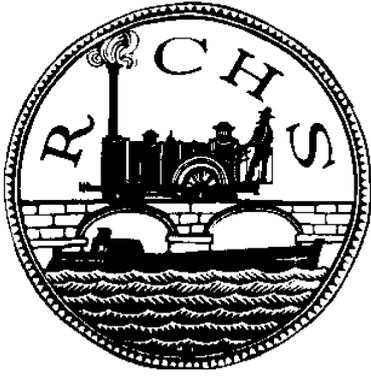


# Railway and Canal Historical Society



Society website:  
[www.rchs.org.uk](http://www.rchs.org.uk)

## Bulletin

No 469 of 16 pages      September-October 2017

Opinions expressed herein are not necessarily those of the Editor or of the Society.

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Closing date for next issue: 29 September 2017  
Despatch date of next issue: 25 October 2017

## SOCIETY MATTERS

### R&CHS CLINKER MEMORIAL LECTURE, 14 October 2017: William Fairbairn

The 2017 Clinker Memorial Lecture will be given in the Mechanics Conference Centre, 103 Princess Street, Manchester, M1 6DD, on Saturday 14th October 2017 commencing at 2.00 p.m. The lecture, given by Richard Byrom, is entitled *William Fairbairn: the experimental engineer — a study in mid-nineteenth-century engineering*.

William Fairbairn (1789-1874) was one of the greatest of nineteenth-century engineers, yet is strangely overlooked. Apart from being the leading international mill-builder and the leading experimental engineer in the middle quarters of the nineteenth century, he was much involved in railways and other transport: building some 500 railway locomotives; constructing over a thousand iron railway bridges, including the first on a main-line railway (the Liverpool & Manchester), and carrying out the research for the Britannia and Conway tubular bridges; invention of the tubular crane, one of which was the most powerful of its day and another the prototype of the railway breakdown crane; experimental work on canal boats, leading him to advise that canals could not compete with railways for passengers; and building early iron steamships, including the *Iron Duke* — the first to cross the Atlantic.

The speaker, Richard Byrom, spent his working life in construction, achieving chartered status as an architect, surveyor and arbitrator; and leading the Manchester-based multi-disciplinary consultancy, Byrom Clark Roberts, where several of his colleagues were chartered civil or structural engineers. He became aware of William Fairbairn during his undergraduate studies in Manchester and went on to gain an MPhil and PhD in Fairbairn studies. He remains fascinated by this remarkable engineer and hopes that his new book (see *Bulletins* 466/2 and 467/2 and the inside back cover of the *March Journal*), the first definitive biography since Pole's eulogistic volume of 1877, will stimulate others to undertake further research.

The venue, now Grade II\*-listed, has been selected for its historical connection with Fairbairn who was also one of the pioneers of worker education in Manchester. It was built as the Mechanics Institution, and is also the place where the CIS was formed and the TUC first met, and was the beginning of what became UMIST.

This a public lecture and all are very welcome. There is no charge for admission. Please pass on details of the lecture to any friends or local societies you think may be interested. Professionally printed copies of the flyer promoting the event may be obtained from Roger Brice (tel.: 01625 533959; e-mail: [roger.brice1945@gmail.com](mailto:roger.brice1945@gmail.com)), who can also answer any requests for further information.

## **SECOND INTERNATIONAL CONFERENCE ON EARLY MAIN LINE RAILWAYS — CALL FOR PAPERS**

It is not too late to offer a paper of up to 30 minutes duration (10- to 15-minute papers also acceptable) for this conference, which is to be held at the National Railway Museum, York, on 14-17 June 2018. The conference will again cover the pioneering period of the public main-line railway before it attained maturity as a cohesive network (1830 to *ca* 1870 in Britain, perhaps later in other countries). Please send an expression of interest as soon as possible to Peter Cross-Rudkin at [emlr2.2018@gmail.com](mailto:emlr2.2018@gmail.com), followed by a 200-word summary by 30 September.

## **SPECIAL GENERAL MEETING**

A Special General Meeting of the Society will be held on Monday 27 November at 6.30 p.m. in the Rugby Tavern, Rugby Street, London (immediately before the programmed meeting of the London Group — see page 469/9 herein).

### Agenda:

1. To appoint a Chairman for the meeting.
2. To receive apologies for absence.
3. To appoint the Independent Examiner of the Society's accounts for 2017.

## **PHOTOGRAPHIC COLLECTIONS**

The Society has well over 30 000 photographs, and the intention is to digitise and catalogue them. We need someone to act as project manager, organising and overseeing this. You do not need specific transport or photographic expertise. The Society will meet all the costs, including paying for storage near your home. If this sounds interesting, please contact the Secretary, [secretary@rchs.org.uk](mailto:secretary@rchs.org.uk), or any member of the Managing Committee to learn more about what is involved.

## **SURVEY OF MEMBERS' EXPERTISE**

Many thanks to the 43 members who have responded to the appeal in *Bulletin* No 467, declaring no less than 169 topics in which they have some degree of expertise to offer to bona fide enquirers. It is hoped that this will persuade other members to follow their example by sending their own details to Grahame Boyes at Flat 6, 4 Little Green, Richmond TW9 1QH or [g.boyes1@btinternet.com](mailto:g.boyes1@btinternet.com).

## **APOLOGY**

Owing to your Bulletin Editor's age-related inability to keep up with the ever-increasing rapidity of the passage of time, he put an incorrect closing date on the front page of issue 467. Although he kept the draft *Bulletin* 468 file open until lunchtime on that date (four or five days later than it should have been), a series of "awaydays" immediately following would have delayed completion of the issue for at least another four days. As a result the guillotine fell before the "Membership Changes" items marked with an asterisk below pinged into the editorial Inbox. Sincere apologies are tendered to those whose announcements of arrival have been delayed.

## MEMBERSHIP CHANGES to 19 July 2017

First of all, the Membership Secretary apologises for the omission of the report from *Bulletin* 468 (entries marked \* below) and this report catches up with changes in membership since 29 March 2017.

After accounting for the 11 lapsed members noted below, the Society has 789 memberships, including 54 joint memberships and 12 student memberships, making a total of 840 members.

Notification of address changes, *etc.*, should be sent to the Membership Secretary, Andrew Wager, Dove Cottage, Thorpe, Ashbourne, DE6 2AW, or by e-mail to [membership@rchs.org.uk](mailto:membership@rchs.org.uk).

The Membership Secretary has e-mail addresses for many members and postal addresses for all members. If you wish to make contact with a member via e-mail, he will pass your e-mail address to that member who can then respond. If you wish to contact a member by post please ask the Membership Secretary who will do his best to put you in contact.

