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# The Railway at Marple 1797-1811

BY BRIAN LAMB

To any resident of Marple today the railway at Marple would only refer to the standard gauge line from Manchester to New Mills, that is, the former Marple, New Mills and Hayfield Junction Railway<sup>1</sup> later absorbed into the Manchester, Sheffield and Lincolnshire Railway and in 1897 the Great Central Railway. The line through Marple was part of the Great Central and Midland Joint Railway and is the line that is still in use today.

Prior to the above railway there were many small pit tramways that connected coal pits with the nearest road or the Peak Forest and Macclesfield Canals. Some of these may still be traced, some are still only remembered in local folklore and still await to be investigated. There is one early railway that does have firm evidence as to its existence and which has been part of the writer's interest since he first became interested in the Peak Forest Canal Company some thirty more years ago. This is the RAILWAY AT MARPLE as titled in the Peak Forest Canal Proceedings during the construction of the canal and locks at Marple.

By mid-1797 the Peak Forest Canal Company were experiencing "cash-flow" problems that could only be ascribed to the failure to complete the locks at Marple. Lime and limestone were being "ganged"<sup>2</sup> from the Limestone Quarries to Bugsworth for burning, then boated out to Marple Top. On arrival at Marple Top, the lime and limestone were unloaded into horse-drawn wagons and transported to beyond the then partly built Marple Aqueduct and loaded into narrow boats for carrying down the canal towards Manchester<sup>3</sup>. From any point of view it was a labour intensive and costly procedure.

No completion date could be forecast for the construction of the Marple Locks and the Marple Aqueduct was the only major feature that was building and likely to be completed in the foreseeable future. It is not recorded in the Proceedings of who thought of, or put forward the idea of a railway from the head of the projected locks to the aqueduct, though like as not it would have been Outram, the Company engineer. On the 11 October 1797<sup>4</sup> the engineer was requested to prepare an estimate of the cost of such a railway "... from near the head of the proposed Locks at Marple to and over the intended Aqueduct at Water Meetings<sup>5</sup> and showing the difference in cost between turning the arches of the Aqueduct and carrying the railway over the Aqueduct without turning the arches of the Aqueduct."

To show how short of cash the Company were at this time, the Company at this meeting also ordered that all workmen, except those erecting lock gates, repairing the Strines breach, on the Aqueduct, boating and finishing the fences, at the quarries and Godley Brook, were to be discharged on Friday the 13 October 1797. The financial situation was becoming desperate and the railway to by-pass the intended locks appeared to be the only answer.

The engineer, Benjamin Outram, as directed, produced an estimate and read it to the Committee on the 9 November 1797, the report gave the "... expense of making such a Railway, with proper Waggon, Cranes, Wharfs, etc., for carrying the Trade of the Canal, would be £2,720, exclusive of turning the Arches and making a proper bed for the Railway ... by suspending the Making of the Locks at Marple, by saving the Expenses in cutting parts of the Canal and not making the Canal over the River at Water Meetings, would save £16,800." The Canal with the Railway at Marple would be ready for Trade twelve months sooner i.e. 1798, saving £14,000. The Committee agreed that such a railway was to be made to the "... west end of the Aqueduct," and work was

to be suspended on the Aqueduct. The west end of the Aqueduct is that area between the present Aqueduct, Rose Hill cutting and the wide at the north end of the aqueduct. As is evident all through the Proceedings there was a turn round in the Committee's thoughts by March 1798 when the Pay Clerk was authorised to draw money to enable the railway to be completed from the upper level to the *south end* of the Aqueduct; the south end is taken to mean where the Aqueduct House is now situated and just beyond the cross-over bridge.

The railway was completed and in use by 31 May 1798.

The engineer was directed in May 1798 to have a trench cut along the upper or western side of the railway to carry water from the Upper Level to the Lower Level of the Canal. He was also to be allowed 3d per lineal yard for the trench and the base for a fence wall. The fence was to be built either side of the railway from Brabyns Brow (the site of the Lock 9) to the summit level, a distance of some 600 yards.

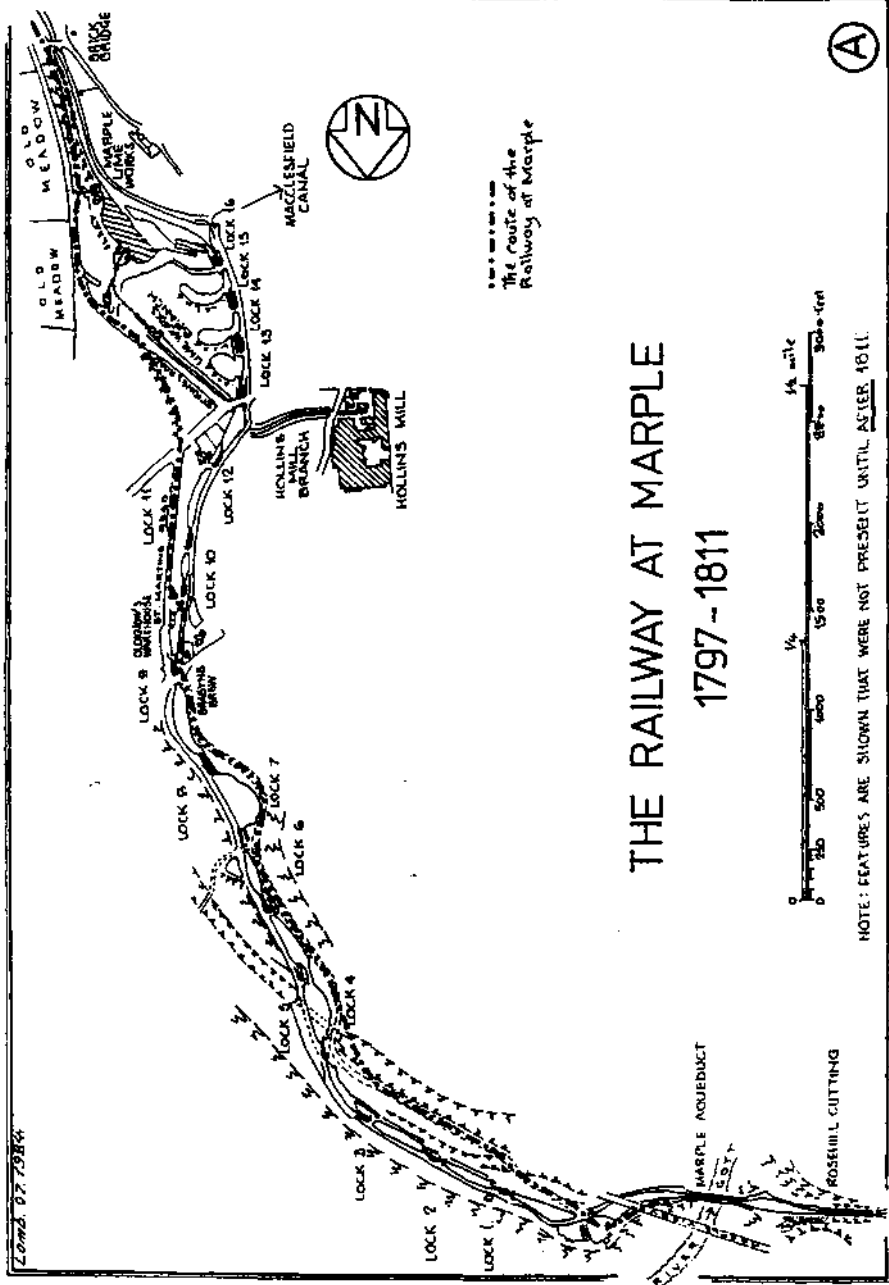
By October 1798 the Committee at the end of the month ordered that the waggons down any part of the railway must have "slippers"<sup>6</sup> applied under the wheels "... to prevent the Waggons running on the Railway at too great a velocity<sup>7</sup>." Mr Rixon, the agent for the Marple area, was to see that this order is carried out "...and that every part of the Marple Railway and the Waggons used thereon be kept in proper repair." Iron rails were being offered in May 1800 to Oldknow, and Dodgson and Wright at 12s 0d per hundredweight for heavy rails and 13s 0d for light rails. At the same time John Tarbutt was appointed as Toll Collector for both the Canal and the Railway at Marple to collect tolls at the Marple Aqueduct. The charges were to commence on 5 June 1800 for which he is to be paid £11.0d per week and the toll for foot passengers was 1/2d and for horses 1d for crossing the Aqueduct.

Thomas Brown, the Manager and Superintendent of the Canal, was directed in May 1800 to have 20 carriages and 10 boxes made up for conveying articles along the Railway at Marple. Benjamin Outram to give advice on the construction and one carriage and box were to be inspected by the Committee. The Committee on the 20 June 1800 gave the Tonnages to be charged for all articles conveyed up or down the Railway at Marple as, "... on all articles made up in boxes<sup>8</sup>, and also timber and stone at 6d per Ton, all articles NOT made up in boxes, excluding timber and stone at 8d per Ton." again John Tarbutt was to oversee the new method of charging. The Committee were to meet at Marple on the 30 June 1800 to examine the railway "... to compare the work done with the Specification<sup>9</sup> given in by Benjamin Outram."

The following August Thomas Brown was to supervise the construction of a wharf on the summit level at Marple "... from Mr Oldknow's canal to the Brickbridge." Oldknow later stated that with this extension<sup>10</sup> of the Railway at Marple he was to "... build Arches in the Bank of the Railway at Marple to build a low wall between his meadow, called "Old Meadow", and the Railway at Marple."

### The Route

The foregoing will show how the Railway at Marple came into being and why, but only hints have been made as to its route in Marple and what is to be seen today. The writer with a friend from Mellor over some ten years studied and followed the routes that gave evidence of a "Railway" (Map A). The only definitive line of railway from Brickbridge to the Aqueduct that exists today is from Brickbridge to Marple Lock 10. This section may be followed without much difficulty, it is the section from Marple Lock 10 to the Aqueduct that routeways were in debate, but there is recent evidence that does point to one route rather than any other<sup>11</sup>. The route that was finally agreed as being the most likely is described below and shown on the map of the locks with the Railway at Marple also shown (Map A).

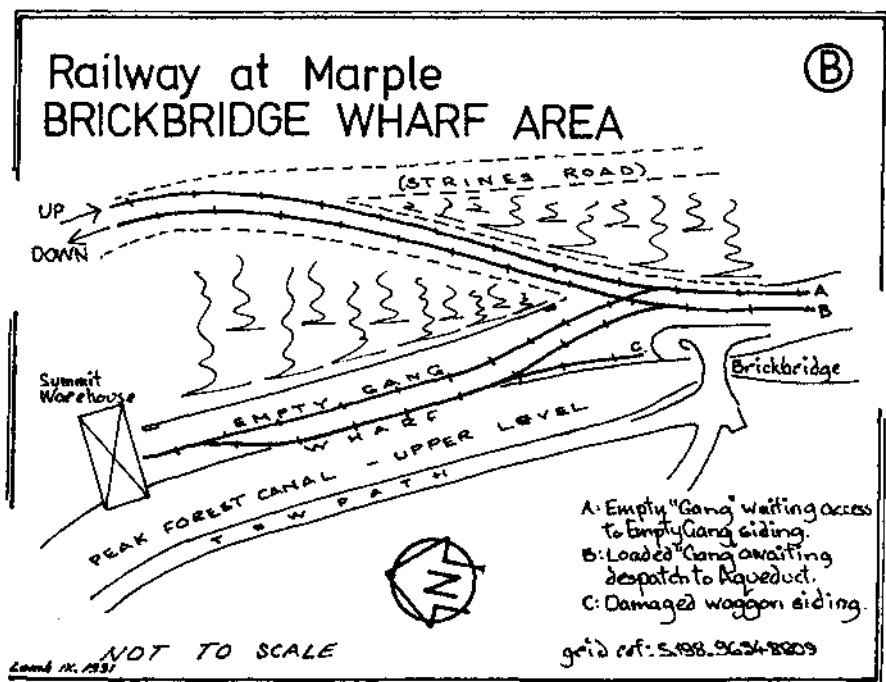


The route of the  
Railway at Marple

NOTE: FEATURES ARE SHOWN THAT WERE NOT PRESENT UNTIL AFTER 1811.

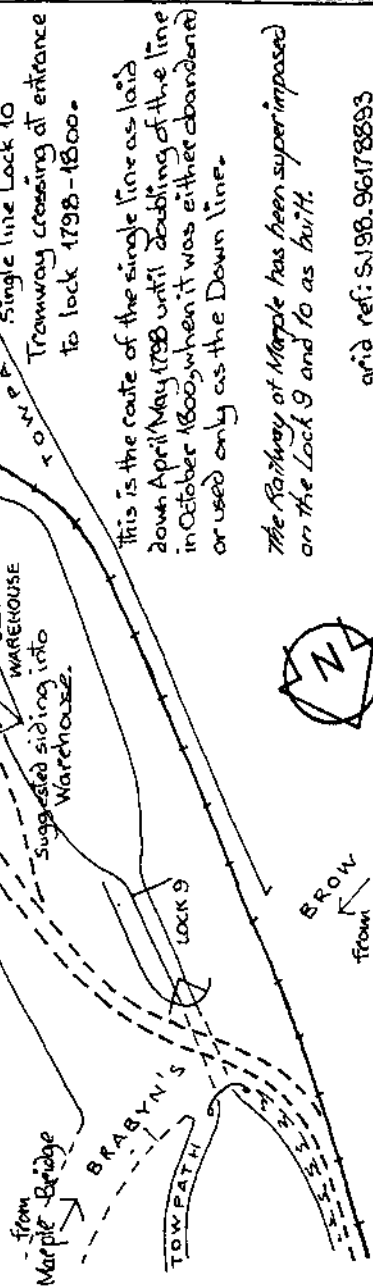
Taking Brickbridge (SJ98.96369911) as the known and documented Summit Wharf<sup>12</sup>, there were at least two sidings parallel with the wharf edge laid down north of Brickbridge as far as the basin, a distance of some 160 yards. From the southern end of the sidings the "main line" branched-off north (Map B), down an incline to Strines Road for a distance of 484 yards. Where the Recreation Ground ("Foxlow Meadow") is now, may be seen a curving embankment that the railway ran along and entered the (present day) St Martins Road as far as Marple Lock 10 (Map C). The distance being 247 yards from the start of the curved embankment to Marple Lock 10. At this point the Railway at Marple crossed the foot of the lock below the lower gates at an angle from east to west. The actual crossing point may still be seen where the four deep grooves are cut into the edge stones above the deep entrance to the lock and just before the lower lock gates. From this point the railway turned north and followed the track that parallels the west bank of the canal as far as the Marple Aqueduct and stopping either at the southern end of the Aqueduct, or crossing the Arches of the aqueduct (then building) to the northern end just before the Aqueduct or Rose Hill cutting (then a tunnel).

