction. The canal itself cost £3,301.89 but another £1,066.65 was spent on 3,000 feet of brick walling that was needed round the two right angled bends and at the magazines. On top of these figures was the substantial cost of the underground heading.

Meanwhile the depot itself was under construction. The first magazine was completed in November 1816.⁶ Three magazines were built initially. Each could contain 6,800 barrels of gunpowder. They cost £12,876. Mounds of earth were thrown up around them and each was served by a dock off the branch canal. Two cooperages were provided to make the gunpowder barrels, with two mixing houses and two barge houses. Then a barracks was built at a cost of £3,864 to house three officers and 50 other ranks. A guard house was provided together with two foremen's houses, a storekeeper's house, a porter's lodge and eight houses for labourers.

The depot works were completed in 1817 at a total cost of £63,921.71.⁷ Much of the overspend was due to the stop lock, the culvert and to a wharf at the entrance to the branch canal.

Gunpowder for the magazines was delivered in barges from the Ordnance establishments at Waltham Abbey on the river Lea Navigation and from Woolwich on the river Thames. The Government had its own fleet of barges which were used for this traffic and the stop lock could accommodate 14 feet beam craft.

The depot was faced with a major threat in 1830⁸

Cranford, Wednesday evening.

Great uneasiness prevails at Cranford, Heston, and the neighbouring places in consequence of a letter having been sent this morning to Mr Chapman, the storekeeper at North-hide Depot, threatening to blow up the immense powder magazines under his care. Mr Chapman immediately went to town, in order to lay the letter before the proper authorities, and a strong party was sent from Woolwich; and another of the Berks Yeomanry from Hounslow has just passed (9 p.m.) to strengthen the regular depot guards. A strong force of the Yeomanry was also under arms at the Depot the whole of Tuesday night. When it is considered that the six magazines of this establishment contain 42,000 barrels of powder, and that the situation is exceedingly open and exposed, the alarm that is felt cannot be surprising.

I am, yours XYZ

These measures were sufficient to prevent any attack. Whether it was this threat, or the fact that Napoleon had died some years before in exile on the island of St Helena, but the decision was taken to close the depot. On 17 November 1831 it was reported that all the gunpowder had left and at the beginning of December the staff were told the depot would close at the end of the year.

Consideration then had to be given to disposing of the site. The original plan was for Messrs Stevens & Brenchley to offer the property for sale at the London Auction

Mart on 9 March 1832 in six lots. The first lot comprised the canal, all the land enclosed by it, and some adjacent ground totalling 37 acres in all. The second lot was the barracks and parade ground, whilst the storekeeper's house with land and other buildings, the clerk's cottage, ten tenements for the foreman and labourers, and a two acre field made up the remaining lots.⁹

In the event the properties failed to reach their reserve price at the auction. Two of the lots were then sold privately and the rest were offered for sale by tender. Most of the depot, comprising over 44½ acres and including the canal, was sold to George Thackray of Feltham Place, London on 23 November 1832 for £5,700. Meanwhile the magazines had been demolished and surplus building material from them was sent out by canal to Grosvenor Basin and thence by road to build a barracks in Bird Cage Walk—now known as Wellington Barracks.

In October 1836 Thackray approached the Grand Junction to seek agreement to extend the branch canal by completing the loop. John Holland, the company's engineer, raised no objection and permission was granted.¹⁰ Thackray was required to keep the branch in a watertight condition. Despite consent being given he did not carry out the work. He may possibly have been in financial difficulties. Certainly early in 1842 he raised a £3,000 mortgage on the canal and in July the whole property was offered or sale. The transaction took some time to complete but in February 1845 the site of the depot and the branch canal was acquired by Mundeford Allen and Edward Carlton Homes, of Bedford Row, London.

The land adjoining and immediately to the south of the depot was owned by Jonathan Passingham. His will, dated 20 June 1833, mentioned that Heston Farm included a field containing brick earth of considerable depth and excellent quality.¹¹ It could not be used as the site lacked transport facilities. In acquiring the depot and the branch canal Allen and Homes were acting as trustees for Passingham's two daughters.

These trustees had been appointed under a Private Act¹² to try and exploit the situation. In March 1845 a royalty agreement of 10p for each 1,000 bricks or tiles was signed. This also allowed access from the brickfield to a new wharf on the branch canal. A second Act¹³ confirmed the purchase of the former Ordnance depot as it seems this had led to a dispute in the Court of Chancery. It also authorised the building of a canal from the south east corner of the depot canal and stretching some 320 yards in a straight line into Passingham's land. This was to permit bricks manufactured on the estate to be transported away. The construction cost of the new canal was to be restricted to £3,000.

The Grand Junction obviously had a major interest in the proposal. The company's engineer, John Lake, had examined the plans and estimated the cost at £2,000. Whilst permission was given for the work to be carried out a request, on behalf of North Hyde & Heston Farmers, for a financial contribution towards the scheme was turned down.¹⁴

Perhaps as a result the proposed canal was never made. Instead a small tramway was built from the brickfield to two new wharves at the south east corner of the branch canal. By 1871, when the Passinghams put the whole property up for sale, another tramway had been built from further along the branch canal into the brickfield.¹⁵ The latter had been let to Daniel Rutter, a brickmaker of Hillingdon, for 21 years from 25 December 1864. He was charged a toll of one old penny for every 1,000 bricks on the tramway. Between 1864 and 1870 the average toll was £38 representing over nine million bricks a year. By then it seems the original tramway was no longer in use.

Later the ownership, or the tenancy, of the branch canal passed to Cullis & Company,¹⁶ who were brickmakers. They may have taken over when Rutter's lease expired in 1885. On 27 January 1897 the business was registered as a limited company, Cullis Phillip & Co Ltd, owned by Henry William Cullis of Heston, Thomas Cullis of Acton, and Henry Macks of Amberley Wharf, Paddington. In 1899 the company had the wide boats *Tom* and *Harry* built at William Costin's boat-yard at Berkhamsted.¹⁷ Both are known to have served at North Hyde.¹⁸ In 1918, by which time brickmaking at North Hyde was in decline, both passed to St Marylebone Borough Council who used them to transport domestic rubbish from the borough to tips in the Southall area.

The branch canal is often referred to as the Hanwell Military Depot Dock or the Hanwell Loop. Both really are misnomers as it is some distance from Hanwell and the loop was never actually completed, despite well meaning intentions otherwise.

By 1897 the west end of the branch was completely disused. With the failure to complete the loop this stretch had probably never seen much use. The First Edition of the 25 inch Ordnance Survey map, surveyed between 1862 and 1871 and published in 1877, suggests the stretch was already becoming overgrown. By 1920 it had been filled in, although the original depot access bridge was still standing.¹⁹

By 1935 most of the rest of the branch had been filled in²⁰ leaving only a 100 yard stretch open from what was now the Grand Union Canal. Even this short length was infilled in 1936 by the General Housing Company Ltd. This went on to construct Wentworth Road and factories across the site of the magazines.