### Deceased Members

We are saddened to record the deaths of the following members:–

Mr R.S.Sephton\* who had been a member since 1995;

Mr M. Thompson who had been a member since 2014;

Mr Ken Cheetham died on 25 June. He joined the Society in 1960 and was 88.

### New Members

Group	Name and Address	Interests
North East	Mr R North *	Railways; Railway chronology; Early railways; Railway history research
London	Mr K Evans*	Railways; Canals; Early railways; Waterways history research
London	Mr G Eyre*	Canals; Waterways history research
London	Mr K Wheatley *	Railways; Canals; Railway chronology; Waterways history research; Railway history research
London	Mr O Green *	Railways; Air transport; Railway chronology; Early railways; Modern transport; Road transport
Overseas	Mr M Grace *	Addresses in this online edition have been removed for reasons of confidentiality.
North West	Mr Phil Lloyd (now a PhD Student having first joined in 2015 as a student*)	
Overseas	Mr K Preston	
North East	Dr L Pearson	Dr Pearson is an active researcher and her interests can be seen at <a href="https://lynnpearson.net/">https://lynnpearson.net/</a> . Her particular interest in R&CHS is canals.
Overseas	Mr I Morris	Railways; Canals; Air transport; Early railways
North East	Mr N Sheppard	Mr Sheppard has joined as an IRS Post-Graduate Diploma student
Two new members, one in the North West and one in the North East do not wish their details to be published.		

## MEMBERSHIP CHANGES (continued)

### Resignations

<u>Group</u>	<u>Name</u>	<u>Reason</u>	<u>Member since</u>	<u>SIG</u>
West Midlands	Mr E.A. Gibbins	No reason given	1995	
North West	Mr P.W. Purland	No longer able to join walks	2002	Waterways history research
West Midlands	Mr C.R. Hart	No reason given	2014	
London	Mr S. Simmonds	Ill health	2015	
London	Mr P. Riley	No reason given	2015	Waterways history research
South West	Mr M. Lawes	Did not get what he wanted from the society	2015	

Two members in the North West and one member in the East Midlands have resigned and do not wish their details to be published.

### Changes of Postal Address

The following members have new postal addresses. Contact the Membership Secretary for details.

South West	Mr A.H.Conway-Jones*	
Now West Midlands	Dr A. Padfield *	Location details edition have been removed in this online for reasons of confidentiality.
West Midlands	Miss Lucy Lead *	
West Midlands	Dr C.G.Johnston	
West Midlands	Mr S.A. Weston	

### Changes of E-Mail Address

The following members have new e-mail addresses. Contact the Membership Secretary for details.

North East	Dr L.G. Love*	Location details have been removed for reasons of confidentiality.
West Midlands	Mr B. H. Dotson*	
North East	Mr A.P. Hopwood	

### Lapsed Members

Subscriptions for the following members have lapsed in spite of efforts to contact them. Any information would be gratefully received.

These details have been removed in this online edition for reasons of confidentiality.

## MEMBERSHIP CHANGES (concluded)

### Lost Contact

The last mailing to Mr [Name & location have been removed for reasons of confidentiality] was undelivered. Anyone who has contact details for Mr [Name & location have been removed for reasons of confidentiality]; Mr J\*\*\*\* has been a member since 2009.

## ROAD TRANSPORT GROUP

The July 2017 mailing of this special interest group, Newsletter No 80, mailed by its co-ordinator, Mr P L Scowcroft (8 Rowan Mount, DONCASTER, DN2 5PJ), included the following Occasional Papers. Anyone requiring copies may contact Mr Scowcroft by post or Mr Wild by e-mail to [wild141@talktalk.net](mailto:wild141@talktalk.net). There may be a charge.

571	<i>One Person Operation of Buses in London</i>	Brian A L Jones	14pp, illus.
572	<i>Pay As You Board (PAYB)</i>	Brian A L Jones	12pp, illus.
573	<i>Derby Transport in World War II: A Photo Feature</i>	Jane Goddard	6pp, illus.
574	<i>Potholes</i>	Graham H Wild	1p, illus.
575	<i>My BRS Lorry Featured in 1954 Archive Film</i>	<i>Derby Telegraph</i>	2pp, illus.
576	<i>Roman Roads may not be Roman after all</i>	Graham H Wild	1p, illus.

The co-ordinator is very willing to accept papers in respect of Road Transport and its infrastructure from anyone.

## FREIGHT TRANSPORT HISTORY WORKSHOP, Friday 24 November, at Reading

The Society is organising, jointly with the Centre for Institutions & Economic History, University of Reading, a day-long Workshop on Freight Transport History. It will be at the University, from 10:00 to 16:30.

The speakers are expected to be:

- Keith Harcourt & Peter Tatlow, *Movements in freight haulage — the impact of vertical and lateral movement on intermodality*.
- David Turner, *Barrels rolling free: modal shift in the brewing industry, 1900-1914*.
- Nigel Sheppard, *War surplus lorries — is it a case of a bus at the South Pole?*
- Richard Simmons, *Little Frictions — the operation and efficiency of the steel industry's intra-urban freight transport in nineteenth-century Sheffield*.
- Mike Clarke, *Early canal investment in Europe and England*.
- Grahame Boyes, *From BOTTOMS to TOPS: the impact of the computer on the development of British Railways' freight business*.
- Peter Brown, *Some thoughts on competition between canals and other transport modes in the 19th century, based on the experiences of the Shropshire Union Canal and its predecessors*.
- Jorgen Burchardt, *The transition from rail to road in the Danish co-operative retail chain FDB, 1945-1980*.

There is no charge for the workshop, but attendance will be limited to 60, and it will be widely advertised. Booking is essential, and a reserve list will be in place.

Bookings to Fabian Hiscock, by e-mail to [fabianhiscock@virginmedia.com](mailto:fabianhiscock@virginmedia.com) or by post to him at 101 Byewaters, Watford WD18 8WH, by 4 November 2017.

## GROUP PROGRAMMES — I

**East Midland Group — Friday 1 September 2017:** Lecture Meeting at New Conservative Club, Beeston, at 19:00 (venue to be confirmed): *Railways in the Yorkshire Landscape* by Stephen Gay.