It would be reasonable to suppose that the Lock 10 crossing would be only a single track to obviate an accident area, it could possibly be a one-way system with the loaded "gangs" using the lock-crossing and empty gangs that would be horse-drawn (uphill) and using a by-pass to the east around the proposed Lock 9 and rejoining the line at St Martins Road. Another alternative may have been that with the doubling-up of the Railway at Marple and the Bugsworth to Loads Knowle/Dove Holes line in October 1800, the Lock 10 crossing would have been abandoned and the line re-routed east of



# Railway at Marple MARPLE LOCK 9 and 10 AREA

In October 1800 the Railway at Marple was doubled and it is suggested the double line was re-routed along the east side of the present-day warehouse 'or' only the up line was so routed.



This is the route of the single line as laid down April/May 1798 until doubling of the line in October 1800, when it was either abandoned or used only as the Down line.

The Railway at Marple has been superimposed on the Lock 9 and 10 as built.

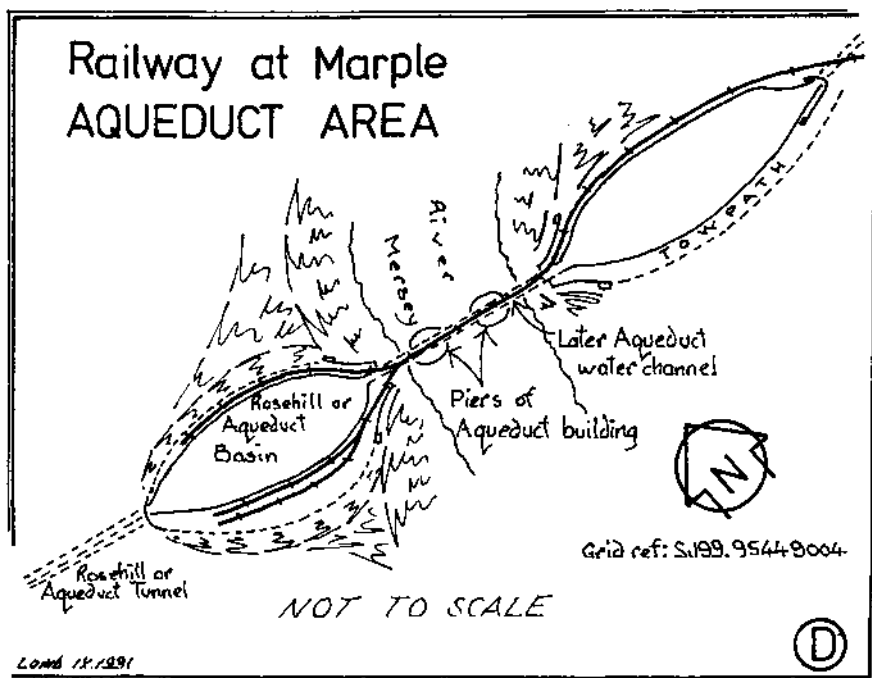
grid ref: S.198.96178893

NOT TO SCALE

©

Lock 11.1981

Lock 9 and the (present-day) warehouse. Both lines would have then crossed the canal below Lock 9 i.e. the present-day Brabyn's Brow road bridge. The writer has found no evidence to support any of these theories, apart from the single line crossing and the matter must be left to the readers imaginations and own conclusions!



Another problem is how did the railway, or the articles, cross the part-completed Marple Aqueduct? Again, there are no records or details left extant and it must be left the reader to form his or her own conclusions. It can only be suggested that some form of trestling was erected above the piers and the railway carried across, whilst the Arches and the water channel were being constructed below. A nerve-wracking experience at any time and this may be the cause of the seven deaths of workers during the construction of the Aqueduct. Whilst in the area leading to the Aqueduct, the line, where it parallels Locks 1 and 2, was lowered some four feet when the Marple Wharf Branch railway was constructed during the building of the Marple Viaduct, the original line and level of the railway/roadway (SJ98.95858993) may still be seen on the west side of the road just before the cutting giving access to the standard gauge line at Marple Wharf Junction.

To return to the Committee and the Railway at Marple.

The Committee in August 1800 directed that a secure footpath be provided on the north-east side of the railway for "gangers" to walk on and it was to have a breadth of six feet where possible. With the doubling-up of the Railway at Marple in October 1800 the six-foot way would be taken-up with the second line of the railway. For doubling-up, Benjamin Outram was to supply the additional rails/plates at £11.150d per Ton and

guaranteed for three years at six months credit or 5% discount for cash. A fence was ordered to be erected in the November on the westerly side of the Railway at Marple, its erection to be supervised by Thomas Brown. The purpose of this fence was to protect and to show the boundary between Mr Henry Isherwood's estate at Ley Hey Farm (SJ98.95888915) and in the occupation of Samuel Oldknow; the fence was to extend for a distance of 396 yards.

It was either a shortage of cash or an increase in the call for limestone that caused the Committee in December 1800 "... to cause as much limestone as possible to be ganged down the Railway at Marple and that for effecting such purpose ... cause stone to be ganged as well during the night as the day." It is not recorded as to what accidents occurred with the introduction of "night-ganging", but it is to be assumed that there would be some. Nor is it recorded as to what safety precautions were to be taken or lamps shown. The idea of "gangs" of loaded waggons careering at 20 or 30 mph, especially on the curves and gradients, does not make such speeds credible or even possible. The loaded and empty "gangs" were entirely free running in both directions, that is to say, there was no rope or chain to which the gangs would be attached with a brake at the summit, or using loaded gangs to haul up empty gangs. The gangs were in charge of a ganger who was responsible for the speed down the Railway at Marple.

The Trade between the Upper and Lower Levels of the canal would seem to be on the increase as the Committee in January 1801 gave the Management and Superintendence of the Railway at Marple to Samuel Lloyd from the 1 January with a salary of £150 per year. It was also directed that he was to obtain 50 extra waggons "... in good repair" to pass such Tonnage along the railway as soon as possible. Accidents did happen as is borne out with a further instruction that he was to provide facilities for the repair and maintenance of waggons "... to be always ready for use in case of accidents." A warehouse<sup>14</sup> was built on the Upper Level at Marple in March 1801 and Thomas Brown was directed to increase the Tonnage passing down the Railway at Marple to meet the increased demand for limestone and the Company's shortage of money to complete the canal.

All this activity was going on whilst the Railway at Marple was still not completely finished - the bed and the track were laid and secured, the waggons were running down and were hauled up by horses, but walls, crossings and general maintenance were still to be finished. In April 1801 it was directed that as many men as possible were to complete the Railway at Marple and extra waggons and rails were to be obtained by Thomas Brown. To provide an incentive to pass down as great a Tonnage as possible down the Railway at Marple, Thomas Brown, as the Manager and Superintendent of the Canal and both Railways (at Marple and Bugsworth), was to be given a Bank Note to the value of £100 should he pass down the Railway at Marple 800 Tons of Stone within eighteen hours, from one month of the Committee meeting held on the 15 May 1801. The figure of 800 Tons was equal to approximately 21 waggons or two narrow boat loads per hour for 18 hours. 21 waggons weighed 44½ Tons, and considering the state of the line the Committee were not in any fear of paying the money as it was a seemingly impossible target to attain!

A recommendation by Outram in August suggested "... that the limestone should be conveyed from the quarries to the Aqueduct at Marple without unloading the waggons and by means of Boats and Stages on the Upper level being constructed for that purpose<sup>15</sup> ... Mr Thomas Brown do direct that that a Boat be accordingly built and other preparations made, agreeable to Mr Benjamin Outram's direction."

The Manager and Superintendent of the Railway at Marple, Mr Samuel Lloyd, was the subject of a Committee direction in October when he was "... to be discharged from the service of the Company and that Thomas Brown do take the Cash Account out of his

hands as soon as possible ... and discharge him as soon as he can with propriety." From the language used it would appear that he had not been seen to be carrying out his position as conscientiously as he should have been and had blotted his copy book. As a result of Lloyd's dismissal in October, the Committee in March 1802 directed that all Toll Collectors at Chapel-en-le-Frith Incline Plane and the Railway at Marple were "... to send to Mr Samuel Oldknow a daily account of the Tonnages collected at each place."

The incentive to Thomas Brown to pass 800 Tons of Stone down the Railway at Marple within 18 hours, within one month of the 15 May 1801 meeting, provided a result which was announced at the 11 May 1802 meeting. At this meeting Thomas Brown was presented with £100 "... for passing down the Railway at Marple, 1,170 Tons of Limestone within 18 hours." This was 370 Tons over the figure set and with waggons carrying  $2\frac{1}{2}$  Tons, the figure of 1,170 Tons represented 532 wagon loads, averaging  $29\frac{1}{2}$  waggons each hour! With approximately 10 waggons in a "gang" of 22 Tons - the load for a narrow boat, the only method of working the Railway at Marple must have been the "time-gap" system, i.e. one gang of waggons approximately every twenty minutes. The figure of 1,170 Tons represents 53 narrow boat loads from Bugsworth which had been hand-loaded there and at Marple Aqueduct with off-loading at Marple Top. It is doubtful if more than one or two "container" boats mentioned in August 1801 would have been in use and to accomplish this figure of 1,170 Tons passed down the Railway at Marple would have required a large number of labourers, not to mention a good degree of organisation. Considering the rails, the waggons and the dubious braking system, not to mention night working, it was a very commendable achievement.

### The Later Years

From May 1802 to September 1804 there are no references to the Railway at Marple and it must be assumed that the railway was working without too many hold-ups or accidents and that it had been carrying at least the 800 Tons per day that Thomas Brown was given to pass down. Using this figure of 800 Tons, the tonnage in the intervening months would have been approximately 510,400 Tons<sup>16</sup>, or 23,200 Boat Loads. Per month this represents 17,600 Tons or 800 Boat Loads and this was at a time when the Marple Locks were still not built. The picture presented is that of a Company that had many acute financial problems, the centre of the canal was still incomplete and the Company were working "flat-out" to meet an ever increasing demand for limestone. The existing records of the Committee do not detail or report on how the canal or the Railway at Marple were operated nor the actual day to day tonnages sent down, it is in view of this that the writer has assumed the figures and operating procedures from the evidence given.

In September 1804 the Committee agree with the "gangers"<sup>17</sup> of limestone to tip or unload the waggons at the Aqueduct, it does not mention whether there were tipping devices<sup>18</sup> to unload the waggons available.

A resolution by the Committee in February 1807 states "... that the Railway at Marple from the Upper to the Lower Level there be no longer used and that Mr Meadows<sup>19</sup> do get the same taken up and that Mr Meadows be authorised to dispose of any part of the said Railway not exceeding one half thereof on the best terms he can obtain for same." From this statement it would appear that the Railway at Marple had been disused from some time, though it is known that from October 1804, both the Railway at Marple and the Marple Locks were working and passing down traffic in tandem. At the same meeting Samuel Oldknow made a proposal to the Committee to exchange an equal area of his land, in the Brabyn's Brown Estate that the Company had taken for the canal, for an equal area of Mr Henry Isherwood's land in the Ley Hey Estate and not required for the canal. He agrees to purchase such land at £2 per acre for 30 years "... the Company taking up all the Iron Rails and Blocks belonging to the Railway in the said

land, Oldknow taking the rest of the materials belonging to the Railway for his own use." The Company agrees to this proposal subject "... to obtaining a good title from Mr Henry Isherwood and his refusing to purchase the land." Mr Meadows in December 1807 advises the Committee that Mr Henry Isherwood is willing to rent the land from his estate, and taken by the Canal Company, at £40 per year with the Conveyance of the land to give the option to purchase for £779.12.6d.

From the Proceedings of March 1808 it would appear that Samuel Oldknow's proposal was not continued with as the Company are to loan Oldknow "... such Iron Rails and Blocks as he may want for laying a Railroad in the Hyde Bank Estate<sup>20</sup> for carrying sand and gravel from the said Estate to be navigated upon the Canal." The Company in August 1811 agree to supply Samuel Oldknow with materials "... for 300 yards of Railway and the old Blocks lying near the Aqueduct." Mr Samuel Oldknow was to supply gravel to the Company at 3d per Ton, including carriage, as part of this offer of materials.

With the August 1811 reference to "Blocks", this is the last mention of the Railway at Marple in the Proceedings. The Arches of the Aqueduct were nearly turned<sup>21</sup> i.e. keyed-in, by December 1798 and water was let in the Aqueduct in 1800. Between 1804 and 1807 both the Locks and the Railway at Marple were working in tandem. The railway ceased working in 1807 and by 1811 it had disappeared completely. During its short working life of seven years it was a life-saving feature which enabled the Company to at least keep its financial head above water by bringing into the Company coffers some money from the tonnages carried and sent down the Railway at Marple.

#### Notes

1. Marple, New Mills and Hayfield Junction Railway Act 23/24 Vic cap XV, RA 15 May 1860.
2. "Ganged", a gang is composed of two or more loaded/empty waggons in charge of a "ganger" who controls the speed down the Railway at Marple to a fast walking pace, approximately 5-6 mph. There were NO brakes fitted to the waggons.
3. The Lower Level of the Canal is assumed to have been navigable by this date, but certain sections are in doubt i.e. Keen's Cutting south of Butterhouse Green tunnel at Woodley.
4. Dates where given, unless otherwise stated, refer to the Proceedings of the General Committee (PRO reference RAIL 856.1).
5. Water Meetings is where the River Etherow joins the River Goyt, SJ99.96199021.
6. "Slippers" were small wedge shaped blocks placed at the leading edge of the wheel and stopping the wheel from turning, causing it to skid. The effect was to allow the wagon to be dragged acting as a brake or anchor but it also caused flats to appear on the wheel rim. For the greatest effect it was recommended that the last few waggons be skidded, otherwise, if the front or leading waggons were skidded, a pile-up or derailment may have resulted.
7. See 1 above.
8. A forerunner of the present-day "containers"; though the Duke of Bridgewater had used a similar method of filling baskets at the coal-face in his underground canals at Worsley. These were loaded into container-boats (M-boats or starvationers) and carried by his canal to Castlefield in Manchester where they were unloaded directly into horse-drawn carts, this was in 1762, so by 1800 it was

not a new idea.