Meanwhile by 1854 the barracks had become a Roman Catholic orphanage for the Brothers of Mercy. It was closed in 1935 and the barrack site was then redeveloped for industrial use.

Today even the site of the entrance is barely detectable and there is little to remind us of a once important military depot and a busy branch canal.

NOTES:

- 1 PRO WO 44/131 Master General Papers, Board of Ordnance
- 2 49 Geo III c.12—1809
- 3 53 Geo III c.174—1813
- 4 PRO WO 44/131 Ibid
- 5 PRO RAIL 830/43—Grand Junction committee minutes 11 November 1813
- 6 PRO WO 44/517 London District, Board of Ordnance
- 7 PRO WO 44/131 Ibid
- 8 John Bull—28 November 1830
PRO WO 44/131 Plan of His Majesty's Infantry Barracks & Ordnance Depot & Premises at North Hyde. (includes details of the lots)
- 10 PRO RAIL 830/6—Grand Junction committee minutes 10 October 1836
- 11 GLRO ACC 328—Papers of the Estate of Jonathan Passingham
- 12 7 & 8 Vic c.22—6 August 1844
- 13 10 & 11 Vic c.35—23 July 1847
- 14 PRO RAIL 830/10—Grand Junction committee minutes 22 June 1847
- 15 Sale particulars dated 5 July 1871
- 16 Grand Junction Canal Chain Survey, 18 September to 18 October 1893

- 17 Berkhamsted Canal Boat register, 14 July 1899
- 18 Grand Junction Canal gauging register, 27 & 28 February 1901
- 19 Six inch Ordnance Survey map, 1920 (XVSW—Middlesex)
- 20 Six inch Ordnance Survey map, 1935 (XVSW—Middlesex)

Distance Table:

(Obtained by measurement from the 1832 sale plans)

	<i>Yards</i>
South Eastern junction with Grand Junction Canal to:	
Stop lock	21
Branch turns to head west north west parallel with GJC	215
First dock, serving magazine and boathouse (45 yard long)	340
Second dock, serving mixing house and cooperage (66 yds)	357
Third dock, serving magazine and boathouse (106 yds)	571
Fourth dock, serving mixing house and cooperage (66 yds)	763
Fifth dock, serving magazine and boathouse (45 yds)	874
Branch turns to head north north east towards GJC	999
Access Bridge into Depot	1,065
End of branch and site of sluice	1,166
Proposed North Western Junction with Grand Junction Canal	(1,296)

Bringing the Story Up to Date

BY JOHN DENTON (November 1991)

Why are so many historians reluctant to believe that history is still being made? Way back in the fifties, as a student of the late C. R. Clinker in one of his Birmingham University Extra-Mural courses, I well remember being told that the very words he uttered ten seconds before were part of history. They were not necessarily an important part—but they were history all the same. Since that time I have lectured on transport history all over the country and invariably I have found students anxious to have the story brought right up to date, especially during the evening sessions on week-long courses when the subject of the day could be deviated into other matters. Yet so much of our efforts in research seems to be confined to the early comings of a railway or canal and so many historians publish lengthy accounts that tail off almost as soon as the project comes to fruition. Do they really think that nothing ever happens afterwards? If so I've got news for them.

As I look up from my desk on the Long Mountain opposite Welshpool, I can actually see, two miles away, *a new canal being cut, a new railway line being laid out, and a brand new station being built!* If the building of a new canal and a new railway simultaneously in a small town in the 1990s is not a matter for historians to record, I do not know what is. I doubt whether any upheaval quite so big as this has happened at any one time in the whole history of the Montgomeryshire Canal, its successors the Shropshire Union and British Waterways and the Cambrian Railways with its successors the Great Western and British Rail. So let it be recorded!

The common factor in all these operations is ironically the need for better roads. In the case of the canal, the road had already been improved a long time ago. Under the 1944 abandonment Act, the road bridges over the canal, derelict since breached in 1936, had been vested in the local authority and most had been 'flatted' in the interests of better road visibility. One such was Gallowstree Bridge carrying the main Welshpool to Oswestry and Shrewsbury road (officially the Manchester—Swansea trunk road) about a mile north of the town centre. In 1969, the much needed Welshpool by-pass first reared its head and in looking for a suitable route someone decided that the derelict and rubbish filled canal provided the ideal solution. Many of the locals had hardly noticed a canal existed, averting their eyes from the stinking ditch. But canal enthusiasts, both local and from afar, rose as one with a massive protest which they backed with a full scale clean up campaign and before long about two miles through the town, including the restored town lock, was navigable again. As a result of all this, the by-pass was put 'on ice'.

Not long afterwards the Prince of Wales Committee for the Environment headed a campaign to restore a seven-mile stretch from the other side of flatted Gallowstree Bridge to Arddlŷn, which was duly restored as far as the Burgedin locks. Although both sections of restored canal soon had boats using them—a trip boat on the town section and the specially built 70 foot narrowboat 'Heulwen' for handicapped children operating on the other, neither offered a long enough navigable stretch to make cruising and some other boating activities a particularly attractive proposition, so in the absence of full restoration of the whole canal (which is quite another story) it was very desirable to link the two restored sections at Gallowstree Bank.

The 'unflattening' of a 'flatted' bridge would be anathema to a roads engineer, so another solution had to be found. The alternative was simple but expensive. Beyond the former bridge, the road rises gently towards the town—so the canal is being extended along one side until it reaches a point where the road is high enough to tunnel under, beyond which another section is being cut to join it to the old and restored town section. The tunnel is now complete, the road restored to its original alignment. The tunnel is longer than it looks and there will not be an additional bridge to take the access road into the High School and new Sports Centre, while the angle and length of the tunnel allows the new road to pass over it. In a few months time the two sections of canal should be joined by an entirely new one.

All this does not solve the by-pass problem through the town. Having yielded to pressure from the canal fraternity, the authorities had to come up with another idea. Over the last seventeen years they came up with several, all of which had snags. But now they have found the perfect solution. The by-pass will have to go straight through the railway station!

And that is exactly what it is going to do—right along the existing track! Welshpool's very fine listed railway station is not affected apart from a small part of the last surviving major 'Cambrian' pattern awning. The station has been unmanned for some years and the buildings sold and out of railway use. The track, however, has got to go and a new alignment, about 1 kilometre long, is being built. The operation also calls for a brand new station to the north east of the existing one and a new footbridge with ramped access to serve it. The single island platform with inevitably just one small shelter building, will pass over the site of the former turntable, the filled-in well of which has recently been opened up and removed. On the opposite side of the existing tracks, the old and long disused goods shed is currently being demolished to make way for the new road and it seems likely that an interesting curiosity, the dual-gauge track by the cattle pens, once used by standard gauge vehicles and also those of the Welshpool & Llanfair Railway, will also disappear.

