E.Y. LOCAL HISTORY SERIES: No. 16

RAILWAY HISTORY AND THE LOCAL HISTORIAN

by

E. H. FOWKES

EAST YORKSHIRE LOCAL HISTORY SOCIETY
1963

Four Shillings

Further copies of this pamphlet (price 3s. to members, 4s. to non-members) and of others in the series may be obtained from the Secretary, East Yorkshire Local History Society, 2, St. Martin's Lane, Micklegate, York.

£2

RAILWAY HISTORY

AND THE

LOCAL HISTORIAN

by

E. H. FOWKES, B.Sc. (ECON.)

Assistant to Archivist, British Railways Board, London
(lately Keeper of Records, York)

TRIPS FOR CHRISTMAS
FOR 2, 3, 4, or 6 DAYS.

ALL COVERED CARRIAGES !!

A GRAND TRIP

WILL LEAVE LEEDS, NORMANTON, AND CASTLEFORD,

ON TUESDAY, DEC. 24th, 1850,

At Half-past 12 o'Clock at Noon, for

HULL, YORK AND SCARBRO'.

Stations the Train starts from.	Time.	TO YORK & BACK. Covered Carriages.	TO YORK & BACK. First Class.	TO HULL & BACK. Covered Carriages.	TO HULL & BACK. First Class.	TO SCARBRO' & BACK. Covered Carriages.	TO SCARBRO' & BACK. First Class.
LEEDS & WOODLESFORD,.....	Half-past... 12	2 6	3 6	3 0	5 0	4 6	7 6
NORMANTON & CASTLEFORD,	40 min. past 12	2 0	3 0	2 6	4 6	4 0	6 0

OBSERVE THE FOLLOWING PARTICULARS.

Tickets and Bills may be had at all the Railway Stations.

The Train from Leeds, will start from the Wellington Station, near the Commercial Buildings.

There will be no Open Carriages, but all Covered, for the Third Class Passengers. In order to do this, the Second Class Fare has been withdrawn for this Trip.

Passengers are requested to be at their respective Stations Fifteen Minutes before the time named on the Bills, as the Train will start from Leeds and Normanton as punctual as possible.

Passengers will go to Hull and York direct; but those for Scarbro', will stay in York about one hour and a half, to enable them to see the interesting places in that Ancient City; passengers can visit St. Mary's Abbey and Grounds, in which are the Two Beautiful Museums, by paying 3d. each, and showing their Trip Tickets.

Passengers for Scarbro', and Malton, will leave York by the Quick Train, which starts from York at Five Minutes to Four o'Clock; arriving in Scarbro' at a Quarter-past Five.

NOTICE THE FOLLOWING PARTICULARS FOR RETURNING.

Trip Passengers can return from Hull, York, and Scarbro', on Wednesday the 25th, Thursday the 26th, Friday the 27th, Saturday the 28th, and Monday the 30th of December, by the Regular Train which leaves Hull at Two o'Clock in the Afternoon, Scarbro' at a Quarter-past Twelve in the Afternoon, and York at Ten Minutes past Three in the Afternoon.

REMEMBER the Trip starts on Tuesday, the 24th of December, the Afternoon before Christmas Day, at Half-past Twelve o'Clock.

Tradesmen and others will much oblige by showing this Bill in their Window.

T. CLAPHAM, 20, Commercial Buildings, Leeds.

C. A. WILSON & CO., LETTER-PRESS PRINTERS, SHERWOOD'S YARD, 62, BRIGGATE, LEEDS.

AN EARLY CHRISTMAS EXCURSION NOTICE

I

Introduction

The value of railway history to the local historian is not widely known. Yet communication, the catalyst of change, is so well revealed in railway records. Until recently those of the former railway companies were unavailable for study and others were often too scattered for effective use. However the nationalisation of transport provided the opportunity for combining the important archives of railways, canals, docks, etc. into an integrated collection which has a system of classification common to all three repositories at London, York and Edinburgh. It is, indeed, a unified collection geographically divided for administrative convenience. Though primarily for the functional use of the British Railways Board the three repositories, containing the records of more than a thousand railway companies, are now available to authors and students for research.