9. All through the Canal Company Proceedings are tantalising references to "... Specifications, Reports, Plans and Eye-views", all, except those entered into the Proceedings have now long disappeared, been destroyed or lost.
10. This wharf was later taken over and used by the Marple Mineral Mill. SJ98.96338830.
11. A "stone sleeper block" was unearthed during some digging in a garden of a house in Winnington Road, near to Marple Lock 7 and 8 pounds during the late 1980s.
12. See 8 above.
13. See 1 above.
14. This warehouse was the Mineral Mill Warehouse and was still standing, though disused, in 1905, see 10 above.
15. See 6 above.
16. From May 1802 to September 1804 represents 29 months and assuming that there were (approximately) 22 working days in each month, is equivalent to 510.400 Tons or 23.200 Boat Loads, a narrow boat load is approximately 22 Tons.
17. See 1 above.
18. "Tipping devices". At Bugsworth there were four wagon tipplers which ran on tracks either side of a tramway siding sited above the deep lime pens, the tippler had a 14 foot diameter wheel attached to a central axle to which were attached two chains linking the tramway waggons, with the swing end gate pointing over the deep lime pen. Once the operator "climbed" the spokes of the wheel the chains wound up the wagon and the limestone was tipped into the deep limestone pen immediately below.
19. "Mr Meadows", is James Meadows senior who was appointed the joint Principal Agent to the Ashton Canal Company and the Peak Forest Canal Company on the 5 November 1805 at £630 per year, paid jointly by both Companies. He resigned his position on the 19 November 1824 and was retained in a consultative position with James junior as his assistant. On his death in May 1831 he was replaced by his youngest son, James junior, on 24 June 1831, as joint Principal Agent.
20. The Hyde Bank Estate and its associated quarry were north of Rose Hill or Aqueduct tunnel. With the building of the MNMHJR during 1865/68, the spoil from the railway cutting covered part of the quarry, whilst from the opposite side, the earlier opening-up of the Rose Hill or Aqueduct tunnel had destroyed or covered part of the quarry on the canal side of the hill.
21. *Manchester Mercury*, news item dated 25 December 1798.

# The Demolition of the Brandling Junction Railway Terminus, South Shields

BY DAVID BELL

During the autumn of 1996, the terminus of the Brandling Junction Railway at South Shields was demolished. The photograph, taken in June 1996, is probably the last view of the old station. As can be seen, it had been in use as a car repair centre in recent years and the grand entranceway to the once impressive cobbled station yard had sadly declined.

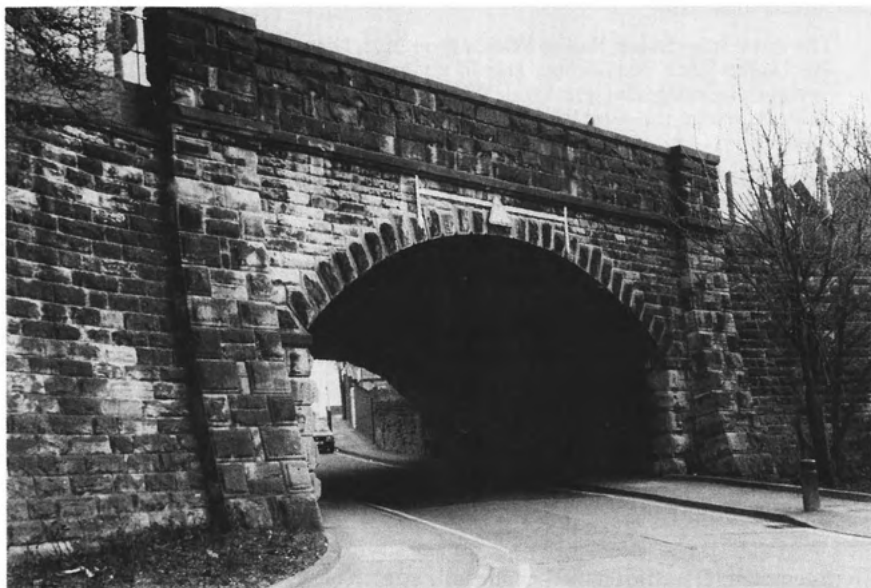
The Brandling Junction Railway was authorised by Act of Parliament in 1835 and opened for public use on September 3rd, 1839. It had originally been proposed by the local pit owners, William and John Brandling, for the transportation of their coal. Since there was already a rail service into South Shields, provided by the Stanhope and Tyne Railway (opened in 1834), the Brandlings had to overcome fierce opposition to their scheme and found it expedient to form a public company in order to carry out the project. Board meetings of the BJR, as it became known, were originally held in the Crown Inn, Boldon Colliery, a building which still stands. Until very recent years, the pub's truly baronial grand staircase provided evidence of its commercial past. Sadly, the staircase has now been boarded up as a "fire risk", on the orders of local officials.

The first station built by the BJR in South Shields proved to be too far from the hub of the town and was soon replaced, in 1842, by the station shown in the photograph. This station, located near to the market place and what was then the only church in the town, St Hilda's, served as the passenger terminal until 1879. At that date, passenger



*The terminus of the Brandling Junction Railway, South Shields.*

facilities were transferred to a new station built at the former railhead of the Stanhope and Tyne Railway. The rivalry between the companies was extinct by then, however, both having been swallowed up by the North Eastern Railway. Ironically, in order to connect with this new station, a stone viaduct had to be built over the yard of St Hilda's pit, the very colliery which had been owned by the Brandling brothers and had led to the construction of the rival railway! Since the owners of the pit had to be handsomely compensated for allowing such access, it could be said that the BJR had the last laugh anyway.



*Skew Bridge which now carries the modern metro line.*

As can be seen from the photograph, this stone viaduct, incorporating a magnificent example of the Victorian skew bridge, still exists and is in use to carry to modern metro line over a roadway.

The BJR station remained in use as a goods station until 1970. Although part of the building on the south side was demolished in 1989, the remainder, including one overgrown platform, carried on in an increasing state of neglect until its recent total demolition.

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# An Ill-Defined Boundary

BY PAT E. JONES

The deputy chairman of Linton Lock Navigation Commissioners recently remarked to the writer: 'nothing, absolutely nothing concerning Linton Lock is straightforward'. That comment certainly applies to the position of the Navigation's boundary with the Ouse Navigation.

According to de Salis,<sup>1</sup>

The river from Swale Nab to Widdington Ings, near Newton-on-Ouse, is known as the Linton Lock Navigation, and is under the jurisdiction of the Linton Lock Navigation Commissioners. From Widdington Ings to a point 100 yards below Hook Railway Bridge the river is under the jurisdiction of the Corporation of the City of York.

A *Distance Table* shows Widdington Ings to be 4 furlongs upstream from the junction with the river Nidd, 1 mile downstream from Newton, and 2 miles downstream from Linton Lock.

According to Paget-Tomlinson,<sup>2</sup> Widdington Ings is in Benningbrough Park, downstream from Newton, on the eastern bank of the river.

According to Duckham,<sup>3</sup> '... in the 1860s ... the whole of the Ouse (below Linton Lock) was still conserved, in theory at least, by York Corporation.'

Hadfield,<sup>4</sup> relates how in 1837 the Ouse Navigation Trustees 'dredged a 5 ft summer depth to the mouth of the Nidd', and lent the Linton Lock Navigation Commissioners their dredger 'to continue the 5 ft depth from the mouth of the Nidd to Linton Lock'. Which implies the Ouse Navigation's Trustees, and Linton Lock Navigation's Commissioners, *both* accepted that the boundary between their Navigations was at the mouth of the river Nidd.

In a 1962 newspaper interview,<sup>5</sup> Linton Lock's last keeper referred to tolls collected from commercial traffic using the nine-mile stretch of the river above *Monkton Ferry*. (Monkton Ferry plied from beside Nun Monkton *Priory*, on the western bank a few yards upstream from the mouth of the river Nidd, to Benningbrough).

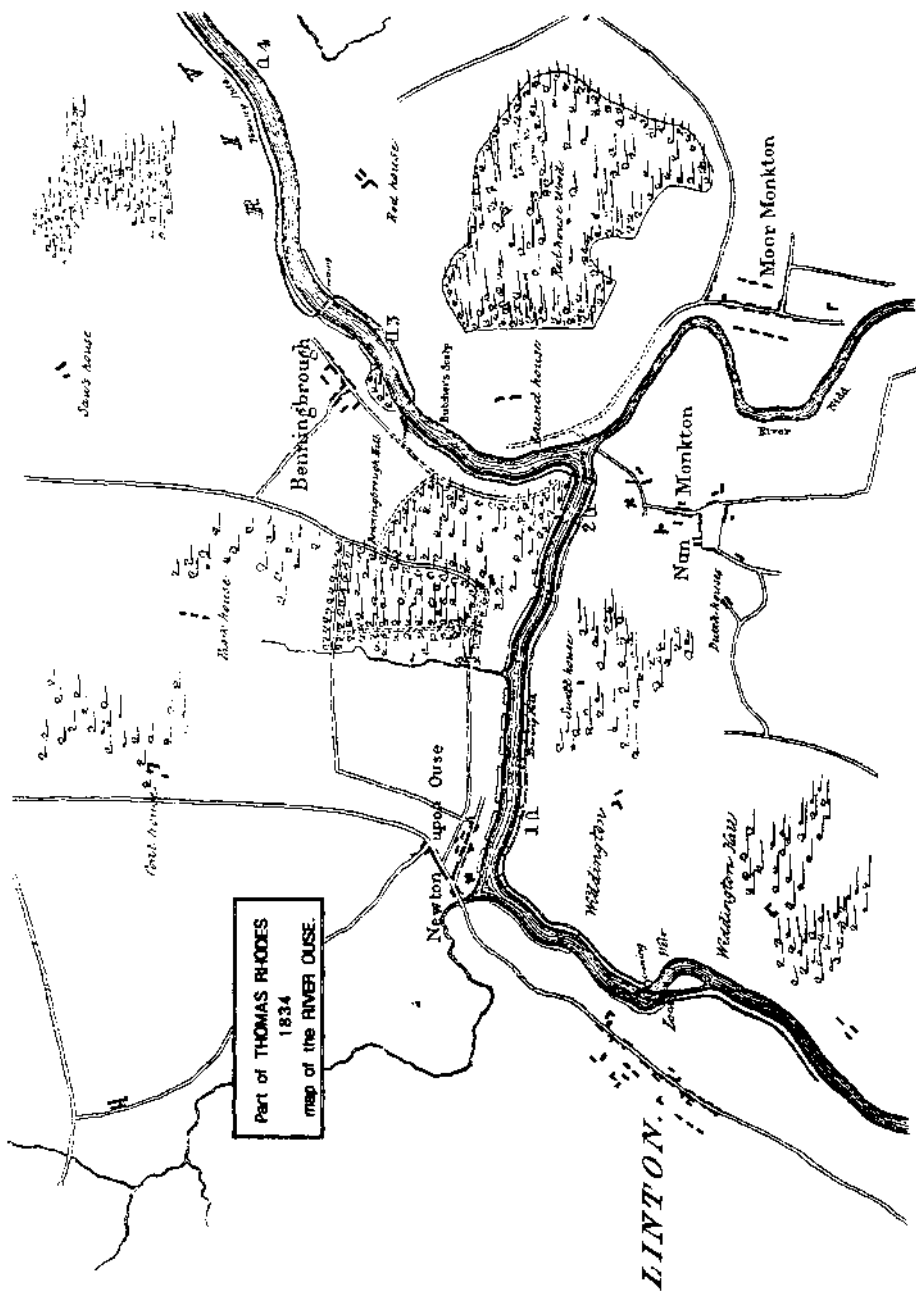
It is time, perhaps, to see what Linton Lock's Act of Parliament has to say.<sup>6</sup> Its purpose was made evident by its title; it was

'An Act for Making Navigable the River Ouse, from below *Widdington Ings* at or near *Linton*, to the Junction of the Rivers *Swale* and *Ure*, and for making Navigable the said River *Swale* from the said Junction to *Morton Bridge*, and also the Brook running from *Bedale* into the River *Swale*, in the County of York.'

(An Act of 1770 repealed the provisions relating to navigation on the river Swale.<sup>7</sup>)

The term *nab* describes a promontory or projection; on northern rivers it describes the point of land between two confluent waterways. Thus 'Swale Nab' is for all practical purposes 'the junction of the Rivers Swale and Ure'; de Salis got that right, but what and where is Widdington Ings? And why below it?

The term *Ings* describes a water-meadow; much of the land beside the west bank of the river downstream from Linton Weir is water-meadow - *Ings* - and so described by the Ordnance Survey. The downstream boundary of the Civil Parish of Widdington follows an un-named beck which falls into the Ouse about a furlong below Newton Church, on the opposite bank, at SE 5096 5967. *Widdington Ings* clearly cannot extend



below the parish boundary; de Salis and Paget-Tomlinson were in error when they respectively placed it a mile downstream from Newton, and on the eastern Bank. Widdington Ings had become the upstream limit of all-season navigation following the construction of Naburn weir, but the upstream limit of York's jurisdiction is not defined in either of two previous Acts,<sup>8</sup> which merely refer to 'the river Ouse'. According to the preamble to Linton's Act

by virtue and in pursuance of [those Acts], the Navigation of the said River hath been improved above the City of York unto *Linton upon Ouze* ... and ... continuing the said Navigation from below *Widdington Ings*, near *Linton* aforesaid, to the Junction of the Rivers *Swale* and *Ure*, ... will be of great Utility to the Publick.

The Act then goes on to appoint Commissioners with the powers necessary for 'erecting, making, and maintaining a Dam, Cut, and Lock in, upon, and over, or at, the Side of the River *Ouze* near *Linton*'. The all-important definition of the Linton Lock Navigation's boundaries appears on page 46:

... nothing herein or in [the previous Acts] shall extend, or shall be adjudged, deemed, or taken to extend, in anywise whatsoever to authorize or empower [York's Ouse Navigation Trustees] to hinder, prejudice, interfere, or meddle with the Navigation of the said River *Ouze* from Two Miles below Linton aforesaid, to the Junction of the Rivers *Swale* and *Ure* ... but that from and after the Passing of this Act the same shall be subject only to the Control, Direction, Survey, Orders, and Jurisdiction of the Commissioners for the [Linton Lock] Navigation.