All this is stirring stuff to the inhabitants of Welshpool, who seldom see much in the way of change, and it is obviously worthy of record for future generations of students of railway and canal history. But is it not also just one example of many instances of change to which we are paying too little attention? From the way some historians talk, it would seem that they have delved deeply into some aspects of our subject and then treated them as if they had long ceased to exist—when all the time those same canals and railway lines are there, changing constantly, and adapting to new circumstances that are just as important to record for those who come after us.

STOP PRESS: Bringing the story even further up to date

While the stirring events described above were happening in the lower part of Welshpool town, yet another development was taking place, unnoticed by the author, at the top end at Raven Square. A new range of terminus buildings was being erected for the Welshpool & Llanfair Light Railway. The account should therefore be amended to note that Welshpool is receiving simultaneously a new canal, a new railway line, and *TWO new railway stations!*

The new W & Ll station consists of two buildings linked by an awning. The one is a toilet block, while the other and larger will house a booking hall and office, staff room, store, shop and display area and other facilities. The latter is the former Eardisley station from the Hereford, Hay and Brecon Railway, which has been purchased and brought intact to Welshpool. Originally erected by the contractor Thomas Savin in 1863 and briefly worked by him, the line was then worked by the Brecon & Merthyr, the Mid-Wales—and in 1869 became a part of that far-flung limb of the Midland Railway. Eardisley was also the junction station for a GWR branch that ran up to Titley on the Leominster to Kington line. All have now gone and it is good to know that a new lease of life has been granted to it as the Welshpool terminus of this increasingly successful 'Great Little Train of Wales'.

Docks & Shipping Group

This group is a revival of the original, but discontinued, Docks & Coastal Shipping Group. Records of this original group such as membership list, portfolio of original papers, newsletters etc., cannot now be located. If any present members of the RCHS have details of these missing records the information would be welcomed by the new group.

It should be noted that, in accordance with the expressed comment of certain members, the word COASTAL has been dropped from the group title, on the basis that its continued use would restrict the scope of the group function. In the absence of further comment, the group title will be as proposed.

The next question to be addressed is to decide upon the scope and function of the group, and here again the views, opinions and suggestions of members and prospective contributors are sought.

Current maritime activities such as ship building, launching, naming/re-naming, sailings, cargoes, disposals etc., are, in my opinion, adequately covered by other societies, journals and news sheets, whilst other more learned discourse comes from The Society for Nautical Research via. The Mariners Mirror, most of these sources

are currently used and consulted by, I am sure, prospective members of the new group. I would suggest that new activities should lie between these two extremes with emphasis on the physical features, facilities, work and transport communications of the smaller and less known ports together with competition between ports and between sea and land modes. Early ferry communications across major estuaries, Humber, Forth, Tay etc., could be researched as could Shipping Register histories.

Contributions in the form of short papers (1 or 2 pages—500/1,000 words) covering projects in hand, research information, requests for information, original extracts from extraneous sources, or any other items of interest which could form the basis of subsequent news letters, portfolios etc., are asked for. Frequency of publication and circulation will depend upon volume and content. A. D. NICHOLSON

Road Transport Group

The recently formed Road Transport Group may be seen as a new beginning for the Society or at any rate for its road transport enthusiasts, but it is also a continuation of the work of the Road History Group run by Peter Stevenson for some years during the early 1980s and which brought to light much useful information, mostly by circulating a portfolio of notes, bibliographies, copy documents and short articles, added to as opportunity afforded on its peripatetic progress. However delays in circulating the portfolio prevented the Group from working to best advantage. Further, a rather restrictive view of the Group's aims was taken, work on bus services and street tramways being generally discouraged as it was felt that other bodies already covered them. This meant that the former Group's work was largely confined to turnpike trusts and stage coach services.

When invited in 1991 to become Coordinator of the revived Group I was determined to make its remit as wide as possible—not just turnpike trusts, on which much work of course remains to be done, and stage coach services, but historical aspects of buses, trams, cars, lorries and so on. It was also decided to replace the mobile portfolio with a simultaneous thrice yearly posting to members of whatever material was available. The first posting, in January 1992, included three brief Occasional Papers of my own on Municipal Sedan Chairs in Doncaster in the early 19th Century, and on Accidental Road Transport Sources and Stage Waggon operations in the same geographical area, also Newsletter No 1 of the Roads & Road Transport History Conference, an organisation of interested societies, like the Omnibus Society, the P S V Circle, the National Tramway Museum and our own Society which played the major role in establishing the Conference.

I am confident that the Group will produce as much useful and entertaining work as its predecessor Group. Subjects of future Occasional Papers (I write in January 1992) will include: References to Road Transport in Music and in English Literature; Public Road Transport in Doncaster 1900–14; Horse-bus operations in Rural Lincolnshire; Bus Services around Pwllheli in the 1930s; Motor Roads in Rural Surrey 1905–30; and even perhaps more on sedan chairs! I would like to include work on 'crossover' subjects like railway-owned bus services, about which I am sure there is more to be discovered, or the road feeders to waterways, like the horse and cart connections between Scarisbrick on the Leeds and Liverpool Canal and Southport, used by Wigan miners' families early in the 19th Century, or the coach

connections to the river Don at Thorne (South Yorkshire yet again!). The work produced by the Road Transport Group or the Society's other special interest Groups is not intended to replace or compete with the *Journal*, though it is possible that an Occasional Paper could appear in a future *Journal*. Rather, the notes, papers, reviews, documents, bibliographies, extracts from published work, even unfinished work circulated for comment, can be reckoned as a supplement to the Society's official organ, one which also furthers the R & C H S's primary aim, which is the circulation and exchange of information among like-minded experts and enthusiasts. PHILIP L. SCOWCROFT

The Taylor Bequest—Additional Material

The papers of the late Mr R. Taylor were bequeathed to the Society on his death and the bulk of them were deposited in Birmingham Central Library in 1971. A report and list prepared by John A. Rowe was published in the *Journal*, v.18, no.3, 1972, pp 68-70. Some items were held back at the time pending a decision on their usefulness, as many of them were extracts from printed books etc. This additional material has now been deposited with the rest of the collection. It comprises the following items:

1. Benjamin Fayle & Co. (7 handwritten pages on the life of Benjamin Fayle (1774-1832); B. Fayle & Co, the clay business which he founded; railways constructed to serve this business in the Poole area of Dorset.) (Supplements existing file no. 4 at Birmingham).
2. William Pearce. (1 handwritten page of biographical data on the founder of the Poole Foundry). (Supplements file no. 1).
3. Lewin family of Poole. (Copy letter, R. Taylor to a Mr Higgins, 13.8.1966, on the owners of the Poole Foundry, 12 pp). (Supplements file no. 2).
4. Railway gauges in North America. (Copy letter, R. Taylor to J. W. Jordan, Philadelphia, U.S.A., 27.10.1965, 3 pp). (Supplements file no. 12).
5. Handwritten transcript of note from *Canadian Topographical Jnl*, Jan.1961, relating to rails used on the Hudson Bay Railway, 1914.
6. Extensive manuscript transcription of passages from T. Cumming, *Origin and progress of rail and tram roads* (1824), including frequency count of key terms and their definitions taken from the text (15 pp).
7. Similar transcription of passages relating to railways from J. Anderson, *Recreations in agriculture etc.* (1800-01), with frequency count of key terms.
8. Summary of the different names of Waterloo station (Rough notes, with frequency count, 2 pp).
9. Great Central Railway. (Correspondence between R. Taylor and G. Dow relating to G.C.R. and related topics, 1958-61. Includes original letters from Dow and draft replies from Taylor, 25 pp).
10. Sheffield Victoria station. (Correspondence between R. Taylor and G. Peirson relating to an illustration of this station, 1958. Original letter from Peirson; draft replies and notes by Taylor, 9 pp).