**West Midlands Group — Saturday 9th September 2017:** A walk of 6 miles exploring two canals, with contrasting construction methods, and a former unique “1 into 4” railway junction led by Rob Sim and Roger Brice. The Rushall Canal (the last of three canals built linking the Wyrley & Essington and the BCN after the merger of the two canal companies) was opened in 1847. It links the Tame Valley Canal with the Daw End Branch Canal. It is 2.7 miles in length and rises 65ft through 9 locks. In contrast, the Daw End Branch, which opened in 1802, is a contour canal with no locks. The difference in canal design and construction methods is apparent either side of their end-on connection at Longwood Junction. We will walk 2 miles along the Rushall between Lock 7 and the top lock (at Longwood Junction). After Longwood Junction, the walk will continue along the tow path and the Daw End Branch Canal for 1 mile to Daw End. The now rural scene was once the site of lime pits and limestone works with their associated mineral railways and wharves. From the start of the walk to Daw End the distance walked will be approximately 3.25 miles. After a pub lunch at Daw End, the walk continues, twice crossing the MR Ryecroft Junction to Wychnor Junction railway line, to join the track bed of the former South Staffs Railway’s Walsall to Lichfield line. From that point, the landscape changes from rural to distinctly urban as we follow the now cycle route to Ryecroft, and then back to Walsall town centre, where the walk will end. This section of the walk will be a little under 3 miles, unless the opportunity is taken to explore the western parts of Ryecroft. The walk leaders will be happy to add a short “bolt-on” to the walk for this. Between the canal and railway sections of the walk, we will walk through a Nature Reserve built on the site of extensive former lime pits and then past the remains of a former walled medieval manor house. Meet at the Park Street Entrance to Walsall Railway Station (OS map ref. SP 0118 9860) at 10:50, following the arrival of the 10:12 departure from Birmingham (Rugeley service) at 10:34 or the 10:12 train from Rugeley TV (Birmingham train) at 10:44. The train from Rugeley also connects with the 9:02 and 9:24 (Euston services) departures from Crewe (the 9:24 involves a change at Stafford), and the 9:28 departure from Stoke (Euston service). Alternatively, there are regular buses from Wolverhampton bus station (stand Q, service 529). If leaving Walsall station by the Station Street exit, turn right up Station Street and then right into Park Street. The group will then make the short walk to Walsall Bus Station for the 10-minute ride to the Bell Inn, Walstead Road bus stop (X51 or 51 bus towards Birmingham). This bus also offers an alternative for travelling from Birmingham (Bull Street Bus Station) but please phone Roger Brice on the day if this option is used. The walk will start from the junction of Walstead Road and Birmingham Road, Walsall, at approximately 11:10. There will be opportunities for early exits both after lunch and during the afternoon — with buses to Walsall and Birmingham. There are two canalside pubs at Daw End. One is listed in CAMRA’s National Inventory of Historic Pub Interiors. For additional information on the walk contact Roger Brice (01625 533959; 07702 303242; [roger.brice1945@gmail.com](mailto:roger.brice1945@gmail.com)) or for travel information contact Ted Cheers (01902 782641; [rchwswestmidlands@aol.com](mailto:rchwswestmidlands@aol.com)).

**East Midland Group — Thursday 14 September 2017:** Walk — Churnet Valley Trail, a 7-mile railway and canal walk from Froghall to Denstone. This will involve walking a section of trackbed. Please wear suitable footwear, and bring a hi-vis jacket if possible. Meet at Leek Bus Station for 12:45 bus 30 to Froghall, arrive 13:19. Connect from frequent buses from Hanley to Leek, or catch 09:20 swift bus from Derby to Ashbourne, then 10:30 bus 108 from Ashbourne to Leek. Return from Denstone at 18:10 on swift to Derby or at 18:33 on swift to Uttoxeter, for onward connections. More information from Jeff Smith on 0115 973 1291.

## GETTING OUT AND HEARING ABOUT IN GROUPS — II

**North West and West Midland Groups joint event— Thursday 28th September:** Caldon Canal: Leek Branch and Main Line from Hazelhurst Locks to Cheddleton, a canal tow-path walk of 6.5 miles starting where the canal feeder (from Rudyard Lake) enters the canal at the current terminus of the Leek Branch and then following the branch canal, over Hazelhurst aqueduct, to its junction with the Caldon Canal main line at Hazelhurst Locks. It will then follow the main line past the locks, passing under the aqueduct, to Cheddleton. The history of the changes in the canal junction and aqueduct at Hazelhurst will be a feature of the walk. The walk is essentially level apart from the short stretch over Leek Tunnel which involves a well-maintained incline of about 100 yards — see photograph on the website. A canal-side pub lunch is anticipated. Walk leaders will be Ruth Shaw and Roger Brice.

Meet at Stoke Railway Station ( [http://www.nationalrail.co.uk/stations\\_destinations/SOT.aspx](http://www.nationalrail.co.uk/stations_destinations/SOT.aspx) ) main entrance hall at 10:20 to travel by bus to the start of the walk. Recommended trains are the 09:35 departure from Manchester Piccadilly (arriving Stoke at 10:11) and the 09:31 departure from Birmingham New Street (arriving Stoke at 10:17). Off-peak tickets are valid on both trains. The return bus will be from Cheddleton, arriving at Stoke railway station at 5.00 p.m. There will be an opportunity for an earlier return.

Walk notes will be available on the website nearer to the walk date. Meanwhile, please consult the website, or contact Roger Brice (01625 533959; 07702 303242; [roger.brice1945@gmail.com](mailto:roger.brice1945@gmail.com) ) or Ted Cheers (01902 782641; [rchswestmidlands@aol.com](mailto:rchwswestmidlands@aol.com) ) for further information.

**North East Group — Saturday 7th October 2017:** At the Railway Institute, York, starting at 2 o'clock, Steve Armitage will illustrate *Rail Routes from Leeds*. Steve holds a large number of photographic archives including those from Gavin Morrison and Peter Townend and many other less well known photographers.

**London Group — Monday 9th October 2017:** Keith Gower will expand on *LPTB / LNER London Extensions (Part 2)* at a meeting in The Rugby Tavern, Rugby Street, London WC1N 3ES (off Lamb's Conduit Street) between 6.30 p.m. and 8.00 p.m. Food is served from 5.30 p.m. Further information may be obtained from Andy Brown (07960) 479014 or [apbrown35@yahoo.co.uk](mailto:apbrown35@yahoo.co.uk) .

**North East Group — Thursday 12th October 2017:** This walk will trace tramways from the New Whittington area of Chesterfield towards Hundall. After lunch the group will then descend to the Unstone Loop railway line which we will follow, past the sites of various collieries, to Dronfield. Meet at Chesterfield station at 10.30 to catch a bus to New Whittington. Return by train from Dronfield station. 5.5 miles; pub lunch. Leaders: Graham Hague and Peter Martin. For further details contact Graham Hague on 0114 2686729.