Significantly, the Order by which British Waterways became responsible for the Ouse Navigation defines its upstream boundary in similar terms:<sup>9</sup>

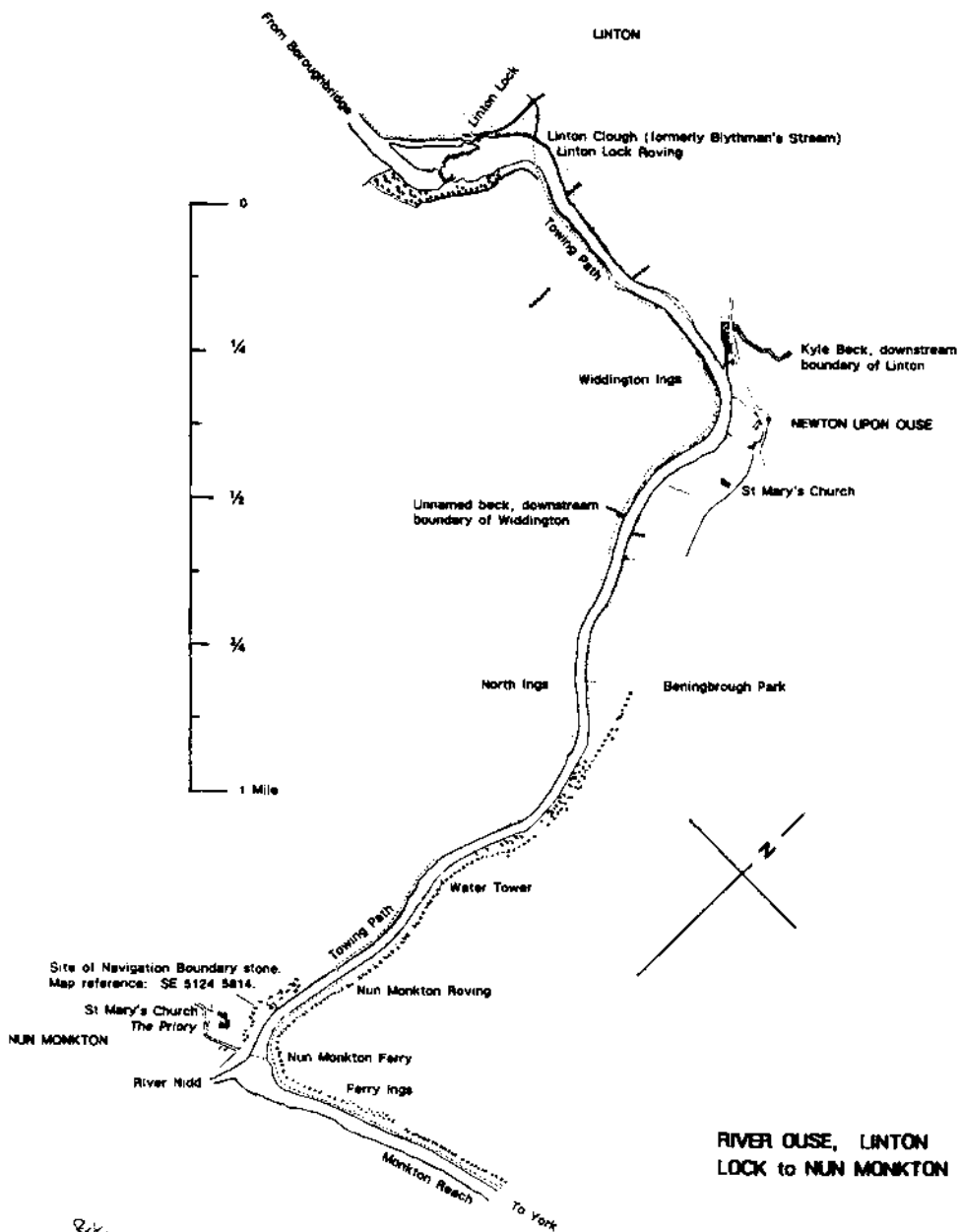
... that portion of the River Ouse in the counties of North Yorkshire and Humberside between a point on that river *two miles below Linton-on-Ouse* and an imaginary straight line across that river at a distance of 100 yards below and parallel to the Skelton-Hook railway bridge. (Writer's italics).

Presumably the 'two miles' was intended to be measured from the planned site of the navigation works, which was Blythman's Stream - now known as Linton Clough - the outfall of which is on the eastern bank at SE 5008 6024. (Linton Lock was actually built a furlong further upstream). Smeaton's plan for the Ure Navigation included a map of the rivers Ure and Ouse from Ripon to York.<sup>10</sup> Notes on that plan read:

The Lock and Dam at Naburn erected about the year 1756 four miles below the City of York Pens the Water to Blythmans Stream near Linton so that vessels can always come with a full load to the lock proposed at that Place and this Lock and Dam in intended to pen the water to Milby Staith near Borough Bridge so as to make 1 F[oot] 9 I[nches] addition of water there in a dry season. ... The Water is proposed to be raised at Blythmans Stream no more than 7 feet by a Solid Dam ...

Blythman's Stream is shown on the map, and a note beside it reads: 'Proposed Lock & Dam'. It is almost exactly two statute miles along the east bank of the river to the site of Monkton Ferry landing at Benningbrough, at SE 5134 5792.

Immediately beyond Monkton Ferry the river Ouse makes a 120 degree turn at its junction with the river Nidd, and opens out into a pool known as Nun Monkton Pool. If the intention of the Act was to set the Navigation's downstream boundary at the junction with the river Nidd, in the same way that its upstream boundary was set at the junction with river Swale, it can be safely assumed the Act would have said so. Since it did not, it would seem that both the *intended*, and the eventually *agreed* positions of the boundary were upstream of that junction.



The reason why Linton lock and weir were not built in the position Smeaton had prescribed can now only be a matter for conjecture, but one of Smeaton's reports (undated, but apparently June 1767),<sup>11</sup> suggests a probable reason. Smeaton had been commissioned by Ripon's promoters of the Ure Navigation to undertake what we would term a *feasibility study*, and Linton Lock was considered by him to be one of the works by which navigation would be extended to Ripon. The Ouse and Ure had been navigable – in a fashion – since time immemorial to Aldborough, Milby, or Boroughbridge. The haling-way appears to have been on the west bank of the river,<sup>12</sup> and Smeaton sited Linton lock on the west bank. It seems that he intended the lock-cut to cross Widdington Ings at the bend a furlong downstream from where the lock was actually built, although the scale of his plan – based on an earlier survey of the river Ouse – is too small to show that feature.

The lock and dam actually built at Linton were designed by, and constructed under the supervision of John Smith junior (who had earlier built the lock and weir at Naburn), as part of a scheme to extend navigation up the river Swale. He sited the lock on the east bank of the river, and the first edition Ordnance Survey shows the towing path between Linton Lock and the river Swale on the east bank of the river.

In 1834 Thomas Rhodes was commissioned by York's Ouse Navigation Trustees to survey and map the river from Linton to Naburn.<sup>13</sup> Part of his report dated 2 June 1834 reads

... opposite [the] second mile post a clay-hut in the river should be taken out. *From this point onwards being within the jurisdiction of the Commissioners of the Linton Lock Navigation* the Secretary ... being the Secretary of both navigations was desired to represent to the Commissioners of the Upper Navigation the following impediments and obstructions to the Navigation which were observed by the Ouse Navigation Trustees on this occasion, viz: ...

(Writer's italics.) The 'mile posts' are shown on both Thomas Rhodes map and the first edition of the 6 inch Ordnance Survey, from which its actual position can be determined. It was on the river bank, 825 feet upstream from the south-east corner of the wall bounding Nun Monkton *Priory*, at map reference SE 5124 5814. A mile stone is also shown at the head of Linton Lock Cut, from which point the 'two miles' was evidently measured along the towpath.

The boundary stone is not shown on recent Ordnance Survey maps, and its site is now private land, upon which this writer has not trespassed. It cannot, however, be seen from the river. The management of the Ouse Navigation have imposed a 6 knot speed limit between York and their upstream boundary; Linton's Commissioners have imposed a 5 mph (4 knot) speed limit on their section of the river. It is to be doubted whether any user of the river knows *precisely* where the boundary between the two Navigations is situated. The re-erection of a boundary marker which can be seen from the river, seems to the writer to be very desirable.

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1. Henry Rodolph de Salis, *Bradshaw's Canals and Navigable Rivers of England and Wales*, 1928, p. 295.
2. Edward Paget-Tomlinson, *The Illustrated History of Canal & River Navigations*, Sheffield, 1993, map 8.
3. Baron F. Duckham, *The Yorkshire Ouse*, The History of a River Navigation, Newton Abbot, 1967, p. 136.
4. Charles Hadfield, *The Canals of Yorkshire and North East England*, Newton

Abbot, 1973, pp. 343-4.

5. *Yorkshire Evening Press*, May 11, 1962, York.
6. 7 Geo. III c. 96 (1767). The writer is grateful to Michael Oakley, the Navigation's Solicitor, Clerk and Treasurer, who kindly made a copy of the original Act available to him.
7. 10 Geo. III c. 111 (1770).
8. 13 Geo. I c. 33 (1726), and 5 Geo. II c. 15 (1732).
9. The British Waterways Board (Transfer of Undertakings) (River Ouse Navigation) Order 1989, made by the Secretary of State for the Environment under Section 10 of the British Waterways Act (c. II) of 1983.
10. A copy of Smeaton's plan is in the County Record Office, Northallerton, reference DC/RIC XVI 1/3/1.
11. *Reports of the late John Smeaton, F.R.S.*, 1797, Volume 1, pp. 310-2. [Smeaton was recalled by Linton Lock Navigation Commissioners to comment upon Smith's designs, and his report reveals that his figure of 7 ft for the rise of the lock was incorrect; levels taken by Smith had indicated that 11 ft of rise was required, to provide which Smith evidently considered Smeaton's proposed rubble dam to be unsuitable. Smith's masonry weirs at Linton and Naburn were both subsequently rebuilt and raised; the rise in Linton Lock is now 11 ft and 6 ins.]
12. Sir Thomas Lawson-Tancred, *Records of a Yorkshire Manor*, 1937, p. 87. [Alburgh Court held 25 Henry VI (1446) ... 12 Jurors of the Borough present that the Prioress of Nun Monkton has obstructed the way in making a gate and hedges where the said tenants ought to have free passage with their horses to drag boats between Boroughbridge and York ... to their great loss ... etc.]
13. River Ouse Navigation - Reports and Plans 1834-1881. York City Archives. The writer is grateful to Rita Freedman, the City Archivist, who kindly made a copy of the relevant part of Thomas Rhodes 1834 map available to him.

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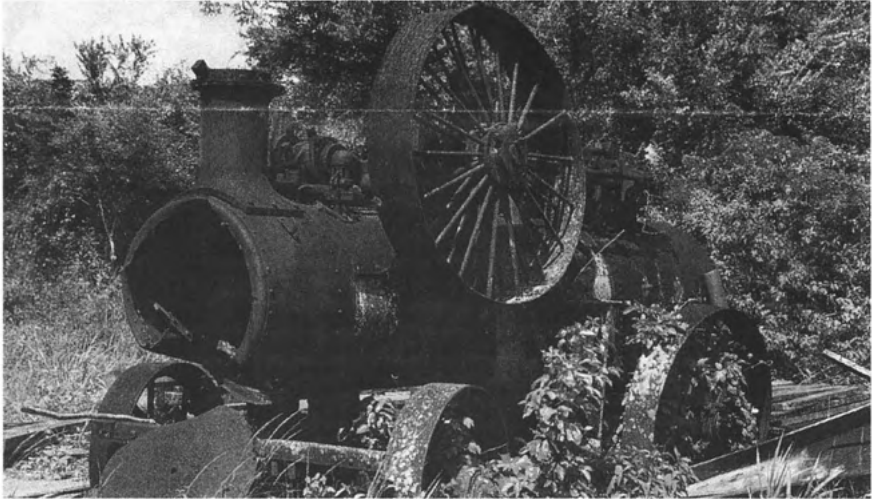


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# Request for Information

BY DAVID R. PEDLEY

I enclose a photograph, taken from the Newsletter of the World Land Trust, of a traction engine in Belize (formerly British Honduras). This looks remarkably like a converted British main line railway locomotive. Does anyone have any information on this?



*At the Hill Bank site an old steam traction engine was found completely overgrown in the forest. It has now been cleared of vegetation and is an interesting part of Belize's heritage. Although probably well past being restored to use, it is important to preserve such artifacts. Photo: Dominic White.*

# Book Reviews

**LMS DIESEL LOCOMOTIVES AND RAILCARS**, E.V. Richards, 220pp, 118 photographs, 6 diagrams, The Railway Correspondence and Travel Society, Hon. Assistant Publications Officer, Dept. R, Tiverton Road, Bampton, Devon EX16 9LJ, 1996, ISBN 0 901115 76 2, £19.95 (inclusive of p&p).

The reputation of RCTS locomotive histories is such that a reviewer might be tempted to name the publisher and leave it at that. This is a worthy addition to this fine series but it is not without its faults and idiosyncrasies. For instance, despite the title, petrol locomotives are included. Of more concern is that the introduction only relates to a part of the book - the shunting locomotives - as does section 5, Maintenance, perhaps the least interesting chapter. Chapters 2, Experimental Shunting Locomotives, 3, Production Locomotives, and 5, Service Locomotives, are a comprehensive description of the shunting diesels of the LMS, down to the level of individual engine histories and supported by a fascinating range of photographs.

Sadly this book suffers from the modern curse of poor proof-reading and editing. Quotation marks are used erratically and the presentation of dimensions is inconstant. Amongst typographical errors it seems perverse to find no less than six different combinations of words and capitalisation used for Hunslet Lane Goods Yard. Only one in ten of the figure references in the text are placed so that text and illustrations are linked in a sensible and logical way. One picture, of locomotive 'Vulcan', seems not to be related to the book at all. Less importantly the text could have been updated in places.

This book cannot claim to be a definitive treatment of the important early experiments in railway diesel locomotion. At least one LMS engine is omitted, a 1927 0-4-0G Bramco built for Wolverton Works that survives in preservation, for instance. It is, however, as near to a definitive treatment as we have and provides a fascinating mine of information for both the general reader and the specialist reader. **WILLIAM FEATHERSTONE**

**THE LYNTON AND BARNSTAPLE RAILWAY**, G.A. Brown, J.D.C.A. Prideaux and H.G. Radcliffe, 135pp, 280 mm x 220 mm, about 140 photographs, 3 maps, 7 plans, 19 pages of line drawings, boards, Atlantic Transport Publishers, ISBN 0 906899 68 0, £18.95.

The authors' history was first published in 1964 and has re-appeared periodically from David & Charles, the last time being in 1986. The present publisher has re-issued the book with the text almost unaltered but in A4 format, a pleasing modern presentation which allows much bigger and thus clearer illustrations with identical, except bigger, line drawings.

The very readable text has nine chapters: of prehistory, of happenings under various regimes, the route, locomotives and rolling stock - (these last perhaps in more detail than many readers would require), operation and conclusions. Statistics and some peripheral information are neatly appended. There is a postscript describing frustrated attempts at rehabilitation, some success may be imminent. This contradicts the authors' earlier conclusion that the 1935 abandonment was inescapable. **IAN MOSS**

**NARROW GAUGE STEAM.** P.J.G. Ransom, 192pp, 246 mm x 189 mm, over 100 photographs, 3 maps, 25 diagrams, boards, Oxford Publishing Co., ISBN 0 86093 533 7, £19.99.