11. Railways in Poole/Wimborne area. (Copy letter, R. Taylor to a Mr Atthill (i.e. Robin Atthill), 31.10.1965, 7 pp).
12. Definitions of 'furlong', 'fall', 'chain' (1 page of notes).
13. Extensive manuscript extracts from J. Lloyd, *The early history of the old south Wales ironworks, 1760-1840* (1906) with some corrections by R. Taylor (24 pp bound in card + 1 loose page of notes). PAUL REYNOLDS

What is Railway History

BY DAVID St JOHN THOMAS

What is railway history? An obvious question, yet is it? It is certainly one that book publishers increasingly contemplate, since with much of the steam disappearing from the railway book market it is ever more important to produce titles that find buyers.

Two negatives have always been with us. Few of even the most avid enthusiasts have much room for 'might have beens'. Railway history is complicated enough without devoting too much attention to early (or later) schemes that never came to anything. Then, surprisingly few people will buy books on topical issues. To some extent this is also because they do not want to invest in even tomorrow's 'might have beens', but is no doubt also because the railway Press now gives such coverage to current events that there is no need to buy a book on them . . . a book that will all too quickly be out of date. Thus though the Channel Tunnel has an extraordinarily interesting story, few of us would part with £10 or more to read it in hardback form; the magazines keep us up to date with all we need to know.

One golden rule followed by some publishers is to 'stick to the hardware'. One successful author told me years ago: 'People are only interested in the trains, the engines and carriages, not in the least why they run, who they carry, and not even much by what route they go at what speed.'

'Stick to the hardware' is indeed advice I have often given, but mercifully it can be interpreted more liberally. As the success of the 'Great Days' and '150' series of books, such as SR 150, and the GREAT DAYS OF THE SOUTHERN RAILWAY that Patrick Whitehouse and I are working on for 1992's British bestselling railway title shows that providing there is sufficient hardware readers can indeed revel in the stuff of human interest. Books of only human interest—social studies such as a rather fine book I published called THE RAILWAY AND ITS PASSENGERS—alas have small audiences, and for example do not make much headway in the Railway Book Club. Yet it is short human interest pieces in our snippets in the outside columns of the 'Great Days' and '150s' that undoubtedly have the highest readership.

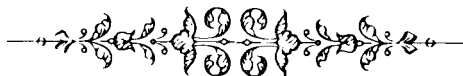
For the most part it is probably the difference between what people are prepared to pay for and what they enjoy. A book that anyone would love to have given him is not necessarily that he goes out and buys himself. You have to be pretty fanatical to pay £20 for a book in the depth of a recession and so only do so on subjects or aspects of subjects about which you are fanatical. For most railway enthusiasts that still means motive power, and then still more the hardware than the performance.

Perhaps the real Thomas-Whitehouse success is that we do wholeheartedly cover the hardware yet bring it, its very *raison d'être*, costs, smells, everything else to life. We surround it, so that for example you feel you are the shed master whose tiring summer Saturday day is being described.

And the reverse side of that coin is that happily the dullest all-hardware, no-perspective or atmosphere books, are being driven off the presses. Even the most single-minded of locomotive lovers have come to expect something livelier. There is also a bigger difference in the performance of histories of individual branch lines or sections of main line: readers are steadily becoming more discriminating, and while expecting full factual coverage are disappointed if there is no atmosphere, no tales, no fun.

My next thought is perhaps the most provocative: only those books which do have that overall sense of direction, purpose and fun are ultimately likely to survive. If you are interested in the history of the Southern, of course Dendy Marshall is still a name that conjures respect. But, I ask you, what publisher would produce such a dull tome of such size today and illustrate it so meanly? It was a product of the pre-war era. It tells you amazingly little about the spirit, the general goings on, of the Southern. It was a publishing landmark because it broke entirely new ground.

Today it is ever harder to find new territory. Not only has every major and most minor railways been covered, often several times over, but photographic albums and even thematic studies crowd the shelves. Of course there will be good railway books in future, but I dare to forecast that the number will be greatly reduced, the spending on them likewise, and those that stand out will do so because their authors combine a knowledge of their subject and a craftsman's ability to make the most of it.



Where the Money Goes!

BY P. JUSTIN McCARTHY

Many readers will have faced the problem of identifying and allocating the costs of activities. The problem is not a new one, railway companies faced up to it in quite early days and gradually refined cost allocation. Some readers may read what follows with nostalgic or horrible memories of a bygone era.

In April 1910 Mr J. G. Robinson, Chief Mechanical Engineer, Great Central Railway sought explanation of the cost appropriation in his department (Ref. R.X.746/Exp.). On the 9th Mr F. Williams the Locomotive Accountant advised him the following;

GREAT CENTRAL RAILWAY

Locomotive Expenditure

Details of Appropriation

1. SALARIES, OFFICE EXPENCES AND GENERAL SUPERINTENDENCE (LOCO).

Three-fourths Chief Mechanical Engineer's salary and Expences.

Salaries and Travelling Expences etc. of Chief Mechanical Engineer's

Loco Works Manager and Office Staff.

Asst. do. do.

Running Superintendent and his Head Quarter's Office Staff.

Drawing Office Staff Loco'

Proportion of Loco' Accounts Office Staff allocated to Loco' pro rata to expenditure Loco' Carriage & Wagon.

Messengers and Attendants connected with Offices above quoted.

Stationery Stores supplied to Head Office Loco' and proportion of Loco' Accounts stationery Stores allocated to Loco'

2. WAGES CONNECTED WITH THE WORKING OF LOCOMOTIVE ENGINES.

Wages of:—

Drivers, Firemen, Cleaners, Coalmen, Washers-out, various grades of men connected with Running Shed working.

Barracks Caretakers, 25% of Watchmen's Wages, Sponge Cloth Laundrymen.

Loco' Running Inspectors (Salaries & Expences).

Proportion of Wages, viz., 82% of Foremen- Assistant Foremen- Foremen's

Clerical Staff—Depot Storekeepers and Staff—and Storemen and Stores

Deliverers at *Running Sheds*.