**North West Group Meeting and The Clinker Memorial Lecture —14<sup>th</sup> October:** The NW Group is pleased to host the 2017 Clinker Memorial Lecture. See page 469/1 in this *Bulletin* (or consult the website) for further details. Please note that this lecture will *not* take place in our usual venue. The venue will be the nearby Mechanics Conference Centre. The speaker will be Richard Byrom (a North West Group member) who will include material not included in the talk he gave to Group two years ago. For further information contact Roger Brice (01625 533959; 07702 303242; [roger.brice1945@gmail.com](mailto:roger.brice1945@gmail.com) ).

**West Midlands Group — Saturday 21st October 2017:** *SIR THOMAS BOUCH — HERO? VILLAIN? VICTIM? OR BAD PR?*, an illustrated talk by BILL JAGGER, commencing at 2 p.m. in the Briar Rose Hotel Conference Room, Bennetts Hill, Birmingham; location details are shown on WM Group home page. They didn't give the job of the designing and building of the longest bridge in the world to an insignificant engineer — Sir Thomas Bouch played a significant part in railway development yet is generally remembered only for his Tay Bridge debacle. The talk will hopefully introduce his work to a wider audience.

## GETTING OUT AND FINDING OUT IN GROUPS — III

**North West and West Midland Groups joint event — Thursday 26th October:** Rudyard Lake and its Environs: their place in railway, canal and social history, a walk of 6.5 miles starting at the site of the NSR station at Rushton Spencer and finishing at the site of Leek station. A major feature of the day will be Rudyard Lake and its history as both a source of water for the Trent & Mersey Canal and its promotion as a holiday destination by the North Staffordshire Railway. The route of the walk will be mainly the track bed of the North Staffs railway but short diversions will be made to consider water supply, both to the lake and to the canal. Walk leaders will be Ruth Shaw and Roger Brice.

Meet at Macclesfield Bus Station at 10:25 to catch the bus service 109 departure at 10:30. Alternatively, meet in Station Lane, Rushton Spencer, at 10:50 following the arrival of the bus from Macclesfield. Return to Macclesfield (or Rushton Spencer) will be by bus, arriving back in Macclesfield at 16:35. A pub lunch will available in Rudyard village.

The recommended trains are the 09:35 departure from Piccadilly arriving Macclesfield railway station at 09:55, the 08:57 departure from Birmingham New Street arriving Macclesfield at 10:01, or the 08:42 departure from Derby which connects with the train from Birmingham at Stoke. The bus station is a short walk from the railway station. Further details may be found the society's website or contact Roger Brice (01625 533959; [roger.brice1945@gmail.com](mailto:roger.brice1945@gmail.com)) or Ted Cheers (01902 782641; [rchswestmidlands@aol.com](mailto:rchswestmidlands@aol.com)).

**London Group — Monday 30th October 2017:** Julian Glover will talk on *Thomas Telford — Man of Iron* at a meeting in The Rugby Tavern, Rugby Street, London WC1N 3ES (off Lamb's Conduit Street) between 6.30 p.m. and 8.00 p.m. Food is served from 5.30 p.m. Further information may be obtained from Andy Brown (07960) 479014 or [apbrown35@yahoo.co.uk](mailto:apbrown35@yahoo.co.uk).

**North East Group — Saturday 4th November 2017:** At the Railway Institute, York, starting at 2 o'clock, President Mike Clarke's lecture will list key points in *The Development of the Chamber Lock*. This covers waterways around the world.

**North West Group — 11<sup>th</sup> November:** *Anderton Boat Lift: An Illustrated History*, Dave Thomas will give a full history of the Anderton Boat Lift — why it was built, the changes in working methods, its closure in 1983 and the successful efforts to get it refurbished and reopened in 2002. Dave will give us a fully illustrated history of the boat lift from its early plans and its construction through to its working today. The Anderton Boat Lift is included in the Seven Wonders of the Waterways as listed by the Canal & River Trust. It is a lift lock providing a vertical link between the River Weaver and the Trent and Mersey Canal. It is designated as a scheduled monument and is included in the National Heritage List for England. The talk will take place in The Friends Meeting House, 6 Mount Street, Manchester, M2 5NS, commencing at 2.00 p.m. For further information please consult the website or contact Roger Brice (01625 533959; 07702 303242; [roger.brice1945@gmail.com](mailto:roger.brice1945@gmail.com)).

**West Midlands Group — Saturday 18th November 2017:** *THE VALE OF BERKELEY RAILWAY*, an illustrated talk by IAN RAVEN (VofBR talks co-ordinator), commencing at 2 p.m. in the Briar Rose Hotel Conference Room, Bennetts Hill, Birmingham; location details are shown on WM Group home page. The Vale of Berkeley Heritage Railway was established in 2015; restored it will run from Sharpness Docks on the River Severn to Berkeley Road on the main Birmingham – Bristol line. The fully equipped engineering facility will restore locos, rolling stock, track, signalling and infrastructure rebuilt to LMS detail by volunteers. Ian's talk covers the line's birth in the early 19th century, its demise in 1964, the challenges faced in restoration, the VoBR loco pool and how it will become a cornerstone of tourism in the Severn Vale.

## GETTING OUT AND FINDING OUT IN GROUPS — IV

**North West Group — Thursday 23rd November:** A walk (distance 5.5 miles) in the North Liverpool area, led by Bernard Parkinson, to explore the former Lancashire and Yorkshire Railway's North Mersey Line after viewing bridges, viaducts and junctions in Bootle. From here we will follow as near as possible the former route of the branch, passing through Litherland, Orrell Park, and Ford to Aintree, where the walk will end. Meet initially in the concourse of Liverpool South Parkway Station at 10.20 a.m. following arrival of the 09.37 a.m. departure (East Midlands Trains) from Manchester Piccadilly (dep. Stockport at 9.24) and Warrington Central at 09:58. Transferring to Merseyrail, the group will then travel to Bootle New Strand station where the walk will start. The walk will commence from there at 11.00 a.m. approx. Ticketing suggestion is to book a return ticket to Bootle New Strand. The lunch break will be at Litherland, where there is a supermarket cafe. There are opportunities for an early escape along the route. Return from will be by Merseyrail service back to Liverpool Central (for Lime Street) or Liverpool South Parkway for onward journeys to Manchester and other destinations. For further information contact Gerald Leach, telephone 01565 654342 or e-mail [gerald.leach@btinternet.com](mailto:gerald.leach@btinternet.com).

**West Midlands Group — Saturday 25th and Sunday 26th November 2017:** Yet again the WM Group will be represented at the WARLEY NATIONAL MODEL RAILWAY EXHIBITION at the N.E.C. Birmingham (adjacent to Birmingham International railway station) with a sales and promotional stand. We hope to sell some Society books and generate interest in the Society and its activities. If you intend to visit the show, look us up and perhaps spend a short time on the stand to allow those of us manning the stand to have a short break.