This is a comprehensive account of narrow gauge railways. From the first words of the book - an account of the preservation of huge South African narrow gauge Garratts - to the last - giving the date (1959) of the repeal of the gauge act - the book is a delight. Nine chapters, the first on Captain Tyler's encouraging paper to the Institution of Civil Engineers about the narrow gauge, the rest giving accounts of world wide geographical, engineering and commercial development with insights into the characters involved - describe the subject from conception to retirement.

The reader needs to concentrate; the information is close packed and just occasionally there is the impression of reading a list, but here is a comprehensive history of many aspects of the theme. "An attempt to provide a context into which the other books on narrow gauge fit," says the author. He seems to have done that. IAN MOSS

**SHAKESPEARE'S AVON: THE HISTORY OF A NAVIGATION,** Jamie Davies, 152 pp, 58 photographs, numerous line illustrations and drawings, 19 maps, The Oakwood Press, 1996, ISBN 0 85361 490 3, £8.95.

The Warwickshire Avon has been studied before in detail, in part of Charles Hadfield and John Norris' "Waterways to Stratford" published in the 1960s. This study deals briefly with the associated Stratford Canal and Stratford & Moreton Tramway but focuses on the Upper and Lower Avon Navigations. It provides a more detailed study, which is brought up to day with the rebuilding of the Upper Avon and plans, so far unfulfilled, for a Higher Avon Navigation to Warwick.

Mr Davies' enthusiasm appears to derive from longstanding experience of the Avon, of which he displays a detailed practical knowledge. His study enlarges areas of interest related to the river, with, for instance, detailed coverage of early promoters such as William Sandys, Andrew Yarranton and the reputed originator of the steamboat (in 1737), Jonathan Hulls. Interest in these figures and their involvement extends beyond the Avon and Mr Davies usefully attempts to set these within their broader context, albeit using somewhat inaccurate maps.

The vicissitudes of the Upper Avon Navigation following railway purchase and early attempts to revive the navigation are described in detail. Again, these are of wider interest, shedding light on legal and statutory developments elsewhere. The early development of pleasure boating is well depicted with some evocative photographs.

A strength of this book is its coverage of recent history. The story of the postwar revival of the Lower Avon, one of the earliest restoration schemes, is related blow by blow. The photographs of the latter are somewhat faded, although those of the later rebuilding of the Upper Avon navigation are very clear. This scheme and the more recent Higher Avon proposals have involved controversial personalities and activities, but these are discussed with reasonable even-handedness. A useful Appendix describes the historical features, including extant remains of the Upper Avon navigation, which are visible on a journey down the river. Sketch maps might have made this a more useful guide.

Oakwood Press have been producing small transport history monographs for many years. More recently, larger and more detailed illustrated studies, like this one, have appeared and it is to be hoped that more will follow. JOSEPH BOUGHEY

**THE LOCOMOTIVES OF THE STOCKTON & DARLINGTON RAILWAY.** T.R. Pearce, 215 x 305 mm, vi + pp 250, 1996, The Historical Model Railway Society, ISBN 0 902835 14 9, £24.95.

The history of the S&DR is dominated by its locomotives and it is strange that the subject has never found a worthy chronicler in the seventy years since R.H. Inness published his long-running serial article in the *Locomotive Magazine* from 1925 until 1930. Since then, many other sources have been discovered and reported piecemeal. Not until Tom Pearce retired in 1985 was the whole body of scattered information gathered together, supplemented by further research and formed into a coherent account by an engineer capable of explaining the technical developments involved.

The S&DR had some 400 locomotives and they are all chronicled with the aid of 259 illustrations ranging from engineering drawings and contemporary sketches to photographs. Although primarily a carrier of heavy mineral traffic, the S&DR also needed large passenger engines, small locomotives and heavy bankers. This gave further variety to its highly individual stock of six-coupled machines. The reproduction of both text and illustrations is of high quality, especially bearing in mind the antiquity of nearly all of the latter. A few old drawings might have been redrawn as they have not taken kindly to enlargement from tiny originals. But had this been done, their originality might have been forfeited.

The production of this book was partly funded by subscription – an old method which could be used with advantage in other cases to test the potential market and to secure a sound financial foundation in advance of a large-scale commitment. This book fills a major gap in the very foundations of our railway history and fills it well. HARRY PAAR

**THE GRAND WESTERN CANAL,** 2nd edition, Helen Harris, 222 pp, 41 photographs, 10 maps and illustrations, 8 appendices, soft covers, Devon Books, Halsgrove House, Tiverton, Devon EX16 6SS, 1996, ISBN 0 86114901 7, £8.95.

The definitive history of this attractive waterway, first published by David & Charles in 1973, has been unavailable for many years and so this new, updated edition makes a welcome reappearance in a market dominated by cruising guides. The main body of the text is unchanged and describes the planning, construction and trade of the canal followed by its lingering demise under railway ownership. There are details of the inclined plane and the seven unique lift locks together with a guide to the remnants extant in 1973. A new, illustrated final chapter brings the canal into the 1990s with a description of its resuscitation as a linear country park.

The photographs lack contrast when compared to the first edition and many of the captions fail to reflect that 24 years have elapsed since their first airing. None-the-less worthwhile if you don't have an original copy. JOHN HOWAT

**BR MAIN LINE GRADIENT PROFILES,** 72 pp, entirely maps and gradient diagrams, paperback, Ian Allan, 1997 impression, ISBN 0 7110 0875 2, £8.99.

A review of a reprint of this standard work is probably justified in case any of our railway members are still without a copy and because the publication itself is fifty years old this year. Published by Ian Allan since 1966, it is itself a reprint of the

gradient diagrams first published by the Railway Publishing Company in 1947.

The book has itself become history as it records, apparently faithfully, the horizontal and vertical position of every station and junction on the routes covered as they were fifty years ago and just before nationalisation. Tunnels, water troughs and speed restrictions are also shown. It also includes fascinating detail such as the side of the line on which the mile posts were sited.

The diagrams are also a unique representation of the relief of our country and how the railways penetrated the various areas. The profiles of lines like Derby to Manchester, Exeter to Plymouth and, of course, Settle to Carlisle are awesome in the direct comparison with Paddington to Bristol or Kings Cross to Doncaster which the book exposes. Another interesting comparison shows the similarity, in terms of profile, of the GWR routes from London to Bristol, South Wales, Gloucester and Worcester. Each has the barely detectable rise for mile after mile up the valley of the Thames and then of a tributary, preceding a steep dive down the Cotswold escarpment through the tunnels at Box, Chipping Sodbury, Sapperton and Chipping Camden respectively.

It is a pity that the reprint does not include the original foreword as, apart from now being a piece of history itself, without it the speed restriction symbols are incomprehensible. MARTIN BARNES

**THE RAILWAYS OF DUNDEE**, Peter Marshall, 192 pp, 210 x 145 mm, 98 photographs, 14 maps and plans, 15 other line illustrations, index, boards, Oakwood Press, 1996, ISBN 0 85361 482 2, £15.50.

The railways of Dundee have an interesting history, well recorded in this book. The city is awkwardly placed for railway development, the land rising steeply from the narrow coastal strip on the north side of the Tay estuary. Stations, yards and other railway facilities were confined to a cramped space which forced the main station and its approach from the east through Dock Street tunnel to be below sea level. A large central station, on higher ground nearer the commercial centre of the city, was planned in 1896, but other developments forced it to be abandoned. The book fully covers this and other suburban railway proposals.

The eleven chapters begin with the growth of Dundee from 1027. Railway history begins with the 4ft 6½ in gauge Dundee & Newtyle Railway and extensions to Coupar Angus and Glamis. Next come the 5 ft 6 in gauge Dundee & Arbroath Railway, the standard-gauge Dundee & Perth Railway, the Forfar branch, the ferry from Broughty Ferry to Tayport and the lines in northern Fife and the formation of the Caledonian and North British systems. The planning and construction of the Tay Bridge, its disastrous fall and reconstruction are concisely dealt with. The harbour lines and their operation, however, receive scant mention; the NBR 0-40STs (LNER Y9s) none. The last chapter takes us through the grouping and nationalisation periods to the final slimming down of the system; yard and station closures. Six appendices give information unsuitable for inclusion in the text and include a list of locomotives built in Dundee and signal boxes with opening and closing dates.

The book makes a useful contribution to Scottish railway history. The price may seem high but the book is well produced and there is no wasted space. Illustrations are well chosen and reproduced, original maps and plans are clearly drawn; others are reproduced, original maps and plans are clearly drawn; others are reproduced from OS 6 inch or 25 inch maps, although with no scale and no assurance that they are to the original size.

The author of this book is not related to the reviewer. JOHN MARSHALL

**THE GWR AND THE GENERAL STRIKE (1926)**, C.R. Potts, 136 pp, 34 photographs, 18 facsimils, 2 maps, Oakwood Press, 1996, ISBN 0 85361 488 1, £8.95.

This is not the sort of topic that one normally associates with this publisher. Nevertheless it is recommended as a coherent, factual account of the events leading up to the General Strike, during the eleven days of the strike and in the aftermath, as they affected the Great Western Railway and its employees. Although the principal sources used by the author are the company's papers, he has largely succeeded in his aim of maintaining a neutral stance.

The facts presented are as one could reasonably expect, partly through the foresight of Charles Clinker in preserving the emergency daily train notices and other memoranda of the Bristol Division (like E.T. MacDermot, he was one of the staff who volunteered for special duties). Thus readers are able to form their own judgements on the effectiveness of the skeleton services that were run for passengers and perishable traffics, on the contribution made by the volunteers during the strike and on the fairness of the company's treatment of strikers after it ended. The longer-term effects of the strike on the competitive position of the railways are less clear. GRAHAME BOYES

**INDUSTRIAL RAILWAYS OF MANVERS MAIN AND BARNBURGH MAIN**, A.J. Booth, 128 pp, 240 x 182 mm, 169 photographs, 13 maps and plans, locomotive and wagon fleet lists. Industrial Railway Society, 1996, IRS Publications, 1 Clifton Court, Oakham, Rutland LE15 6LT, ISBN 0 901096 94 6, £17.50 (hardbound), 0 901096 95 4, £15.00 (softbound).

This is a high-quality photographic record of the twin collieries of Manvers Main Collieries Ltd in South Yorkshire which were linked by a private railway. It complements the author's much fuller history of the nearby Denaby and Cadeby collieries which was reviewed in the July 1991 issue of the *Journal*.

Most of the photographs were taken after 1949, when Manvers was connected underground to the Wath and Kilnhurst collieries and equipped with new coal preparation and coking plants for the entire complex. Closure took place between 1981 and 1989. Much information is given in the extended captions, but it would have been more convenient if some of it had been gathered together into an introductory outline history of the complex. GRAHAM BOYES

**PERSPECTIVES ON RAILWAY HISTORY**, compiled by Colin Divali, 91 pp, A4, comb-bound, Institute of Railway Studies, Department of History, University of York, Heslington, York YO1 5DD, 1997, £4.00, incl. postage.

This is a collection of papers presented at a conference of the (American) Society of the History of Technology held in London in 1996, which will appeal to members who enjoy having their horizons of railway history extended, particularly when it requires such a modest outlay.

The first four papers are on aspects of technological research and development, an important but relatively neglected field of historical research. In *A streetcar named success: the PCC, a product of American research in the 1930s*, Winstan Bond describes the development, under the sponsorship of the Electric Railway President's

Conference Committee, of a new concept in tramcar design that would out-perform the motor car and bus without requiring reconstruction of the track. The technology spread to Europe and led to the post-war resurgence of the tram in many Continental cities. The influence of the American approach to the management of industrial research is also the theme of Colin Divall's own paper, *Down the American road? Industrial research on the London, Midland & Scottish Railway, 1923-1947*.

In the third paper, *Technology and the labour process: a preliminary comparison of British railway companies' approach to locomotive construction before 1914*, Di Drummond follows up her earlier work on Crewe with a study of the differing rates at which Crewe and other British railway company locomotive workshops adopted new manufacturing processes. This is followed by another comparative paper, on the British and French responses to the demand for very high speed rail transport: *APT and TGV: two conceptions of modern railway engineering 1965-1985*. The author, Roxanne Powell, points to the Grandes Écoles, the common training ground of the French technico-administrative elite, as the key to the French success, contrasting it with the incohesive structure of the professional elites in British industry and government.

The relationship between railways and government is also the subject of *Technological nationalism or railway imperialism? a reappraisal*, in which A.A. Den Otter argues that, in spite of being financed and built by British interests (and, for a time, managed by Edward Watkin), the Grand Trunk Railway of Canada promoted Canadian nationalism and loosened the imperial ties with Britain. The volume is rounded-off with a discussion, by Marie-Noëlle Polino of l'Association pour l'Histoire des Chemins de Fer en France, of the wider historical and contemporary significance of some of the issues raised in the five papers. GRAHAME BOYES

THE LONDON & NORTH WESTERN RAILWAY, M.C. Reed, 256 pp, numerous photo illustrations, 22 maps, figures and tables in text, Atlantic Transport Publishers, 1996, ISBN 0 906899 66 4, £24.95.

Rarely has a deeper hole in railway company history been filled by so comprehensive a volume. After a host of books on different aspects of the history of the Premier Line, here is a modern history of the company with economic, financial and social backgrounds. A comprehensive index and listed sources and bibliography occupying several pages, rather than paragraphs, ensure that this volume will be studied and enjoyed by future generations of historians and enthusiasts.

Clear maps showing L&NWR lines in relation to those of rival companies, especially in congested areas like South Wales and North West England, and carefully chosen illustrations, help to untangle the complex history of what was the largest joint stock undertaking in Britain.

A regret is that this volume was not written years ago when historians were concentrating their attentions on smaller companies of far less significance - for it would have helped to give an added perspective to the histories of companies with which Euston was associated.

Some three decades ago there was talk in publishing circles about the need for a history of the L&NWR extending to three volumes - a length necessary to embrace locomotives and rolling stock - but always, the task was seen as too daunting. The idea

seemed to fade as coffee table books because a bigger attraction when printing and photographic techniques improved.

This masterly single volume is in the highest traditions of railway history: there is no skimming the cream here by placing special emphasis on juicy incidents which had no significance on the overall fortunes of a company. A hope is that it will encourage the preparation of histories of other major companies whose long forgotten enterprise had such an impact on the growth of large areas of Britain. REX CHRISTIANSEN

**GREAT NORTHERN RAILWAY AND EAST COAST JOINT STOCK CARRIAGES FROM 1905**, Michael Harris, 228 pp, 138 photographs and 52 plans and drawings. Linson covers, The Oakwood Press, 1995, ISBN 0 85361 477 6, £11.90.