Proportion of Timekeepers wages, Gorton, based on the No. of men, i.e., Running and Repairs etc.

Retiring Allowances of men specified above follow wages.

Other Companies' charges for Piloting, and credit for Piloting by G.C. for Other Companies.

3. COAL AND COKE

Cost of Coal supplied to Locomotives.

Cost of hire of wagons for Locomotive Coal purposes.

Repairs to Loco' Coal stages and Appliances.

4. Cost of Water purchased, less credit for Water sold.

Maintenance and Working of Pumping Plant

Maintenance of;— Water Troughs, Filter Beds, Water Softening Plant.

Repairs to Water Columns and Tanks, within Loco' Yard precincts and coal used at column fires in frosty weather.

5. OIL, TALLOW & OTHER STORES.

Oil, Tallow, Waste, and Sponge Cloths for working and cleaning locomotives.

Clothing supplied to Drivers, Firemen, and Loco' Shunters.

Wages for Repairs and working stores for barracks at Grimsby, Gorton, Sheffield, Annesley, Woodford, and Lincoln, and Sponge Cloth Laundry at Gorton.

Charges made by the Other Companies or against Other Companies for Stabling, Turning, etc., i.e. Dr & Cr.

Sand supplied to Engine Sheds and carriage thereon on Foreign Companies lines.

Renewal of Engine Buckets, oil cans, and Auto Gauge and Torch Lamps and

Hand Brushes, etc. supplied to drivers.

Stationery Stores for Running Shed Offices.

Proportion of Cost, viz., 82%, for lighting sheds and maintenance

- Fuel used at Loco' Running Sheds for Sand Furnaces &c.
 Hose Pipes for washing out Engines also repairs to same.
 Maintenance of telephone Communication at Loco' Depots. (Running).
 Repairs to Sponge Cloth Laundry, Barracks and Loco' Turntables.
 Proportion of cost for Repairs to Running Shed Buildings (viz., 82%).
6. REPAIRS & RENEWALS OF ENGINES. (Wages.)
 Wages of men employed repairing and renewing engines.
 Retiring allowances to men whose wages were charged to Engine Repairs and Renewals.
 Salaries of Foremen and Assistant Foremen in Gorton Loco' Shops.
 Proportion of Wages of Foremen—Assistant Foremen—Foremen's Clerical staffs—and Storemen and Stores Deliverers at *Running Sheds*.
 Shop Clerks in Loco' Foremen's Offices, Gorton.
 One-third of salaries and expences of Inspectors of Loco' & Carriage & Wagon Materials, i.e., Loco' one-third and Carriage and Wagon one-third each.
 Salaries, and proportion of expences of Boiler Inspectors who have to inspect boilers for Other Departments or Sheffield and S.Y. Navigation Co. etc.
 Proportion of Timekeeper's wages, Gorton, based on No. of men—see No 2.
 25% of Watchmen's wages. Gorton, residue to Running, Carriage & Wagon, one-fourth each.
 Working and repairs to Machinery & Plant in Loco' Workshops.
 Wages for Gas, Water, and Electric Installation at Gorton Loco' Shops, and proportion, viz., 18% of cost at Running Sheds.
 Wages repairing Loco' Workshops and Offices, Workmen's Mess Room, Clerks' Dining Room, and Works Foot Bridge.
 Wages of men making patterns for Loco' Engines and Tenders.
 Attendants' wages in Workmen's Mess Room, Gorton.
 Wages of Driver, Firemen and Cleaner—Gorton Old Yard Pilot.
7. REPAIRS AND RENEWALS OF ENGINES (Materials).
 Various classes of Materials for Repair and Renewal of Engines.
 Materials for repairs to Machinery and Plant in Loco' Workshops.
 Coal, Coke, and Firewood; also Oil, Waste, and other Stores for Shop use.
 Gas supplied to Loco' Shops, Gorton and repairs to Gas, Water, and Electric Installations; also a proportion of cost, viz., 18% of lighting including installations at Running Sheds.
 Materials for repairs to Loco' Workshops and Offices, Workmens Mess Room, Clerks' Dining Room, and Works Footbridge.
 Patterns for Loco' Engines and Tenders.
 Stores supplied for Cleaning and Working Gorton Old Yard Pilot.
8. WORK DONE FOR OTHER COMPANIES.
 Locomotive Power supplied by Great Central Co. to Foreign Companies, Joint Lines, or Other Dept., (e.g., Ballasting, &c.) less other Companies Charges for Loco' Power supplied to Great Central.

I have retained the original punctuation, capital letters &c in the above.

Book Reviews

THE MILITARY ON ENGLISH WATERWAYS 1798-1844, Hugh J. Compton & Antony Carr-Gomm, 100 pp, numerous illustrations, maps, plans, tables, card covers. R&CHS, 1991, ISBN 0 901461 14 8, £9.95.

Why have we waited so long for such an important waterway history to be written? This well-researched book is a pleasure to read, and is enhanced by its maps, plans, statistics and illustrations, in short a must for every canal-lover's bookshelf.

During the Napoleonic Wars the army realised the importance of increased speed and reduced costs in conveying troops by canal. From 1798 until 1844, when railway transport became faster and cheaper, the English canals were regularly used for troop movements. His Royal Highness the Duke of York, as Commander-in-Chief, improved army administration, and appointed Sir Brook Watson as Commissary-General. This ensured a detailed procedure for provisioning troops, their wives and children, when travelling by waterway. Officers and soldiers on march, their horses, arms and baggage were exempt from tonnage rates on the Grand Junction Canal.

Tribute is paid to Messrs Pickford's who supervised these troop movements, a task which they accomplished efficiently, with understanding and consideration. In 1798 within a year of the Fishguard invasion, they offered their fleet of boats, and canal staff to the government.

The chapter on the Royal Military Canal from Seabrook around Romney Marsh to the River Rother near Rye deserves special praise. A military canal in every sense, being a defensive barrier against an invading army, it was a means of speeding troop movements in the south-east of England.

The movement of troops by waterway did not cease with the increasing use of railways. The military continued to use them during the first and second world wars.

It is hoped that the authors may be planning further research, including some reference to other British canals and their association with the military.

LEONARD N. DAVIES

A REGIONAL HISTORY OF THE RAILWAYS OF GREAT BRITAIN: VOLUME 7: THE WEST MIDLANDS, (3rd Edition), Rex Christiansen, 319 pp, 32 plates, 13 illustrations and 7 maps in text, boards. David St. John Thomas Publisher, 1991, ISBN 0 946537 58 5, £19.95.

The area covered by this volume, in order to fit into the series, ranges from Weaver Junction, Wilmslow and Chinley in the north to Barnet Green, Leamington and Rugby in the south; from Shrewsbury in the west across to Burton on Trent in the east. It was first published in 1973, with a second edition in 1983. The third edition extends coverage, at least in the text, to Great Malvern, Worcester and Stratford upon Avon to conform with the Midline boundaries introduced in 1986. Extra pages are devoted to a postscript which includes events subsequent to the earlier editions; the maps have been updated and the chronology extended.