**London Group — Monday 27th November 2017:** Reg Davies will associate the *SR and buses in 1920s & 1930s* at a meeting in The Rugby Tavern, Rugby Street, London WC1N 3ES (off Lamb's Conduit Street) between 6.30 p.m. and 8.00 p.m. Food is served from 5.30 p.m. Further information may be obtained from Andy Brown (07960) 479014 or [apbrown35@yahoo.co.uk](mailto:apbrown35@yahoo.co.uk).

**North West Group — Thursday 30th November:** East Manchester rail links and associated industries. Further details of this walk will appear in a future *Bulletin*.

**North East Group — Saturday 2nd December 2017:** At the Railway Institute, York, starting at 2 o'clock, John Lower will relate *the Chesterfield Canal, HS2, Cuckoo Boat, Norwood Tunnel and the new archive*.

**North West Group – Thursday 7<sup>th</sup> December:** NW Group Annual Pre-Christmas Lunch — A Date for Your Diary. This is an advance notice of the NW Group Pre-Christmas Lunch. Venues in west Cheshire are currently being considered. All RCHS members and their guests are welcome but reservations must be made in advance. For further information please consult the website or contact Roger Brice (01625 533959; [roger.brice1945@gmail.com](mailto:roger.brice1945@gmail.com)).

**West Midlands Group — Saturday 9th December 2017:** *THE DEVELOPMENT OF THE LOCK WORLDWIDE*, an illustrated talk by MIKE CLARKE (RCHS President), commencing at 2 p.m. in the Briar Rose Hotel Conference Room, Bennetts Hill, Birmingham; location details are shown on WM Group home page. The chamber lock was vital to the success of canals. Where were they first used, and was there any transfer of technology? The talk by our President, Mike Clarke, looks at canals in China and across Europe to discover the origins of early locks, and contrasts their development with the introduction of the chamber lock to Britain.

## GETTING OUT AND FINDING OUT IN GROUPS — V

**North West Group — Saturday 9<sup>th</sup> December:** *Britain's Railway Policy: From Post War Closures to the Policies of Today.* We are very pleased to welcome Lord Faulkner of Worcester to address the NW Group. Richard Faulkner is the co-author (along with Chris Austin) of *Holding the Line: How Britain's Railways Were Saved and Disconnected! Broken Links in Britain's Rail Policy.* The premise of the former is that the past is vital to understanding today's railway as the industry struggles to meet increasing demands, and that trimming at the margins remains a compelling argument for policy makers unaware of history. The second book looks at the contraction of the British railway network over a 50-year period and its subsequent development from the mid-1990s onwards. Lord Faulkner draws on many sources including cabinet papers, reports from whistleblowers and, again, lessons that may be learned from the past. The speaker is both critical and complimentary, where he sees each to be appropriate, in this fascinating and thought-provoking talk. We are anticipating that, whilst national policies and important events outside of the North of England need to be included, the talk will also include a more local focus — during both the talk itself and the questions from the floor which we look forward to. The talk will take place in The Friends Meeting House, 6 Mount Street, Manchester, M2 5NS, commencing at 2.00 p.m. For further information please consult the website or contact Roger Brice (01625 533959; 07702 303242; [roger.brice1945@gmail.com](mailto:roger.brice1945@gmail.com) ).

**North East Group — Saturday 6th January 2018:** At the Railway Institute, York, starting at 2 o'clock, Gerald Daniels will chart his career on British Railways (Southern Region) and beyond. Gerald worked in the Southern Region of British Railways as Area Manager at Salisbury. Since retiring he has traded as Crookham Travel. He has also co-written *Passengers No More*, a railway chronology book.

**West Midlands Group — Saturday 20th January 2018:** *JAMES BRINDLEY — AN OVERVIEW OF HIS LIFE AND ACHIEVEMENTS*, an illustrated talk by VICTORIA OWENS, commencing at 2 p.m. in the Briar Rose Hotel Conference Room, Bennetts Hill, Birmingham; location details are shown on WM Group home page. Celebrated as a pioneering canal builder, James Brindley (1716-1772) is the subject of some colourful folklore. In a bid to sift myth from history, Victoria Owens, author of *James Brindley and the Duke of Bridgewater — Canal Visionaries* (Amberley Publishing, 2015), examines his early life as a millwright, his brief if adventurous exploration of steam power and the fame which followed his canal work for Francis Egerton, 3rd Duke of Bridgewater.

**London Group — Monday 22nd January 2018:** Terry McCarthy will present a talk on *Dieselisation in the UK & US* at a meeting in The Rugby Tavern, Rugby Street, London WC1N 3ES (off Lamb's Conduit Street) between 6.30 p.m. and 8.00 p.m. Food is served from 5.30 p.m. Further information may be obtained from Andy Brown (07960) 479014 or [apbrown35@yahoo.co.uk](mailto:apbrown35@yahoo.co.uk) .

**North East Group — Saturday 3rd February 2018:** At the Railway Institute, York, starting at 2 o'clock, Ian Edgar will talk on the *Peak Forest Canal and Bugsworth Basin*, the connection with the Peak Forest Tramway.

**London Group — Monday 26th February 2018:** David Maidment will give a talk entitled *Railway Safety and a Culture Change* at a meeting in The Rugby Tavern, Rugby Street, London WC1N 3ES (off Lamb's Conduit Street) between 6.30 p.m. and 8.00 p.m. Food is served from 5.30 p.m. Further information may be obtained from Andy Brown (07960) 479014 or [apbrown35@yahoo.co.uk](mailto:apbrown35@yahoo.co.uk) .

**West Midlands Group — Saturday 17th February 2018:** *THE CORRIS RAILWAY*, an illustrated talk by DAVID COLEMAN, former chairman of the Corris Railway Society, commencing at 2 p.m. in the Briar Rose Hotel Conference Room, Bennetts Hill, Birmingham; location details are shown on WM Group home page. The talk will include a brief illustrated history of the Corris Railway (1850 – 1948) and a more detailed history of the revitalisation of the railway in more recent years, describing some of the projects undertaken together with the society's plans for the future.

## GETTING OUT AND FINDING OUT IN GROUPS — VI

**North East Group — Saturday 3rd March 2018:** At the Railway Institute, York, starting at 2 o'clock, the North East Group's Annual General Meeting will be followed by a selection of slide and digital presentations by members.