As K. A. MacMahon has indicated in his *The Beginnings of the East Yorkshire Railways*, the development of railways had far-reaching economic and social effects. Indeed the word 'railway', unfamiliar at the beginning, was commonplace at the end of the 19th century. Railway hotels and inns, railway streets and terraces, railway stations and timetables, railway tea and buns: all became familiar in the Railway Age.

From the Humber to the Tees a number of small lines were built to satisfy the growing needs of industry, agriculture and shipping in an area poorly provided with navigable rivers and canals except in its southern extremity. These, conceived by leading citizens and built to serve local needs, ultimately became part of the North Eastern Railway. The records of the thirty-one railway companies between Humber and Tees together with those of seven canal companies, though primarily concerned with railway and canal affairs, reflect widespread changes in the social and economic life in the areas they served.

Railway prospectuses, minute books, maps, timetables, journals, ledgers, evidence of Select Committees and Royal Commissions, together with a wide range of periodicals and books form a balanced collection for the provision of historical, geographical and biographical information. The Victorian clerks were excellent penmen and all records, whether written or printed, are invariably easy to read.

The purpose of this booklet is to indicate the value of railway records to the local historian, particularly in Yorkshire. It is not intended to present a catalogue of the documents, which occupy more than a thousand feet of space at the York repository.[1] Instead an attempt has been made to indicate, by random selection, a few of the many sources of railway history. Though the effect may be somewhat sketchy the writer hopes to convey something of the fascination this branch of modern history offers.

[1]APPENDICES I—III. See classified list of railway and canal records in the custody of the British Railways Board at York, and system of classification.

The Coming of the Railways

The coming of the railways, nationally and locally, was an event unique in itself. The substitution of the steam engine for the horse as the prime mover permanently changed the relationship between country and town. At the end of the coaching era the journey from York to London had been reduced to twenty hours, a magnificent achievement necessitating the efficient relaying of the speediest horses, and yet representing an average speed of only nine miles an hour. For the transit of merchandise the speed was much slower. And so, having reached the limit of physical capacity, the much-loved horse was replaced for speedier travel and the carriage of bulky goods, over medium and long distances, by the dirtier steam engine.

In the middle of the 19th century the railways occupied a great deal of Parliament's time, perplexed local authorities and created many demands for capital. Railway companies performed great engineering feats and had serious differences with landowners. They created new accountancy systems and forms of management appropriate to large scale undertakings; while at the same time force of circumstances compelled them to organize police forces, create pension and superannuation funds, and build stations and houses. Some even had their own schools and missionaries. Indeed there can be few aspects of 19th century changes on which railway records have no bearing.

Railways altered the map of Yorkshire. Their criss-crossing lines severed field from farm, crossed the turnpikes, bridged the rivers, and drained the marshes, imposing a new pattern of topography on country and town. The earliest railways in the county were mostly short lines built with local capital to serve local needs. York, however, was more concerned to maintain its historic position as a communications centre midway between London and Edinburgh. Its interest was to out-rival Leeds and to secure and maintain a central position on the main east coast trunk railway line.

Local newspapers are probably the best sources for the earliest proposals for new lines. Editorials, letters or reports of meetings record interesting and conflicting opinions on the need for, or disadvantages of, local projects. Only a small proportion of the railway schemes reached Parliament and of these many were rejected by the Legislature. Even so almost 1,300 separate railway companies were sanctioned, although many had a very short independent existence.

Before an application could be made to Parliament for permission to construct a railway, a survey of the proposed route was made. A copy of the plan and a list of the owners and occupiers of land affected had to be deposited with every county and parish concerned. These deposited plans and books of reference are now usually in the care of County Record Offices, although some may still be found in individual parish chests.

Plans and reports were drawn up and recommended by such men as the Rennies and Stephenson, Thomas Telford, George Leather, Thomas Storey and others: the engineering pioneers of the Railway Age. One of the earliest reports, by Thomas Telford in 1818, was for a horse-drawn railway from Knaresborough to Acaster Selby where it would connect with Humber sloops. Another, made in 1829 by Thomas Storey, the Engineer for the Stockton and Darlington Railway, projected a line from Glaisdale to Sinnington with a possible extension to York and Leeds. Both reports record in detail the amount and kind of traffic it was expected the lines would carry, and are rich sources of historical information.