This new work by Michael Harris is a comprehensive survey of the most important coaching stock to come into the possession of the London & North Eastern Railway at its formation. Concentrating on the period between the commencement of the Gresley era in 1905 and the grouping of 1923, the account also takes note of earlier events and influences and goes forward into LNER days and beyond. As well as the stock itself, personalities of the period come through strongly, with verbatim quotations, often indicating contrary opinions, from general managers, engineers and traffic managers.

The influence of the young Gresley can be seen from the outset in the emergency of Doncaster design as the ECJS standard. The main visual feature, originally adopted by the Great Northern Railway, was the elliptical profile of the roof, replacing the earlier clerestory style. The traditional teak panelling was continued, embellished by florid, heavily seriated and shaded lettering. The variety of coach types is surprising but it reflects the railways' concern to meet passengers' wishes - hence we have open and compartmentalised coaches, dining and sleeping cars, and luggage vans. Because of extensive through workings (it may not be generally known that the Great Northern at one time ran through from King's Cross to Accrington), several versions of composite coaches were introduced. The ECJS Royal Train is given appropriate VIP treatment. Buckingham Palace was consulted about details of the design, and it is reported that Edward VII did not wish space to be given up for the installation of a bath. Almost at the end of its days, one can believe that the Doncaster paint shop staff had tears in their eyes when the teak panelling, lovingly polished over the years, was covered by purple paint. At the other end of the scale, we have the first quadruple articulated sets for the King's Cross suburban services, travelling post offices and vans for carrying milk churns.

Constructional details are covered as well, notably the development of the Gresley/Spencer-Moulton bogie, articulation, and standardisation on the buckeye coupler and the Pullman type gangway. An appendix provides details of the successive running numbers of each vehicle, classified by diagram, with leading dimensions, seating capacity and date and place of construction. Examples are given of carriage workings and train formation. In contrast to the author's earlier books, this is a more workaday production, with smaller unscaled reproductions of diagrams which may fall short of a modeller's requirements, but all are complemented by comprehensive captions. Altogether an important contribution to the history of British coaching stock. GEOFFREY HUGHES

**INLAND NAVIGATION AND ECONOMIC DEVELOPMENT IN NINETEENTH-CENTURY EUROPE**, A. Kunz and J. Armstrong [Eds.], 330 pp, 34 figures, 41 tables and 13 maps, soft covers, Verlag Philip Von Zabren, Postfach 40 65 D-55030, Mainz, Germany, 1995, ISBN 3 8053 1730 1.

In 1993 a forum of international authorities assembled at the Institute of European History in Mainz, Germany, to compare recent research into the economic history of European river and canal transport during the nineteenth-century. This book is the proceedings of that conference and consists of contributions by seventeen experts on transport history gathered from eleven countries.

The resultant volume is a commendable, but somewhat dry, tome which contains both national and local studies on topics as diverse as "Statistical sources relating to inland navigation in the Czech lands and Cisleithania" and "Fuelling the local economy: The Fenland coal trade 1760-1850". Each chapter has summaries in French and German.

This book is aimed primarily at geographers, economists and economic historians and, consequently, is likely to have only a limited appeal to a wider readership. In addition to the relatively specialist nature of the text, the provision of maps, so vital to the reader unfamiliar with the regions discussed, is sparse and uneven. Thus there are none in the chapter "Europe's Cinderella: Inland navigation in nineteenth-century Spain" but, by contrast, three in "Inland navigation and economic growth in Sweden" including a whole page devoted to the tiny Rappe canal in Kronenberg in the south of the country. All but the most dedicated readers will bemoan the lack of illustrations with which to break up the arid text and tables. None-the-less this is undoubtedly a scholarly work of high standard which is printed on archival quality paper. It is certain to find a place in the libraries of learned institutions. JOHN HOWAT

**BRUNEL'S BROAD GAUGE IN THE BLACK COUNTRY**, Michael Hale, 72 pp, system map, plans and diagrams, drawings of locos, card covers, published by and obtainable from the author at 132 Sedgley Road, Woodsetton, Dudley, West Midlands DY1 4LJ, ISBN 0 9501951 6 2, 1997, £3.50 post free.

This is the second Woodsetton Monograph, the first, 'The OW&WR in the Black Country' having been reviewed in our July 1996 *Journal*. The present work describes all lines in the Black Country which had broad gauge rails laid on them and how much they were used to convey broad gauge in the Midlands and this book provides a very good account of the various routes into and through the region.

Besides the OW&WR, the Birmingham, Wolverhampton & Dudley carried broad gauge trains until 1869. They had reached Birmingham via the Birmingham & Oxford Junction. The broad gauge finally disappeared from the Midlands in 1869 after a fairly short life in the area.

The book is divided into five sections entitled 'Historical Background', 'The OW&WR Lines', 'The BWDR Lines', 'The SBR Line' and 'The End of an Era'. An appendix describes some broad gauge locomotives used in the Black Country, with drawings of the principal types. Extensive extracts from company reports, accounts in contemporary newspapers, Acts of Parliament and so on are given. The author points out, in Section Four 'The SBR Line', that only a short part of this railway (from Oxley viaduct to Herbert Street Goods Depot, Wolverhampton) ever had broad gauge rails laid on it and goes on to show how the GWR dream of 'broad gauge to the Mersey' faded away.

Traffic working over lines of mixed gauge was necessarily more complicated than that on lines of one gauge only. One interesting feature described is the way narrow gauge trains had to be 'sidestepped' to bring the carriages alongside the platform where the station consisted of an island platform instead of the usual two platforms. The accompanying diagram shows how this was accomplished.

Appropriately a portrait of I.K. Brunel appears on the front cover. This is a most welcome addition to available railway literature and forms a sequel to the earlier monograph in the series. Highly recommended. NEIL PITTS

**BY WATERWAY TO TAUNTON**, Tony Haskell, x + 145 pp, profusely illustrated, photos, maps, plans, drawings, reproductions of notices, card covers, Somerset Books, Halsgrove House, Lower Moor Way, Tiverton EX16 6SS, 1994, ISBN 0 86183 260 4, £12.95.

Sub-titled 'A History of the Bridgwater and Taunton Canal and the River Tone Navigation' this is a very detailed work about two small adjacent waterways which were out of the mainstream of the inland waterways system. In eleven chapters it traces the history of the two water routes linking Bridgwater and Taunton, first the River Tone which joins the River Parrett at Burrowbridge a few miles upstream from Bridgwater, then the Bridgwater & Taunton Canal which resulted in a considerably shorter route between the two towns. It describes various canal schemes proposed in the area, including possible links between the Bristol and English Channels. Then follows an account of the surveying and construction of the canal, the relationship between the canal company and the Conservators of the River Tone, and the creation of the Bridgwater Dock. A short section is devoted to the two other canals which had access to Taunton, the Grand Western and the Chard. Two chapters describe life on the waterways, both river and canal.

The canal was acquired by the Bristol and Exeter Railway in 1866 and, a few years later, this became part of the Great Western. The GWR extracted water from the canal for the use of its locomotives at Taunton and this aspect is well covered. There is a reference to the function of the canal as part of the anti-invasion defences in the 1939-45 war.

The final chapter covers in great detail the restoration of the canal, a major part of which involved raising numerous fixed bridges which had replaced worn out swing bridges following cessation of commercial navigation.

A first class, comprehensive account of waterways in a corner of Somerset. The excessive use of exclamation marks is very irritating. NEIL PITTS

**CANALS OF NORTH STAFFORDSHIRE**, Richard Dean, map, folded card covers, M&M Baldwin, 24 High Street, Cleobury Mortimer, Kidderminster, Worcs. DY14 8BY, 1997, ISBN 0 94771232 1, £3.00 + 45p postage.

Having first been introduced in 1970 to the work of Richard Dean by his map of the extant remains of the Leominster canal, it is pleasing to see that his cartographic skills and penchant for historical detail continue undiminished. This map (1.3" to the mile, with larger scale inserts for complex areas), covers not only those canals still open in North Staffordshire; the Trent & Mersey and the Caldon, together with their

branches, feeders, reservoirs and diversions, but also those of which only traces remain; Gresley's, the Newcastle canals and the reluctantly built and uneconomic Uttoxeter canal. Abortive schemes are shown as are many of the feeding tramways and private railways. The map which is extensively annotated is highly recommended to those interested in canal history be they on boat or foot. JOHN HOWAT

**BREWERY RAILWAYS OF BURTON ON TRENT**, Cliff Shepherd, 318 pp, 212 photographs (8 in colour), 7 drawings, 19 maps, Midland Railway Distance Diagram included as a loose insert, boards, Industrial Railway Society, 18 Osprey Close, Guisborough, Cleveland TS14 8HN, 1996, ISBN 0 901096 93 8, £20.00 (including p&p).

The title of this book is slightly misleading as the reader is presented with a comprehensive account of all the rail connected industries in this town and much of social and industrial history interest besides. The breweries and other concerns and their internal railway systems; the branches and sidings that served them; the locomotives, rolling stock, signal boxes and engine sheds; the railway companies and their services - all are described in a wealth of interesting detail. The many photographs and reproduced documents are of an excellent standard, considering their age and rarity, but the outstanding feature of this book is the maps. To say that the railway system of Burton was complex is an understatement but Ian Lloyd who drew the maps, has made them clear and easy to interpret. This is no mean feat, and they illuminate the text in a remarkable way.

The proof reading is near faultless. One curiosity is that Appendix 6 is actually the index. If any book deserves the sobriquet "definitive", this does. It will be the standard work on the railways of Burton on Trent for many years to come. WILLIAM FEATHERSTONE

**THE CROMFORD & HIGH PEAK RAILWAY**, John Marshall, 96 pp, profusely illustrated, photos, diagrams, map, gradient profile, reproductions of notices and timetable, card covers, Martin Bairstow, Fountain Chambers, Halifax, West Yorkshire HX1 1LR, 1996, ISBN 1 87 1944 14 7, £19.95 inc. p&p.

The Cromford & High Peak Railway crossed the Derbyshire Pennines and formed a link between the Cromford and Peak Forest Canals. It had earlier been considered that a canal link might be made but this was not practical owing to the enormous lockage that would have been necessary. Instead the C&HPR was built and, because of the nature of the terrain it crossed, was a most unusual railway having numerous inclined planes on its route.

Many years ago, Mr Marshall produced a small book on the C&HPR. Although he had much more material to hand it was not practical to publish a longer work at that time. The present book includes most of the text of the earlier one and a great deal more together with three times the number of photographs - many of which have not previously been published. The earlier book does not appear to have been reviewed by our Society.

The book is divided into eleven chapters covering all aspects of the line. They are: projection and opening, traffic, motive power (which includes very full information concerning the stationary winding engines on the inclined planes), permanent way,

subsequent developments under the L&NWR, LM&SR and BR, accidents, operating regulations and a description of the course of the railway in its present state, much of it having been adapted as the High Peak Trail. There is also an account of a footplate journey over the line in 1880.

This book leaves little more that one could say about the C&HPR. It must be considered the definitive history. Unfortunately, there is no list of contents (chapter headings) and the map lacks a scale. On page 38, the reference to the closure of the Wantage Tramway should read 1945, not 1947. Highly recommended. NEIL PITTS

**ROCKET TO EUROSTAR: THE NATIONAL RAILWAY MUSEUM IN CAMERA**, compiled by John Coiley, 128 pp, 280 x 218 mm, 208 b&w illustrations, boards, colour pictorial dust jacket, Atlantic Transport Publishers, for the Friends of the National Railway Museum, 1996, ISBN 0 906899 70 2, £17.95.

This pictorial scrapbook, celebrating twenty-one years of the National Railway Museum at York, has been compiled by its Director for most of that period. Preface, foreword and introduction occupy only three pages before the illustrations take over. The large photographs, not more than two per page, are reproduced at the usual high standard set by the Amadeus Press. Most captions are usefully informative, but the whole of the space available is not always utilised.

An initial section looks briefly at early examples of preserved locomotives, the Museum's precursors and construction and collection assembly on the current site. Then follows a lucky dip chronological survey, averaging about five pages per year, of significant events in the museum's development: triumphs and disasters, important visitors, new acquisitions, new displays of older material and locomotives from the national collection out working in their natural environment. Dr Coiley emphasises the necessity for changes in presentation as an ever increasing proportion of the populace lacks awareness of the historic role of the railway and illustrates this theme with pictures of visiting children and the Museum's use as a venue for concerts, fashion shows and other events.

The book provides an enjoyable evening's browsing, but makes no claims to be either a guide to the museum or a survey of its collections. There is neither contents list nor index, but a bibliography lists publications dealing with "the origins, objects, collections and work of the NRM". DENNIS HADLEY

**OPENING DATES OF PUBLIC PASSENGER RAILWAY STATIONS IN ENGLAND, WALES AND SCOTLAND**, Second edition, M.E. Quick, 110 pp, in cards, A4, ISBN 0 9528519 1 1, published by the author at 289 Staplegrave Road, Taunton, Somerset TA2 6AL, 1996, £8.00 (p&p incl.).

The content is precisely what the title implies, opening dates only plus the minimum necessary information on name changes to enable understanding. National chronology is a dangerous fire to play with and few indeed are those who do not get seriously burnt in the process. Mr Quick, however, is a sensible and modest man. He eschews the mantle of the Great Man with tablets from God (and indeed hopes that the work 'will act as something of an Aunt Sally'). He avoids the temptation to impose straitjacket chronologer's policies and he explains clearly his sources (inevitably often

secondary) and methods. The wise words in his introduction, and the generally 'modest' (but clear and pleasant) appearance of this work – a contrast to the dangerously-'authoritative'-looking Butt – should serve to warn general users of the pitfalls of all such works. For the railway chronology specialist, Mr Quick's greatest contribution is perhaps the work he has done on tracing the first appearances of stations in Bradshaw. As to 'accuracy', a reviewer can but check a sample of stations of which he has a researched knowledge himself. Here a sample of 19 produced 3 errors of which one is a 'typo' and the others minor (resulting from the repeating of MacDermot errors). Quick ignores 'resittings' altogether, perhaps sensibly, although it does reduce the 'understanding' conveyed.

Whilst a proper comprehension of the railway system will never be gained unless others follow Borley in chronologising *all* aspects of the system together for one region which they understand fully, it is for authors to choose what star they follow. Mr Quick's work deserves the support of all with a chronological interest. Free 'supplements' are promised. PETER KAY

**STAMFORD ALL CHANGE!** Arthur & Elisabeth Jordan, 80 pp, 34 b/w illustrations, 9 maps and plans, soft covers, Amphion Press, 1996, ISBN 0 95 16563 1 7, £9.95.

The subtitle of this book is 'How the railway came to Stamford' and it uses quotations from contemporary newspaper accounts to describe events surrounding the opening of the Midland's Syston & Peterborough line in 1846. Newspapers are referenced in the text, but there are no references to other sources and there is no index or bibliography. The illustrations support the text quite well, although the maps lack sufficient detail to enable some of the buildings and locations described to be identified.