**West Midlands Group — Saturday 17th March 2018:** Group AGM, followed by *CONSERVING HISTORIC WOODEN BOATS*, an illustrated talk by FABIAN HISCOCK, commencing at 2 p.m. in the Briar Rose Hotel Conference Room, Bennetts Hill, Birmingham; location details are shown on WM Group home page. Further details will appear on the RCHS website and in future *Bulletins* when available.

**London Group — Monday 26th March 2018:** Alan Johnson will chronicle the *History & Restoration of the Wey & Arun Canal* at a meeting in The Rugby Tavern, Rugby Street, London WC1N 3ES (off Lamb's Conduit Street) between 6.30 p.m. and 8.00 p.m. Food is served from 5.30 p.m. Further information may be obtained from Andy Brown (07960) 479014 or [apbrown35@yahoo.co.uk](mailto:apbrown35@yahoo.co.uk).

**London Group — Monday 30th April 2018:** The London Group's 2018 AGM will be followed by Colin Boocock's recollections of *Eastleigh Locomotive Works* at The Rugby Tavern, Rugby Street, London WC1N 3ES (off Lamb's Conduit Street) between 6.30 p.m. and 8.00 p.m. Food is served from 5.30 p.m. Further information may be obtained from Andy Brown (07960) 479014 or [apbrown35@yahoo.co.uk](mailto:apbrown35@yahoo.co.uk).

## NORTH EASTERN RAILWAY ASSOCIATION

All RCHS members are welcome to attend either of these meetings.

Saturday 7 October 2017 at York Bar Convent, 17 Blossom Street, York: 10:40, LNER colour slides presented by Martin Mills, followed at 11:50 by a talk on *Modelling North Eastern Railways* by Dr David Addyman, then at 14:00 Ian Watson will give a talk entitled *Growing up in the North East*.

Saturday 4 November 2017 at Model Railway Club Rooms, Keen House, 1 Calshot Street, LONDON N1 9DA, at 14:00: Steve Armitage will give a talk entitled *The Great Railway Time Machine*.

Saturday 4 November 2017, at the Carnegie Centre, 342 Anlaby Road, HULL, at 13:30 — Neil Mackay will give a talk on *Railway Accidents in the Hull area*.

## ITEMS FOR A MODEL RAILWAY SHOW?

GREAT NORTHERN RAILWAY TOWNS' LINE on the WORKS at ESSENDINE, near STAMFORD

To RAILWAY CONTRACTORS, IRON FOUNDERS, SMITHS, BUILDERS, FARMERS, and Others

C.COLLYNS most respectfully begs to inform his friends and the public that he is honoured with instructions from MESSRS PEARCE and SMITH, who have entirely completed their Contract with the Great Northern Railway Company, to SELL by AUCTION, on Monday, Tuesday and Wednesday, the 19<sup>th</sup>, 20<sup>th</sup>, and 21<sup>st</sup> days of April 1852, the whole of their valuable and immense STOCK of RAILWAY MATERIALS, working TOOLS, and IMPLEMENTS; comprising about 500 tons of rails, 15,000 sleepers, 300 tons of new bar and cast iron, 300 Earth and Ballast Waggons, 400 Navy and brick Barrows, *etc. etc.* Particulars next week.

High-street, Stamford, 30th March 1852

## SOME STEPHENSONIAN LIVERPOOL & MANCHESTER RAILWAY FEATURES ON THE 1825 CROMFORD & HIGH PEAK RAILWAY

For a shortly forthcoming railway or canal ramble it is usual procedure (a) to make prior referrals to various O.S. maps, photographs, and sundry other printed literature and publications for aspects likely to be encountered on the visit, (b) to do the walk, and (c) to re-check the printed material as a comparison to actual facets as found.

For a Cromford & High Peak Railway visit, Parsley Hay to Minninglow, one may note in particular that, say, in the C&HPR Co.'s "Records" (1824 onwards) the newly proposed line was "to be constructed with dimensions sufficient to carry twin 4'8½ track rails throughout its total length, though initially of single, except for the double-acting rope-worked stationary steam-engined inclines; track doubling to be undertaken when warranted by traffic density". Further that (late in 1824) the proposed engineer, Jessop, envisaged "travelling locomotive engines" to early operate the C&HPR, although initially horse traction between the inclines. It was expressed fully (and crucially) to be expected that "through traffic will provide over half of the revenue for the new line". There is a note, also in the 1820s records, that the simultaneously constructed Stephenson Liverpool & Manchester Railway had stipulated a "maximum breadth" for a loaded wagon and a clear space either side as 19ft 10in for a double track of 4ft 8½in. (Surely a minimum (rather than maximum) provision wording would appear to be more appropriate for this vital, nay, critical aspect of railway civil engineering — for any system at any date whatsoever.) Having thus found plenty to look out for on the appointed C&HPR ramble, a reliable tape-measure was duly included in an anorak pocket.

Perusal of an *Illustrated History of LNWR Locomotives* had indicated that by 1840 or so a measurement of 7ft 6in was apparently the universal standard width of its (and therefore, anticipating "through traffic", everyone's rolling-stock) buffer beams (on 4ft 8½in rails) with the actual buffers themselves slightly wider, at 5ft 8in centres. This fact above, given  $2 \times 7\text{ft } 6\text{in}$ -width objects passing each other within 19ft 10in, allows a mere 4ft 10in ( $2 \times 2\text{ft } 5\text{in}$ ) maximum total clearance. Given a probably usual 2ft air-space between the trains, this produces a 17-inch clearance outside at the 19ft 10in stipulation. The eponymous "Six-Foot" (2ft clearance at centre) remains in place today, with its 300kph trains.

The universal 7ft 6in buffer plank measurement might have allowed presumption that nothing else would protrude at wider than that on any envisaged moving vehicle using this (and, for through traffic, any other) line. However, it is to be supposed that contemporary rail civil engineers were aware that even the 1829 *Rocket* for the L&MR Rainhill trials had outside cylinders, not least to preclude the well known and all too frequent incidence of inside-cylinder locos' crank-axle failure, a desirable straight axle for driving wheels clearly eliminating that problem. Consequently it must, or should have been clear that two outside cylinders on locomotives would be impossible to fit within a 7ft 6in breadth; in fact, by the mid-1840s, Ramsbottom and other designers (on the L&NWR certainly) who had produced what became known as "Crewe Type Experiment" machines, where an official diagram of 1847 — *Cornwall* with 17-inch outside cylinders which have to and cannot avoid to overhang that buffer bar by almost 6 inches at each side — shows a loco with nearly 8ft 6in breadth.