It is not easy to update a complex account such as this, and there are places where more thorough revision would have eliminated discrepancies between the original chapters, the postscript and the chronology. References to Lichfield High Level remaining empty (p 47), Dudley Freightliner Depot (p 96), a surviving line from Rycroft Junction to Winchnor Junction (p 110), access to Wolverhampton Steel Terminal from Priestfield (p 111), and 1967 being a decade and a half ago (p 261) are a few examples of statements which have been overtaken by events.

Some of the errors in the first edition remain. Broad gauge passenger services between Birmingham and Wolverhampton ceased in 1868, not 1864, and it was the Oxford to Wolverhampton route via Banbury which became solely narrow gauge in 1869, not the OWWR (p 71). In Wolverhampton, there was no separate line to Victoria Basin, just a siding off what was originally the Shrewsbury & Birmingham running line, which after 1859 became the line to Victoria Basin (p 81). What is left of the Oldbury Branch serves the chemical works of Albright & Wilson, not a giant tar distillery (p 115). The account of the lines to Halesowen is very confused (pp 116-117).

However, taking an overall view of the book, reviewers have commended the author for his careful unravelling of complex railway history. This edition takes the story forward into an era of new or re-opened stations and improved services, and it will continue to be the standard work of reference for the region. MICHAEL HALE

WALKERS' OF RICKY. A HISTORY OF W. H. WALKER & BROTHERS LIMITED OF RICKMANSWORTH, HERTFORDSHIRE, 262 pp, 245 x 175 mm, many photographs, sketches, illustrations in colour, boards. W. H. Walker & Brothers Ltd, 'Willow Tern', Overstream, Loudwater, Rickmansworth, Herts WD3 4LD, 1991, ISBN 0 9517923 0 X, £22.50 + £2 post & packing.

William Henry ('Harry') Walker started business in 1905 at Frogmoor Wharf on the Grand Junction Canal, to be joined later by two younger brothers and subsequently others of the family, including the author, a nephew. Harry had served apprenticeship as a canal boat builder but that trade was only one part of the concern which comprised timber, builders' supplies, coal and coke. The company established an excellent reputation as builders and repairers of wooden craft. In 1911 they built the first wooden narrow boat with a Bollinder engine; repairs were normally the mainstay of the dock but new boats for Cadburys and especially for Wanders ('Ovaltine') made their name in the 1920s.

Output soared in the mid 1930s to meet Grand Union expansion requirements; fortysix new boats were launched in 1936 with a peak contribution of 20% to group sales, but after 1938 it was fourteen years before another new boat was slipped. Boat building is described by one of the men recruited from shipyards in Devon, while the monochrome photographs are supplemented by E. Paget-Tomlinson's sketches, watercolours and nine double page spreads of craft built or docked by Walkers. Alan Faulkner helped with canal history.

The boat dock finally closed in 1964, the business being reconstructed to concentrate on joinery and roof trusses, and the company ceased trading in 1988. The contribution to Rickmansworth amenities and the story of the workforce in all trades makes enjoyable reading but it is fascinating to learn that Richard, Harry's grandfather, worked with Stephen Ballard on the Herefordshire & Gloucestershire canal, on the Great Northern Railway, in Holland and in France. Alfred, Harry's father, worked on railways too, such as the Settle line, then on the Slough branch canal before settling down as overseer responsible for maintenance in the Rickmansworth-Slough area. A most attractive, well produced book and a delight to study. EDWIN SHEARING

THE FACILITY OF LOCOMOTION—THE KINGTON RAILWAYS,
J. B. Sinclair and R. W. D. Fenn, 189 pp, 80 illus, card covers. Mid-Border Books,
Castle Hill House, Kington, Herefordshire, 1991, ISBN 0 9518644 0 8, £8.95 plus
£1.50 p&p.

The tiny town of Kington was a curious railway centre. It lay on a branch from Leominster on the Shrewsbury-Hereford line and from it went a branch to Presteign, another to Eardisley on the Hereford, Hay & Brecon Railway—and its own ‘main line’ was also extended to New Radnor. The latter, together with the Eardisley branch were really railway successors to a much earlier system of horse-drawn tramways heading for the Hay Railway, another horsedrawn line which had extended a line of communication from the Brecon Canal, while the tramways covered here were also built as cheaper alternative extensions to the never-to-be-completed Leominster Canal. By the time these tramways had been superseded by standard gauge locomotive hauled systems, ambition for being parts of even longer routes knew no bounds and the section to New Radnor was once intended to be part of a more direct line from London to Aberystwyth. This is particularly fascinating when we recall that the late M. D. Greville discovered that Presteign was once the only town in Britain where one had to change trains three times to get to London, although it lost this distinction for a brief period when a through carriage to Leominster was available on trains from London.

Do not be put off by the first chapter in which the footnotes greatly exceed the actual text. They need not disturb the flow and are mainly potted biographies of the many locals participating in the promotion and life of these lines. It may seem a sleepy bywater to some but these locals were interesting characters. One was a Mr A. W. Gamage. He gave up his shop in Kington High Street—and started a much bigger one in High Holborn in London. This book is well researched, well written and usefully fills a gap in our knowledge of the transport of this area.

JOHN DENTON

THE GREAT CENTRAL THEN AND NOW, Mac Hawkins, 224 pages
285 × 220 mm, 390 black and white, 50 colour photographs (including jacket), 76
maps and plans, end-paper maps, gradient profiles, selected index, boards. David &
Charles, Newton Abbot, ISBN 0-7153-9326-X, £17.99.

The ‘then and now’ idea, to contrast a photograph of a railway scene as it was with a recent view from the same spot, is becoming popular. This book covers the former Great Central main line from Sheffield to London Marylebone and the Chesterfield loop with a series of excellent photographs of the line in operation paired with the views today. In some the scene is totally unrecognizable; one has to congratulate the author on his determination to locate the exact viewpoint, in one instance on top of a dunghcap. The maps and plans, mostly reproduced from Ordnance Survey 1:2500 and 6in to 1 mile sheets, indicate the exact location and direction of the photographs. They cover all the most interesting portions of the route and form a fascinating study in themselves. The illustrations, which follow a few introductory pages of text, are fully captioned and accurately dated. Those of the railway are mostly in BR days, but some are LNER scenes, and a few date from the early days of the railway.