This is an excellent case-study of the revolutionary changes brought about by the rapid expansion of the railway network, and the extensive newspaper quotations paint a vivid picture of a town in transition during the railway mania. For example, road coach operators and carriers changed their routes to take advantage of new railheads, only to be forced to change them again and again as more lines and stations were opened. Similarly the developing railway network changed the competitiveness of different coalfields and led to some strange short-lived routes for coal traffic. The effects of the railway on postal services, telegraphic communications, local time, leisure time, agriculture and food supply are also covered, as is the impact of construction. Local political issues are also prominent.

Although presumably intended for a local market, this book deserves a wider readership and is recommended. TIM EDMONDS

**SHROPSHIRE RAILWAYS**, Mike Hitches & Jim Roberts, 126 pp, numerous photographs, maps, ephemera reproductions, etc., soft covers, Sutton Publishing, 1996, ISBN 0 7509 1175 1, £9.99.

This is mainly a picture book. The caption of the first picture says it is of a local train to Shrewsbury, but it is coming *from* Shrewsbury. A quick browse through the first 28 pages notes 21 errors, many of a similar kind. We are told that the Cambrian line ran from Shrewsbury and that it closed in 1965. At another point the line as far as Buttington has become a branch from Upton Magna. Shrewsbury's main station is

allowed four photographs while Wern is allowed 45 items including three of 'Mrs Sherwood and her dog, Megan'. One page has two photographs taken from the same position, one purporting to be Shrewsbury Abbey Foregate Station (said to belong to the North Staffordshire Railway) and the other claiming to be Shrewsbury West station, 'terminus' of the Shropshire & Montgomeryshire Railway 'retained as a parcels depôt until 1960'. The abbey is clearly seen in the background of both. Captions are often unhelpful. Space precludes the listing of more than this proportion of errors.

JOHN DENTON

**PORTRAIT OF THE LIVERPOOL OVERHEAD RAILWAY**, Adrian Jarvis, 112 pp. numerous photographs, diagrams, etc., boards, Ian Allan, 1996, ISBN 0 7110 2468 5, £12.99.

This remarkable railway pioneered a number of technical innovations including the EMU train. Several books have been written about it and that from the pen of Charles E. Box seemed to have been the standard work, but the author of this new book points out that Box's version came from the inside and tends to paint an optimistic view. When the railway closed in 1956, press accounts suggested that the line was still busy and the only reason for closure was that the company had failed to set aside funds for the overdue renewal of the time-expired structure. That explanation was far too simple. The railway was busy, but nothing like as much as it had been, and even at its busiest it had always had a struggle to make a profit.

This book gives many reasons for the decline. The one time massive movement of dockers and others from dock to dock was greatly reduced and even at its peak their journeys were so short that with unfair competition from the trams, their tickets cost but a penny or two for each journey. The constant stream of clerks and their paperwork between office and ship declined drastically with the adoption of the telephone and, just to put a statistic on the general dock scene, we are told that in the 1950s there were 25,000 registered dock workers while today *more tonnage is moved through the port with under 500*.

The author fully deals with the many technical features as well as the commercial considerations, but always in a readable manner and with delightful touches of humour. The research is thorough and the book is highly recommended.

JOHN DENTON

**BRITISH MAIN LINE SERVICES IN THE AGE OF STEAM 1900-1968**, Michael Harris, 224 pp, 247 x 185 mm, 127 photo illus., 6 reproduction timetables and posters, Oxford Publishing Co. Ltd., 1996, ISBN 0 86093 536 1, £19.99.

This very readable account of long-distance passenger timetable development has two main strands: the railway companies' continuing efforts to increase scheduled speeds and the variety of long-vanished through services, many of them short-lived. The heyday of rail travel is evocatively recalled by references to workings such as slip coaches for Stratford-upon-Avon, sleeping cars to Lossiemouth and through coaches from Wolverhampton to Queenborough Pier. The 1920s saw an advertised service from St Pancras to Paris, an intriguing forerunner of current plans.

Three chronological sections, separated by grouping and nationalisation, each contain

a series of company or regional chapters. The effects of locomotive development and inter-company competition are adequately treated but train running and timekeeping are largely outside the book's scope. The photographs, well chosen and generally reproduced to a high standard, are a strong feature. The predominant flavour, however, is that of a catalogue rather than an analysis: the absence of any summary or conclusion reflects this approach. Some of the more detailed data might have benefited from tabular presentation, which would also have allowed the systematic comparison of train speeds between different companies and periods. The precise data of introduction of each new timetable is only occasionally stated and the index makes no mention of topics such as Pullman cars or even of some of the named trains which are dealt with in the text. Despite these shortcomings, this volume offers an interesting attempt to open up a little-explored aspect of railway history. GRAHAM BIRD

**RAILWAY ROUNDABOUT**, Rex Christiansen, 112 pp, 297 x 214 mm, approx. 145 photographs, 5 maps, 2 diagrams, boards, Ian Allan Ltd., 1997, ISBN 0 7110 2456 1, £16.99.

This book is about the fifty two children's television programmes broadcast in the years 1958-1962 made during one of the most historically interesting periods in the history of British railways. The emphasis is on steam and lines threatened with extinction.

The book is divided into sections corresponding with each of the five years of production. There is widespread geographical and subject interest although there is some bias to Southern England and the Scottish Highlands. None are from Southern Scotland or industrial Yorkshire. Fifteen of the fifty topics are on branch and secondary lines, nineteen on motive power in some form. The content is obviously dictated by the original programmes.

The author has written a sensible, sensitive and informative commentary. He says that the book is complementary to the recently published video tapes on the same subjects which he has not duplicated. Nonetheless the book is self contained.

There are maps (Railway Clearing House) where appropriate. Each topic is summarised alongside the text and there are suggestions for further reading. The illustrations are mostly contemporary with (though not from) the programmes; they are well chosen and well reproduced. In summary, a nostalgic study and perhaps rather more than that. IAN MOSS

**LANCASHIRE RAILWAYS**, Mike Hitches and Jim Roberts, 126 pp, approx. 154 photographs, 1 diagram, 14 timetables, soft covers, Sutton Publishing Ltd, 1996, ISBN 07509 0979, £9.99.

This photographic record opens with a general historical summary. Each chapter - six about companies, one about 'Locomotive Building Lancashire' - has a brief introduction although most of the information is in the captions to the photographs.

Many of the pictures are of significant interest, although there is a heavy concentration on some topics - Manchester Exchange has six studies, the Liverpool Overhead Railway sixteen. About a third of the pictures have motive power as their

principal subject. There are no pictures of Wigan, Warrington or St Helens. Several pictures are outside Lancashire - one very deep in Cheshire. A number of pages are filled with time tables, not all dated.

There are a number of errors. The route from Southport to Preston via Hesketh Bank was not East Lancashire Railway, the opening and closing dates and the stated life of Liverpool's Riverside station are contradictory, Whitefield is not on the Manchester-Bolton Line.

There is no index. A book of general interest, but not for serious study. IAN MOSS

**NARROW GAUGE AT WAR 2**, Keith Taylorson, 120 pp, 122 photographs, 8 maps, boards and soft covers, Plateway Press, Taverner House, Harling Road, East Harling, Norwich NR16 2QR, 1996, ISBN 1 871980 29 1, board (limited edition of 110) £21.95, softback £11.95.

To have labelled this work Volume 2 may be a little misleading. Volume 1 was essentially a photograph album with extended captions and none the worse for that. Volume 2 is a more than twice the size and, as well as many more rare and interesting photographs, has much more text to back them up. The nine chapters and four appendices deal with the operation of the 2ft gauge railways of the Allied armies on the Western Front, in Italy, Salonika and Palestine, and their use by ANZAC, Canadian and American troops. There is also fascinating detail on logging railways, the disposal of equipment at the end of the war, on loading artillery onto wagons and, in particular, on a workshop train. As well as a number of useful maps, the volume ends with four interesting reproduction advertisements.

The majority of the text takes the form of the reproduction of contemporary, or nearly contemporary, accounts of the themes chosen by the author for each chapter and appendix. Text, maps and photographs in the majority of cases blend well together. Where the original article is poorly written and less interesting, such as in the Salonika chapter, the weaknesses of such a method of presentation become obvious. In contrast, the way in which the author of the article forming the first chapter manages to praise British petrol locomotive manufacturers, before the war started, whilst acknowledging that the German locomotives were superior and wiped out our markets, is a cameo that is worth reading this book for on its own.

There is little to cavil at, but why do the French and German versions of the Introduction miss out the same paragraph of the English one; the topic does not seem to be "sensitive"? Another minor gripe is that the maps are not numbered. It is where the author strays onto matters of a purely military historical nature which causes more concern. Simple mathematics would have made clear that 170 million rounds of ammunition does not quite equate with a weight of more than five million tons. More seriously, to state that the scale of fighting on the Italian front was "unimpressive in relation to other spheres of war" is to mislead the reader. The irony of this is that the next chapter deals with Salonika; a front to which the word unimpressively seems ideally suited, with the exception of the waste involved! WILLIAM FEATHERSTONE

**VOICES FROM THE WATERWAYS**, Jean Stone, ix + 181 pp, 64 b&w illus., boards, Sutton Publishing, 1997, ISBN 0 7509 1351 7, £16.99.

In eleven sympathetic interviews, typically a dozen pages apiece, Jean Stone allows us to read in their own words some recollections of boatmen and women from broad and narrow canals, maintenance workers, the Royal Bargemaster and a variety of craftsmen from coracle makers to boat painters and figurehead carvers. Interspersed are six shorter reports called "Cuttings".

Some of the reminiscences, for example those of Jack Gill who traded from Dublin on the Grand Canal when better paid factory work was available, leave your reviewer with a list of questions that lengthier acquaintance might have answered; but even the most superficial of the tales gives an insight into the dramatic changes in working practices during the past half century.

The illustrations, which include photographs of all the main characters (a word chosen with deliberation), are nearly all relevant, and are more crisply printed than in some works by this publisher. A more compact paperback edition might possibly achieve larger sales. **DENNIS HADLEY**

**THE LONDON, TILBURY & SOUTHEAST RAILWAY VOLUME ONE**, Peter Kay, 72 pp, 297 mm x 210 mm, 37 illustrations, 32 maps, soft covers, Peter Kay, Orchard House, Orchard Gardens, Teignmouth, South Devon TQ14 8DP, 1996, ISBN 1 899890 10 6, £9.95.

This is a difficult book to review in two scenes. The author acknowledges in the introduction that material has been held over until a second volume is produced. This leads to some imbalance in the treatment in this volume of some aspects of the chronological history (to 1893) that it attempts. It seems also to have encouraged the use of larger and more extensive reproductions of Ordnance Survey maps than was strictly necessary (oddly these are not included as maps within the author's numbering system).

On a more positive note, any reader wishing for a clear and readily understandable exposition of the origins and geography of the LT&SR should look no further. This is aided by the clear, specially drawn maps and by a number of brief biographies of the main protagonists in the story. The genesis of the LT&SR was difficult. Bedevilled by rival schemes, dominated by other companies' representatives on their board, and leased to the contractors who built it on unrealistic terms, its achievement of independent status is a remarkable story well told by this author. Such stories need a villain and, if Samuel Morton Peto fulfils that role in this book it is, in this instance, a deserved verdict, as the reader will find out. **WILLIAM FEATHERSTONE**

**A CANAL PEOPLE: THE PHOTOGRAPHS OF ROBERT LONGDEN**, Sonia Rolt, 150 pp, 134 photographs, map, boards, Sutton Publishing in association with British Waterways and The Inland Waterways Association, 1997, ISBN 0 7509 1048 8, £19.99.

This is a handsome and compelling record of the very last days of the commercial canal trade in the Midlands which tells its own very human story. For it is also the record of a slice of the author's early life as a working boatwoman.

The photographs were taken in and around Hawkesbury, the junction of the Oxford

Canal and the Coventry Canal, near which was situated the former Coventry Power Station which took its coal supplies direct from adjacent canal wharves. The photographs date from the late 1940s and early 1950s. Their survival and publication is entirely due to the remarkable coincidence of Sonia Rolt befriending the photographer and indeed appearing in many of the photographs. It was a quarter of a century later that she went back and discovered that many of the photographs had survived. Having rescued them, it was another two weeks still before the author was persuaded to assemble this unique collection and to add the commentary and detailed description which only she could now supply. The result is a remarkably personal experience - not only are you taken into the photographs but the characters acquire names and lives, become people struggling to make a living surrounded by all beauty and squalor. They live again in these pages.

Robert Longden himself, a keen amateur photographer, clearly had an affinity for the canals, the boats and those who worked them. He has captured the very essence of boat life in all its variety and forms. Through these pages and images, Sonia Rolt has finally paid him the homage and gratitude which have long been merited. JOHN UFF

### Short Reviews

GNSR WAGON STOCK, J.A.N. Emslie and K. Fenwick, 5 pp, A4, Great North of Scotland Railway Association, 1996, £1.00 including postage.

THE SPEYSIDE LINE: THE RAILWAY FROM CRAIGELLACHIE TO BOAT OF GARTEN, Dick Jackson, 60 pp, A5, 40 photographs, 15 facsimils, map, 11 OS plans, Great North of Scotland Railway Association, 1996, ISBN 0 902343 07 6, £4.50. Both these items can be ordered from the GNSRA, Craighill Cottage, Guildtown, Perth PH2 6DF.

These are further examples from the two series of GNSR Association publications that are making the Great North of Scotland Railway the most thoroughly documented of all the pre-Grouping main line companies. The first is no. 28 in the series of *Abstracts*, or data sheets, several of which have been reviewed here previously. This one provided details of the quantities, types and number of wagons in the GNSR fleet at various dates between 1854 and 1922.

The other is the third in a series of authoritative and well-presented booklets that provide an illustrated history and description of a particular section of the GNSR, supplementing H.A. Vallance's general company history which was revised and enlarged by the Association for the second edition in 1989. The Speyside line was a minor branch even by GNSR standards. The passenger business never justified more than three daily trains each way, even before bus competition took away the greater part of it. It was not until the early 1900s that the traffic generated by the distilleries and timber estates along the line warranted separate goods trains. Nevertheless there is an interesting story here and it is well told.

THE HEYDAY OF STEAM: WEST MIDLANDS, J.B. Bucknall, 80 pp, 190 x 245 mm, 80 photographs, boards, Ian Allan, 1996, ISBN 0711024502, £11.99.

This book makes a refreshing change from the unusual black and white albums of steam photographs from the 50s and 60s. The colour reproduction is very good given the age of the photographs. The photographs are many and varied and include moving trains, shed scenes, industrial steam and station scenes. The captions are very fully,

but many of them lack a date, which considerably reduces the historical value of this album.