On double track of 4ft 8½in within the confines of even a 20ft space (see early lithographs of Stephenson's original L&MR Olive Mount vertical-sided rock cutting) vehicles passing each other with 8ft 6in breadth dictated only 3ft to spare, which, when given a 2ft central clearance allows only 6 inches nearside clearance — and that for straight road; on curved track or bends obviously additional room is necessary for such as buffer-beam overhang and for "sway" and, with sideways increment due to axle-box wear or wagon or loco loading irregularities to be accounted for, a designated 6 inches near-side clear space looks ludicrously insufficient in the extreme! And this, it seems, was Stephenson-date rail-road engineering theory. (The bores of many rail tunnels are made somewhat elliptical in cross-section, giving a slightly wider clearance higher up the wall, bolt such marginal extra width at height hardly

benefits activities below.) True, official clearance amendments were soon forthcoming to efface this earlier folly — so, tape-measure at the ready, one arrives at Parsley Hay for the short stroll to the C&HPR's 50-yards length Newhaven Tunnel, a stone's throw south.

The company records do actually state that their three tunnels, Newhaven, Hopton (300 yards or so) and Burbage (considerably lengthier) — and all perfectly straight cut — were drilled to at least a 20ft width (a laughably major concession *vis à vis* the L&MR's 19ft 10in) with C&HPR construction simultaneous with the other. All was in the knowledge and understanding that majority of revenue was to be derived from “through traffic” (and doubtless by other companies' vehicles rather than having to trans-ship everything on to their own presumably “in-gauge” vehicles at either end of the 30-plus miles of the C&HPR) and the acknowledged advice that “moving locomotives” were soon to be utilised on it. The three C&HPR tunnels and its numerous vertical-sided rock cuttings were never apparently laid with the twin tracks they were purportedly designed for, nor is there much evidence of refuge recesses being provided for staff working within. When we nowadays delightedly examine photos of the 2-4-0 L&NWR (from 1853) outside-cylinder “Crewe Goods” operating splendidly on the line, do we realise that these particular locos had a nominal breadth of approaching 9ft?

Any suggestion that better C&HPR revenue income required doubling of the track would have caused much consternation and certainly much expenditure given such developments as above; but one must surely concur that locos typified by *Rocket* of 1829 were clearly soon to proliferate, outside cylinders and all, and that 20ft construction, even with the usual parsimonious attitude of “minimum build expenditure” was myopic to a degree. But not only were their excavations faulty and seen to become even more intolerably so, the C&HPR abounds with embanked track, as does the L&MR. All along the glorious and famous Cromford line constructions, topped and edged with their low rock-rubble-stone parapet “safety” walls, the spaces within do appear to be of dubiously inadequate dimensions for double track — and with 9ft-breadth locos passing each other, hair-raising events must have been a likelihood. Imagine the trouble and expense of further benchwork for improving many of the lengthy, high stone-built facets.

Was the imposing early-date Sankey Viaduct originally built to the 19ft 10in gauge? Did the L&MR's huge Olive Mount cutting in Liverpool once originally have only a similar width at ground-level for its twin tracks? Revenues for traffic between Liverpool and Manchester in the booming 1820s could be fairly well guaranteed and improvements implemented thereabouts. Not so on the C&HPR. Pity the lengthsmen, upon whom all have always depended for rail safety, his wheel-barrow load of timber and metal items, ballast, plus oil lamps, tool kit and snap box *etc.* within or above the long tunnels, rock cuttings or weather-torn embankment tops — perhaps with nil space to avoid opposing trains.

The C&HP Railway Newhaven Tunnel interior dimension tape gave precisely 20 feet.

*Kenny Bignall.*

## **JOURNAL OF VICTORIAN CULTURE: RAILWAY ARTICLES**

For a limited period, the railway-related articles that have appeared in the *Journal of Victorian Culture* are freely available. Our thanks to publishers Taylor and Francis and the authors for providing this access. There is a wide range of topics to explore, from early passenger fears and the rise of the medical profession to the application of GIS technology and phenomenon of modern-day Victorian tourism. The full range of titles comprises:—

*'Able and intelligent medical men meeting together': The Victorian Railway Crash, Medical Jurisprudence, and the Rise of Medical Authority*, by Karen M. Odden, in Volume 8, Issue 1 (2003);

*Railway Safety and Railway Slaughter: Railway Accidents, Government and Public in Victorian Britain*, by Ralph Harrington, in Volume 8, Issue 2 (2003);

[Continued overleaf. . . .]

*Adventures in Space: Victorian Railway Erotics, or Taking Alienation For a Ride*, by Peter Bailey, in Volume 9, Issue 1 (2004);  
*Utopia Limited: The Crystal Palace Company and Joint-Stock Politics, 1854-1856*, by Henry Atmore, in Volume 9, Issue 2 (2004);  
*Industrializing Crusoe: Adventure, Modernity and Anglo-American Expansionism*, by Paul Young, in Volume 18, Issue 1 (2013);  
*Fun in Victorian London Today*, by David Pike, in Volume 18, Issue 4 (2013);  
*Moving through Time and Space: Negotiating Victorian Media Studies*, by Nicole Bush, in Volume 18, Issue 4 (2013);  
*Charles Dickens's Networks: Public Transport and the Novel: Mind the Gap: Transport, History, and the Work of Fiction*, by Ruth Livesey, in Volume 18, Issue 1 (2014);  
*London's Underground Spaces: Representing the Victorian City, 1840–1915: What Lurks Below? The Victorian Idea of the Underground*, by Peter Jones, in Volume 20, Issue 1 (2015)  
*Rape on the Railway: Women, Safety, and Moral Panic in Victorian Newspapers*, by Robin J. Barrow in Volume 20, Issue 3 (2015);  
*Mapping 'Wordsworthshire': A GIS Study of Literary Tourism in Victorian Lakeland*, by Christopher Donaldson, Ian N. Gregory and Patricia Murrieta-Flores, in Volume 20, Issue 3 (2015);  
*Shattered Minds: Madmen on the Railways, 1860-80*, by Amy Milne-Smith, in Volume 21, Issue 1 (2016);  
*Fast Times on the Victorian Rails*, by Tina Young Choi, in Volume 21, Issue 1 (2016).

For further details visit <http://explore.tandfonline.com/content/ah/jvc-editors-choice> .

**TIMES FOR A BOSTON TEA PARTY (OR A WORKING BREAKFAST)?**

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The Public are respectfully informed that the above Steamer commenced running to and from the above places, on Wednesday April 9<sup>th</sup>, 1851, at the under-mentioned times: calling at Donington Bridge on Wednesdays and Saturdays at 7 a.m., and Swineshead Bridge at 8 a.m., on the route to Boston.