Readers who knew and loved the old GCR, such as the reviewer who spent his first 20 years within earshot of it on the north side of Nottingham, will find some of the scenes painful. It is difficult to think of any as other than retrogressive. Perhaps this book and others like it will help future historians to look back on the 1960s as a decade of degradation, when we shut down thousands of miles of railway to get the traffic on to the roads, and replaced fine buildings by some of the worst architecture in British history. The scenes at Nottingham Victoria will support this. The total destruction of the GCR route through Nottingham and Leicester has ensured that our only railway built to the Berne gauge will not be available for Channel Tunnel traffic, for which it was built. This book peeps into the future, at the suggestion that part of the route could be so used. It also looks at the present Great Central based on Loughborough, and its proposed northward extension to Ruddington where a Nottingham Railway Heritage Centre is planned. But this tiny scrap of optimism hardly relieves the overall sadness of this otherwise interesting book.

JOHN MARSHALL

SHORTER REVIEWS

THE MANCHESTER, BOLTON & BURY CANAL, V. I. Tomlinson, 112 pp, numerous photo illus, maps, plans etc. card covers. Published by and obtainable from The Manchester Bolton & Bury Canal Society at 151, Halliwell Road, Bolton BL1 3NN, £5.50 inc. p&p.

This is a reprint of a work first published by the Lancashire & Cheshire Antiquarian Society in 1966 and subsequently reviewed in our Journal. The original text has been retained, consisting of a detailed history of this small but historically important canal up to the time of its takeover in 1846 by the Manchester & Leeds Railway Company, with a brief account of subsequent events under railway ownership (M&L, L&Y, LMS & BR). The author has written a bibliographical introduction to this edition and has also sought out many new photographs. It is well produced entirely on art paper.

CONTINENT, COALFIELD and CONSERVATION, A. P. Lambert & J. C. Woods, 84 pp, 30 photo illus, card covers. Industrial Railway Society, 1991, £10.95.

Sub-titled 'The biographical history of the British Army Austerity 0-6-0 saddle tank' this is exactly what the book is. Previous books have described the technical details of these locomotives, and the current production sets out to supplement information already published elsewhere by giving brief historical accounts of each engine concerned, including those that remained overseas. An enormous amount of research has gone into the work, covering as it does some 391 locomotives. It does not claim to be exhaustive but is as accurate as the authors have been able to make it. Appendices describe the circumstances in which locos of the class appeared in Belgium, France and Holland with also a list of names carried by various members of the class.

THE HISTORY AND OPERATION OF BARTON SWING AQUEDUCT, J. C. Fletcher, 48 pp, 14 photo illus, one plan, card covers. Published by and obtainable from the author at 36, Trawden Avenue, Smithills, Bolton BL1 6JD, £2 + 40p p&p.

A brief account of the Mersey & Irwell Navigation and the construction of the Manchester Ship Canal. There follow description of the author's visits to the aqueduct End Cabins, Bridge Island and Control Tower, explaining how both the aqueduct and the adjacent Road Bridge are swung. The author (our member) has given talks on the subject to the North Western and North Eastern Groups of the Society.

THE CHANGING RAILWAY SCENE IN HAMPSHIRE, Edwin Course & Pam Moore, 42 pp, profusely illustrated, card covers. Published by and obtainable from Southampton University Industrial Archaeology Group, 4, Hartley Close, Bishopstoke, Eastleigh, Hampshire SO5 6JE, £4.50.

The book consists of a series of 'then and now' pictures of various railway sites in Hampshire, largely but by no means exclusively stations. Junctions, viaducts and interior views of Eastleigh loco works are included. Each page is devoted to one particular location, on which appear from two to four photos, showing the site as it was when it was fully operational, the latest in each case having been taken recently, but not always after closure. Many show such scenes as Medstead & Four Marks station with a train in preservation days and several stations large and small on lines which are now electrified. The illustrations are well produced and the captions informative. There is a location map and an index of sites illustrated. All the sites shown are in mainland Hampshire, there being none in the Isle of Wight.

RAILS TO THE LANCASHIRE COAST, R. Kirkman & P. van Zeller, 72 pp, profusely illustrated, maps etc, card covers. Dalesman Publishing Co. Ltd. 1991, £6.95.

The area covered extends from Preston to Carnforth via the WCML and via the Blackpool area, including the trams of Blackpool & Fleetwood, Knott End, Heysham and Morecambe (Southport is not included). The layout is similar to that in the earlier 'Rails Round the Cumbrian Coast'. It commences with a general historical survey and goes on to deal with the area section by section, each section having its own detailed map, all features of note being covered.

A most useful book for anyone not familiar with the district and as a work of reference for those wishing to know more about it. The photos range from 1840 to the present day, most of the locos shown being steam.

AN ILLUSTRATED HISTORY OF OLDHAM'S RAILWAYS, J Hooper, 82 pp, profusely illustrated, map & plans, card covers. Irewell Press, 1991, £7.95.

Most of the photos have extended captions and two short chapters, entitled 'Early History' and 'A Journey Around the System' occupy the first eight pages. The reproduction of the photographs, all on art paper, is excellent.

EDINBURGH & GLASGOW RAILWAY HANDBOOK, D. Martin & A. A. Maclean, 128 pp, numerous photo illus, sketch map, strip maps, card covers. Published by and obtainable from Strathkelvin District Council, 170, Kirkintilloch Road, Bishopbriggs, Glasgow G64 2LX, £4.95 + 60p p&p.

Number 20 in the Auld Kirk Museum Publications, this book commemorates the 150th anniversary of the opening of the E&GR. It is divided into four chapters of text, containing interspersed photo illustrations, followed by 27 pages of illustrations and nine pages of strip maps. The chapters are entitled 'The Railway Today', an account of the infrastructure from Glasgow to Edinburgh, 'Down the Years', a brief history of the EGR, 'History from the Train', concerned with notable features of Scottish history visible from the line, and finally 'Stepping out from the Stations' which describes walks of interest which may be undertaken from stations remaining open. The photographic section is entitled 'Backward Glances' and includes illustrations both historical and modern, containing three of 'sprinters'. Very well produced.

A GAZETEER OF THE WELSH SLATE INDUSTRY, A. J. Richards, 240 pp, card covers. Published by and obtainable from Gwasg Carreg Gwalch, Capel Garmon, Llanrwst, Gwynedd LL26 0RL, £6.90.

The title of the book is as quoted above, the word 'gazeteer' being spelt with a single 't' though in the text of the foreword the English spelling with two 't's' is used. The book contains details of around 400 slate quarries and mills throughout Wales. Brief historical notes are followed by references to the surviving relics. Tramways, inclines etc are included where appropriate. There is a brief introduction to slate quarrying methods and other relevant matters. At the end is a very useful glossary of terms used in the industry. Being a gazetteer it is not illustrated except for a colour photograph on the cover. There are, however, a number of location maps. Whilst not claiming to be exhaustive or comprehensive it represents a vast amount of research and contains an immense quality of information in a most convenient volume. Invaluable for use in connection with site visits.



Correspondence

What constitutes a railway

Sir,—The first of the Editor's proposed requirements is unsatisfactory because a railway 'train' can and frequently does consist of a single vehicle, in the same way that many 'trams' are now multiple units. I think a simpler and more rigorous definition can be devised by considering merely the way in which *all* railway vehicles differ from other forms of transport—the method of guidance.