**MIDLAND RECORD NUMBER FIVE**, Editor Bob Essery, 80 pp, 270 x 215 mm, 84 photographs, 5 maps, 10 diagrams, 5 tables, soft covers, Wild Swan, 1996, ISBN 1357 6399, £8.95.

This is a beautifully produced book, as we have come to expect from Wild Swan, with plenty of photographs, maps and diagrams. There is a wide spread of short articles covering titles as diverse as 'St Pancras for the Continent', Traffic Control and an interesting article on Trent Junction. Whilst these items are detailed, they are not too long and are easy to dip into. The standard of reproduction of photographs is exemplary and the use of diagrams, maps and tables to illustrate articles is very pleasing. The Midland Record is a regular publication by Wild Swan and should appeal to modellers, students of the Midland railway and railway social history alike. It deserves support as it carries articles of considerable historical interest.

**SHED SIDE ON MERSEYSIDE**, Kenn Pearce, 220 pp, 270 mm x 200 mm, numerous illustrations, shed track plans, Sutton Publishing, ISBN 0 7509 1369 X, £18.99.

This is a valuable addition to Merseyside railway history, not least because the work of seven sheds is vividly recalled by some of the men who worked there. In the two decades covered by the book, mainly between nationalisation and the end of steam two decades later, the sheds were the home depots of more than 400 locomotives.

A commendably varied selection of illustrations have informative, extended captions.

**WEEDON ROYAL ORDNANCE DEPOT REVISITED**, J.E. King, 44 pp, A4, 13 photos, plan, Weedon Bec History Society, 3 West Street, Weedon Bec, Northampton NN7 4QU, 1996, £3.00 + 55p p&p.

The branches from the Grand Junction Canal and L&NWR into the Weedon military depot were comprehensively dealt with in the article by Hugh Compton and Alan Faulkner in *Journal* Vol. 30 (1990-2) pp. 263-70. This book adds nothing to the transport aspects of the story, but sets the background by describing the history of the depot and the various functions that it performed - at various times a store for small arms, field ordnance, ammunition, gunpowder, general stores, clothing, boots, machine guns, and bicycles.

This is a new edition of a scarce small work originally published in 1965. The author's text has been left unaltered, but additional information has been added as footnotes.

**THE HEYDAY OF SWINDON WORKS AND ITS LOCOMOTIVES**, R.C. Riley, 80 pp, 188 x 240 mm, 80 colour photo illus., 2 maps and plans, Ian Allan Publishing, 1996, ISBN 0 7110 2482 0, £11.99.

An album of good-quality photographs, dating mainly from the 1950s, in the popular Heyday format. Most Swindon locomotive types of the period - and one or two others - are represented, either in the Works itself or in action on nearby lines. A pleasing offering which would make a good stocking filler.

**STROUDLEY AND HIS "TERRIERS"**, Tom Middlemass, 128 pp, 273 x 215 mm, 187 photo illus., 6 line drawings, The Pendragon Partnership, PO Box 3, Easingwold, York YO6 3YS, 1995, ISBN 1 899816 00 3, £19.95.

This work features a "biography", and at least one picture, of each example of this diminutive locomotive type. These are preceded by an outline of the life and career of their designer, William Stroudley. The book is well researched and produced, and the photographs are a delight. Many of the basic facts have appeared in print elsewhere, but the volume will still appeal strongly to the locomotive historian.

**ELITE STEAM**, Michael Harris, 144 pp, 273 x 215 mm, 128 photo illus., 4 maps and plans, Atlantic Transport Publishers, 1996, ISBN 0 906899 71 0, £18.95.

An entertaining and sometimes provocative account of post-war British main-line steam working "from the inside", based on the recollections of retired footplate and shed staff. No punches are pulled and those with rose-tinted memories of the glamour of steam may have their illusions dented. Ten steam depots are considered, including some less publicised examples such as Clacton and Landore. The photographs are well selected and reproduced.

**ON LANCASHIRE & YORKSHIRE LINES**, Tom Heavyside, 80 pp, 192 mm x 245 mm, 88 photographs, boards, Ian Allan Publishing, 1997, ISBN 0 7110 2494 4, £12.99.

This book consists of colour photographs, normally one to a page, most taken during the last decade of steam working. Practically all show steam engines on their own or on a variety of trains throughout the L&YR system. Fifteen include locomotives of L&YR origin. All are of excellent quality and many show industrial or scenic backgrounds. Extended captions give further information, mainly about locomotive history and allocations. It is a pleasant reminder of the activity on L&YR lines in the days before diesels and rationalisation.

# Correspondence

## *Moving the Goods*

Briefly, I wish to record my great pleasure at the breadth and interest of the contents of the RCHS Journal, number 166.

In particular, I found the paper on 'Freight on the Inland Waterways', although in diametric opposition to my long-held views, thoughtfully presented and worthy of further serious discussion. As a society of historians, it is hardly appropriate for us to campaign for a return to sane transport policies, which would include a significant increase in freight traffic on sensibly modernised waterways, perhaps beginning with one of those so-called and expensive 'feasibility studies' that tell us what reasonably intelligent people already know but gaining credence by being conducted by a group, perhaps from the continent, who patently *do* know what they are talking about. My only doubt is that *any* government would fully accept such proposals, especially when they involve spending money in the short term, no matter how wisely. We still have many lessons to learn and actions to redress, to correct the over-bearing dominance of the road lobby and only time will bring this balance a little more even. Meanwhile, historians will continue to record the 'happenings' on the deliberately dis-integrated system. Truly, our governments, of whatever colour, have a lot to answer for. DAVID D. HIGGINS

## *Moving the Goods (cont'd)*

I greatly enjoyed John Armstrong's article in the *Journal* (No. 166). He has made a major contribution by restoring the importance of coastwise shipping in our awareness of the past. That it can also have a future was argued in an article which I printed in the *Proceedings of the Chartered Institute of Transport* (Volume 4, No. 4, 1995), 'Coastal and Short-Sea Shipping: An Alternative to Roads', by Michael Everard.

If I may declare a further interest, it is the importance of the Thames sailing barge, since my grandfather was a partner in the Colchester firm of Jarvis and Hibbs. Fresh still in my memory is the sight of a barge coming down the Colne, her mainsail brailled up to the sprit, with a haystack sitting on the deck. And what a lucrative trade - 100% load out and home - for the stackies, with fodder for the horses one way and their by-product the other! Was there ever a craft that combined beauty and efficiency in quite the way the barges did? And with a crew of two. JOHN HIBBS

## *The Lambourne Valley Railway*

My wife is a relative of the water colour painter Charles Edward Wilson (1853-1941). He was in the habit of visiting the Lambourne Valley in Berkshire for sketching, about 1900. After his sight was affected by cataract in the 1920s he dictated some notes of his experiences to his wife. I quote from the section dealing with the Lambourne Valley:

"A small train traverses the valley between Newbury and Lambourne. Before being taken over by the Great Western, this line was a veritable garden of wild flowers, but is now better kept. It was an amusing sight of a morning to meet the newspaper train at East Garston station (the station was itself only a small shelter). Many of the farms are situated a long way up the Downs, which stretch on the one side to Wantage and on the other to Hungerford. Dogs were trained to go to the station to meet the train for the papers. As the time of the train drew near there was a little gathering of the dogs on the platform, and as soon as the train could be heard in the distance there was a

barking, yelping and great excitement among them, which increased as the train drew up. The porter gave each dog its paper, then, without further ado, off it darted at full speed for home. It was evidently a fine sort of game for [the dogs]."

I do not remember having read of this method of newspaper delivery before. Was it unique to the Lambourne Valley Railway? DAVID TEW

### *More on Monuments*

In Volume 1 of his "The London Tilbury & Southend Railway" (ISBN 1 899890 10 6) Peter Kay draws attention (caption, p54) to Stride and Whiteleg Roads in Plaistow.

Mr Keith Miles of Peak Rail and an old LMS man drew my attention to a new road at Rowsley, Derbyshire. Harrison Way leads from the A6 Trunk Road to the entrance to the new Rowsley South station of Peak Rail and a new light industry estate on the site of Rowsley sidings. He tells me the name was suggested by Councillor David Burton of Derbyshire Dales DC to honour Charlie Harrison, who opened the road on 24 May 1995 shortly after his 93rd birthday, in company with several old railwaymen from the district. I am told Mr Harrison started as a cleaner at Buxton in 1917, transferred to Lees as a fireman in 1923 and Rowsley in 1940 as a driver. He retired when Rowsley MPD closed. He was still going strong recently.

Over much of the period of history in which our society has an interest, Ireland was wholly British, a fact which led to controversy, sometimes violent. The railway companies and their staffs were necessarily involved in various ways, none less so than one Sean Heuston. Sean Heuston has at least two major monuments to his memory as a national hero. The larger, Dublin Heuston station (renamed from Kingsbridge in 1966) is possibly the largest monument dedicated to anyone connected with railways. There is a further monument to him in the "Peoples' Garden" in Phoenix Park only some ten minutes walk from 'his' station. Inscriptions associated with these monuments are in Irish, that in Phoenix Park illegible. Sean Heuston was born in 1891. Educated by the Christian Brothers he took first place in the Great Southern & Western Railway examination in 1908 and was appointed a clerk at Limerick. A keen advocate of independence for Ireland he became active in organising Na Fianna, a 'Boy Scout' type movement founded by Countess Mankiewicz in 1909. (She was the first woman elected to Westminster Parliament but like more recent members did not take her seat and for the same reason.) He was transferred to the Traffic Manager's Office in Dublin in 1913, continuing his work with the boys and joining the Irish Volunteers at their founding that year. He held the rank of Captain, 'D' Company and as such commanded a small force (18-25 men) which held the Mendicity Institute on the route from Kingsbridge station to the city centre for three days during the rising and declaration of the Republic at Easter 1916. For this action he was court martialled (British martial law being in force in the Republic at that time) condemned to death and executed by firing squad in Kilmainham Jail on 8 May 1916, one of 16 leaders so treated. It must be (unless you know differently) that Sean Heuston is the only British Railwayman subjected to capital punishment for violation of martial law and now monumentalised as a hero of an independent country. Meanwhile the Mendicity Institute has become a day centre operated by the Eire Health Service but for long known by older folk as 'Heuston's Fort'. Much of this information was kindly supplied by Mr Tim Moriarty, Librarian, Irish Railway Record Society from unidentified publications, and to whom I express my thanks. PJ. McCARTHY

### Monuments

With reference to the Latin memorial inscription to Sir Hugh Middleton on page 401 of *Journal* 167.

The Latin as given is faulty, due either to mistakes in the original, not unknown, or to Mr Scivyer making errors in transcription, not surprisingly, considering that he had to use binoculars to read it.

It should read:

M(emoriae) S(acrum)  
HUGONIS MYDELTON BARONETTI  
QUI AQUAS HASCE FELICITER  
ADSPIRANTE FAVORE REGIO  
IN URBEM PERDUCENDAS CURAVIT  
-OPUS IMMORTALE  
HOMINES ENIM AD DEOS  
NULLA RE PROPIUS ACCEDUNT  
QUAM SALUTEM DANDO.

Which translates as:

Sacred to the memory of Hugh Middleton, Baronet, who, with Royal favour breathing propitiously, saw to bringing these waters into the city – an immortal task.

For men approach the gods in no way more closely than in bestowing health.

DUNCAN McLEISH

### *The New River Memorials at Great Amwell*

I refer to John Scivyer's letter in the July 1997 *RCHS Journal* listing the inscriptions on the New River island at Great Amwell, near Ware, Hertfordshire. In order to complete the record I add the text of the third inscription which cannot be seen from the paths which surround the island. It reads:

Sacred to the memory of  
Sir Hugh Myddelton, Baronet  
whose successful care assisted by the patronage of the King  
conveyed this stream to London.  
An immortal work  
Since men cannot more nearly imitate the Deity  
than in bestowing Health

The Latin inscription about which Mr Scivyer apparently had reservations should be amended as follows:

'felicitem' should read 'feliciter'; the fourth line should read 'in urbem perducendas curavit'; 'propitus' should read 'propines'; and 'saluten' should read 'salutem'.

The hidden inscription is thus a free translation of the Latin text.

One final correction. In line 18 on page 401 'imortal' should read 'important'. JOHN H. BOYES

### *Life and times of an Air Hostess*

May I add to Miriam Battersby's air hostess recollections. Her article took me back to my own experience as a national serviceman posted to the Egyptian Canal Zone in April 1954.

Flying in a York from Stansted to Fayid I first checked in not at Stansted but at a military transit camp in central London. It is not generally known but this camp was in Tottenham Court Road in the deep tubes under Goodge Street underground station, one of several such refuges on London's underground. I remember reporting in the evening at the same time as a group arrived from Stansted - brown as berries still with sand on their boots! I was given a bunk for the overnight stay and heard the Northern line rumbling over my head. In the morning we stepped out of the station directly on to a bus for the airport. There was only a handful of us and our flight was a mixed one in that we were given seats interspersed between boxes of cargo. In spite of being responsible for the party I had the worst seat, alongside the engine underslung from the high wing. If the long flight to Luqa was thought too noisy imagine continuing on the same flight for another six hours or so to Fayid; I forget how many days it took to recover my normal hearing. I believe the Yorks flying to Egypt at that time were the last of their type in service.

In Egypt I spent twelve months in a tent on the desert shore of the Little Bitter Lake at Kabrit. At first our movements were severely restricted and we interested ourselves in 'spotting' the ships making up the convoys passing through the Suez Canal part of which ran through the centre of our lake. Our canal section could be used only one direction at a time, the convoys going north assembled at Suez and those south in the Great Bitter Lake; we became quite expert, by studying the shipping movements then reported in the press, in forecasting arrivals in the canal of specific ships.

My two years national service ended in Malta as I exercised an option for servicemen abroad to be released locally. For a short holiday I made my own way home taking the ferry 'Star of Malta' from Valetta to Syracuse in Sicily and then the train up through Italy, Switzerland and France. The start of my journey was not exactly auspicious: the 'Star of Malta' sank on its return to Malta hitting the rocks in the fog off Sliema, and I was thrown off my train getting no further than Taormina as I did not have a 'Rapido' ticket. The society's *Journal* was an unexpected quarter for reminding me of such days.

PETER M. BRAINE

### *The Katmandu to Hitauru Ropeway*

I was interested in the recent article 'The Katmandu to Hitauru Ropeway' and thought that you might be interested in a longer ropeway as described in an article in *Cassell's Railways of the World, Vol. 1*, by Fred A. Talbot. It is not dated but I suspect it was written in the late 1920s or early 1930s. The same volume also has a description of the Patalia State Monorail. MICHAEL WHEELER

[Pages 449-487 see Bibliography]

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