The *Hautre Huntre* will leave the Black Sluice, Boston, every Tuesday and Friday at 1 p.m., and Guthrum Gowt every Monday and Thursday at 7 a.m. It will also leave Guthrum Gowt every Wednesday and Saturday at 5 a.m., returning from Boston the same days at 3.30 p.m.

List of Fares to Boston from:

			Market Tickets	
	1 <sup>st</sup> Class	2 <sup>nd</sup> Class	1 <sup>st</sup> Class	2 <sup>nd</sup> Class
Guthrum	2s 0d	1s 6d	2s 6d	2s 0d
Casswell's Bridge	1s 9d	1s 3d	2s 3d	1s 9d
Nesslam Bridge	1s 6d	1s 0d	2s 0d	1s 6d
Donington Bridge	1s 3d	0s 9d	1s 6d	1s 0d
Swineshead Bridge	0s 9d	0s 6d	1s 0d	0s 9d
Clay Dyke	0s 6d	0s 4d	0s 9d	0s 6d

Children under 3 years of age, free; 3 years and under 12, half fare.

The above Steamer will arrive in Boston in time for Trains for York, Lincoln, Hull *etc*; and will leave every Tuesday, Wednesday, Friday and Saturday, after the arrival of Trains from the aforesaid places

Boston, April 10, 1851

W. WILKINSON, Master

## ALAN GODFREY MAPS

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<u>Regular Godfrey Edition, 1 : 2500 reduced to approximately 1 : 4340</u>		ISBN
Cambridgeshire	20.16 Chatteris, 1900 [with part of Sheet 20.12 on rear showing north part of village, including Slade Lode Bridge and Gas Works]	038-7
Devon	109.12 Newton Abbot (N), 1904 [with part of Devon 109.11 on rear, showing Newton Bushel, Greenaway Place, Highweek and Mile End]	054-7
	109.16 Newton Abbot (S), 1904 [with part of Devon 109.15 on rear, showing Wolborough]	055-4
Durham	6.07 Lobley Hill & Low Streetgate, 1895 [with part of 1855-56 edition on rear, showing South Field, Bucks Hill, Marshall Lands, Fugar House, Streetgate Lane and part of Washingwell Wood]	030-1
	6.14 Old Marley Hill, 1895	063-9
	13.06 Harraton & Fatfield, 1895	046-2
	13.12 Newbottle, Philadelphia & New Herrington, 1895	065-3
	19.05 Lanchester, 1915	039-4
Edinburgh	3.04 Leith Walk, 1912	048-6
Essex (New Series)	35.05 Braintree, 1919	077-6
Gloucestershire	76.01 Bristol (SE), 1882 ( <b>coloured edition</b> ) [includes parts of Somerset Sheet VI.3, .4, .7 and .8]	051-6
Hampshire	83.06 Gosport (West), 1931	064-6
	83.08 Central Portsmouth, 1931	070-7
	83.10 Alverstoke & Stokes Bay, 1931 [with part of Sheet 83.14 on rear, showing Stokes Bay and Stokes Bay Pier]	031-8
Kent	8.08 Bexley, 1895	040-0
	8.08 Bexley, 1908	071-74
Lanarkshire	6.06 Glasgow (Hillhead), 1894	027-1
	6.11 Glasgow (High Street), 1895	037-0
Lancashire	50.12 Blackpool (North Pier & Town Centre), 1891 ( <b>coloured edition</b> )	053-0
	99.10 Litherland (East), 1906 [with part of Lancashire Sheet 99.06 on rear, showing Windles Green and Buckley Hill in the parishes of Ford and Sefton]	066-0
	103.16 Trafford Park (South), 1904 [with part of 1st edition map on rear, surveyed in 1888 with marginal revision in 1894, showing Water Meetings Farm instead of Westinghouse Works (Electrical & Mechanical Engineering), and not showing Trafford Park Station]	043-1
	104.14 Moss Side, 1932	032-5
	105.06 Ashton under Lyne, 1933 [includes part of Cheshire Sheet III.9]	036-3

[Continued overleaf. . . .]

**ALAN GODFREY MAPS** (continued)

Lancashire	111.10 Didsbury (Palatine Road), 1916	068-4
	[includes part of Cheshire Sheets IX.12, IX.16, X.9 and X.13.]	
	111.11 Didsbury & Heaton Mersey, 1916	062-2
	[includes parts of Cheshire Sheets X.13 and X.14]	
Lincolnshire	42.08 Gainsborough (North), 1898	026-4
	[Also includes Nottinghamshire Sheet VII.8]	
	42.12 Gainsborough (South), 1898	069-1
	[Also includes Nottinghamshire Sheet VII.12]	
	109.09 Boston, 1888 ( <b>coloured edition</b> )	042-4
	113.16 Grantham, 1886 ( <b>coloured edition</b> )	059-2
London	34 Ilford, 1938	056-1
	[Original map published by O.S. as Essex Sheet LXXVIII.15.]	
	56 Ealing, 1913	057-8
	[Original map published by O.S. as Middlesex Sheet XV.12.]	
Middlesex	10.11 Harrow on the Hill, 1912	061-5
Somerset	4.07 Clevedon, 1883 ( <b>coloured edition</b> )	035-6
Staffordshire	62.07 Wolverhampton NE, 1885	074-5
	62.11 Wolverhampton (SE), 1885	075-2
	71.08 Cradley Heath & Old Hill, 1881	047-9
	[is also Worcestershire (Detached No 1) Sheet IV.8]	
	72.02 Langley Green & South Oldbury, 1914	060-8
	[is also Worcestershire Sheet V.2]	
Sussex	51.12 Steyning & Bramber, 1932	058-5
Tyneside	2 North Shields & Chirton, 1913	067-7
	[Original published by the O.S. as Northumberland (New Series) Sheet NXCIV.4]	
	7 Willington Quay, 1913	073-8
	[Comprises Durham Sheet III.7 and Northumberland (New Series) Sheet NXCIV.7]	
	8 Percy Main, 1913	072-1
	[Comprises Durham Sheet III.8 and Northumberland (New Series) Sheet NXCIV.9]	
	30 Gosforth, 1941	076-9
	[Original published by the O.S. as Northumberland XCIV.4]	
Warwickshire	8.14 Gravelly Hill, 1886 ( <b>coloured edition</b> )	034-9
	8.14 Gravelly Hill, 1913	041-7
	13.11 Harborne, 1938	044-8
	[is also Staffordshire Sheet LXXII.11]	
Yorkshire	174.07 York (NE) & Heworth, 1889 ( <b>coloured edition</b> )	033-2
	174.11 York (SE) & Heslington, 1890 ( <b>coloured edition</b> )	029-5
	234.11 Castleford (South), 1905	052-3

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