The *Transport Systems Bill* currently before Parliament defines a *Railway* as a system in which the vehicles are supported and guided by parallel rails, using flanged wheels, and having sole use of its track. The same measure defines a *Tramway* as being a similar system primarily for the carriage of passengers and sharing its right of way with road traffic. In the context of the Bill these are legal terms (railways below 350 mm gauge are not included), but they are surely a good starting point. I suggest the following:

'A *Railway* is a land transport system in which vehicles are guided by two or more parallel faces forming part of a fixed track.'

This establishes *Railway* as the generic term for a range of transport systems of which street tramways, plateways, monorails, Maglev etc are subdivisions. I do not think one can reasonably go much further because the terminology becomes non-specific: in the historical arena 'tramway' has been applied to anything from a country branch line downwards and 'Light Rail Transport' invites comparison with Colonel Stephens's activities under the Light Railways Act. There is a further complication that in the USA 'tram' is used to describe various kinds of dedicated people mover but not a streetcar! RODNEY WEAVER

The inclusion in your correspondence so far on 'What is a Railway' of the words 'parallel lines' makes me suspect that the claims of mono rails are going to be ignored. It is true that the Ballybunion monorail had parallel side guide rails, but the Brennan had nothing but one rail and a giroscope. Then there were the miles of monorails in South America where an out-rigged mule supplied both stability and propulsion. You may say these were tramways, but to attempt a boundary between railways and tramways would open a large can of worms. R. W. KIDNER

Railways and British music

Sir,—With reference to Philip Scowcroft's article in the *Journal* for March 1992, two other connections spring to mind.

Reference was made to Arthur Butterworth but not to his namesake George Butterworth, who set to music Houseman's *Shropshire Lad* and who was the only son of Sir Alexander Kaye Butterworth, the last General Manager of the North Eastern Railway from 1906 until 1922. G. S. K. Butterworth fell in the Battle of the Somme in 1916 just one week after the award of the Military Cross, of which he was unaware. As far as is known he had no direct interest in railways. One composer who did, however, was Philip Heseltine, *alias* Peter Warlock of *Capriole Suite* fame, who wrote an article on the Van Railway, in *The Locomotive Magazine* for January 1912. It shows a very deep and far from superficial understanding of railway matters. Like Butterworth, Heseltine later met a tragic end, possibly taking his own life. PHILIP ATKINS

Sir,—I am surprised that Philip Scowcroft did not include in his delightful article in the March issue of the *Journal* what I regard as one of the most evocative pieces of musical railway nostalgia—Michael Flanders and Donald Swan’s rendering of *The Slow Train*, with its rhythm emphasising the mesmerising sound of remembered and forgotten station names. JOHN H. BOYES

Sir,—There is one surprising omission from Philip Scowcroft’s catalogue of British railway music: *The Slow Train* by Michael Flanders and Donald Swann, a particularly evocative comment upon the Beeching era.

It is probably inevitable that the USA should provide the greatest number of railroad songs, so closely was its development tied up with the growth of the railroad system. But in the many spirituals with railway overtones the reference is often to the *Underground Railway*, a network of escape routes whereby slaves could reach ‘free’ Northern states.

I came across a real curiosity some twenty-five years ago, in a radio programme devoted to travel songs. Introduced as an example of the way in which railways had influenced the folk music of Eastern Europe was a Yugoslav song of farewell believed to date back to the 1870s the accompaniment to which imitated a steam locomotive. No argument about the last bit, but it wasn’t early April and I had my doubts: railways may have been known in that part of the world before 1880 but a Gresley Pacific . . . ? RODNEY WEAVER

The author writes:—

Edward Thomas’s poem *Adlestrop* was in fact set to music by that passionate lover of Gloucestershire, Ivor Gurney, poet and composer and like Thomas a victim of the Great War. It is however one of Gurney’s most rarely performed works.

The occasional music for two more railway films should be mentioned: by Charles Williams for *Night Train to Music* (1940): and by Benjamin Frankel for *Sleeping Car to Trieste* (1948) PHILIP SCOWCROFT



Rules for Entry to the Novice Contribution Prize

1. Contributions must be received on or before the date published in the Journal.
2. Contributions must be from authors who have not previously had anything published for payment or anything other than a letter, annotated photograph, brief notice or brief review in a transport oriented journal, or other learned journal. If an entrant is in any doubt they should consult the Editor of the Journal.
3. Contributions should be between 1,500 and 5,000 words and may be illustrated with maps, diagrams, tables, line sketches and one or two photographs. Authors should follow the guidelines laid down in the Style Sheet 'Writing for the Society'. Copies of this may be obtained from the Editor (a stamped addressed envelope $8\frac{1}{2} \times 6$ ins should be enclosed).
4. Contributions should be accompanied by a declaration that the author has read and will abide by the rules.
5. To assist the Editor in the choice of a prizewinner there will be a Panel of Judges consisting of Mr Rex Christiansen, the Chairman of the Publications Committee, the Chairman of the Managing Committee and the Journal Editor.
6. Any decision by the Panel will be final.
7. The winning contribution will be published in the Journal as soon as practicable along with a note to the effect it is the prizewinning one.
8. As many other contributions as possible will also be published in the Journal.

All copy for the November 1992 *Journal* should be with the Editor by 23 July 1992 and must conform to the Society's style-sheet. The Editor will supply potential contributors with a copy on receipt of a $8\frac{1}{2} \times 6$ " stamped and addressed envelope.

Original typescripts and other 'copy', maps, diagrams and photos, of published articles will not be returned unless requested by Contributors.

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A railway AND canal accident!

On Sunday morning last, another of the series of accidents which have during the past fortnight proved of serious consequence to traffic on the Midland Railway, occurred about eight o'clock, between Marple and Romiley, on the large viaduct spanning the valley [of the River Goyt]. A Midland goods train laden with coals and empty mineral barrels, etc., was proceeding from Rowsley to Widnes, near Liverpool, *via* Marple Junction when, by some unaccountable means, an axle box on a laden wagon broke and the hind wheels came off, causing the wagon to snap the coupling and disconnecting two wagons and two vans from the rest of the train, which proceeded over the viaduct before it could be brought to a stand. The line was ploughed up and many sleepers were damaged, one of the wagons left behind was pitched off the rails and the buffer caught the parapet wall of the viaduct with such force as to pitch the immense stones of the wall into the canal and on to the bank beneath. Some of the large stones fell into a laden lime boat belonging to Messrs. J. & M. Tymm, which was moored to the canal bank. The side of the boat was crushed out and the boat sank, the cargo being of course lost. The wall of the viaduct was thrown down for about 20 yards, and the wagon which fell against it was also broken up. The under guard's van was likewise thrown off the line and the guard much shaken. The line was cleared during the day, and the trains were in the interval sent both ways upon the up-line. *Cheshire County News*, 7.12.1883

(From William J. Skillern)