II

Railway Prospectuses

The early prospectuses yield a mixed crop of progressive intention, hazarding of personal fortunes and naïve expectation. There is a handsome, though as yet incomplete, set of prospectuses in the York Collection, and these usually include a list of influential supporters who lent their prestige but not always their cash. That of the Great North of England Railway (Darlington—York) includes the name of George Hudson, 'the Railway King', as a supporter although he did not become a subscriber. On the other hand the name of George Leeman, whose statue near the Bar Wall greets visitors arriving at York by train, appears on the Subscription Contract for £500. Usually a railway prospectus included details of the expected revenue and estimated costs, but the one issued for the Great North of England Railway relied solely on the prestige appeal of its influential backers, including eight Members of Parliament, and contains little information.

In contrast, that of the isolated Whitby and Pickering Railway was excellently produced, with a fine map, informative estimates of local traffics and revenues, and a list of influential backers. The Engineer for the railway, a horse traction line, was George Stephenson, whose instructions were to build "A line of simplest construction for the employment of animal power". Very optimistically it was stated there would be a surplus of income amply sufficient for the payment of a very handsome interest.

One of the later railway companies to produce an excellent prospectus was the Hull, Barnsley and West Riding Junction Railway in 1880. Complete with a map showing unworked coalfields, it was confident in the promise of 8½ per cent dividends: a confidence sadly belied by actual results. In 1863 the Hull and

Hornsea project promised to unite "the beautiful seaside village of Hornsea with Hull and the vast population of the Manufacturing Districts". Its twin prospectus also induced speculators to invest in the associated enterprise of the Hornsea Hotel Company.

Very many of the projected railways failed to satisfy the Legislature. Indeed, so numerous were the new railway prospectuses during the 'Railway Mania', that the *Railway Times* and *Railway Record* had to print special large supplements for them. In the issue of the *Railway Times* for 6th December, 1845 there is a list of proposals for new railway companies which had deposited their plans with the Board of Trade. For England and Wales there were no fewer than 496, of which 17 concerned Leeds, 16 related to Hull, 9 to Huddersfield and 6 to York. A list of railways proposed in 1845, affecting Yorkshire, is shown in Appendix IV.

Of the 'never-was' railways, the proposed Leeds and York was one of the more interesting, despite the complete omission from its prospectus of the usual list of influential backers. The promoters were in fact a rival railway company seeking to invade the territory of the York and North Midland, of which George Hudson was chairman, and their tactics were to show that Hudson's line was not adequately serving the townships between York and Leeds. The proposed line would have been along a direct route via Wetherby and other populous villages, whereas the York and North Midland conveyed passengers by their roundabout route via Normanton. The prospectus very effectively quoted an 1841 Report of the Railway Commissioners which stated "In consequence of the numerous trains of Luggage and Passengers using the Line (the York and North Midland) nearly two hours are sometimes occupied in passing a little more than 30 miles from York". This prospectus of 1845 goes on to state that "The urgent demand for an increased facility in Railway Communication between Leeds and York is most conclusively proved by the unprecedented fact, that there are five Stage Coaches travelling daily between Leeds and York, one of which has been recently established". As all coaches except one had been discontinued when the railways first opened, it asserted that four additional stage coaches had been put on the road to meet the needs of the public. Hudson's York and North Midland took up the challenge, won the Parliamentary battle with the Leeds and York, and commenced to build a direct line via Tadcaster. A financial crisis followed, and work was suspended after the completion of the most difficult and costly of the engineering works, the eleven-arched viaduct at Tadcaster. There it still stands: a splendid monument to the folly of the 'Railway Mania'. The line was never completed, and not until 1869 was direct rail connection between Leeds and York made by the building of a short connecting spur from Church Fenton to Micklefield.

The railway historian will find details of many locally proposed railways either in local newspapers or in the *Railway Times*.

Parliamentary Bills and Minutes of Evidence

Before Parliament acquiesced in the formation of a railway company the Bill required the sanction of the Lords and Commons. Evidence of the need for a proposed railway and of the services it would render to the community were subject to searching questions, and Parliamentary procedure gave ample opportunity for vested and local interests to object by the use of pressures or by petition. Parliament was ever ready to grant special protection to anyone likely to suffer from a new railway.

The York Collection is still building its records of Parliamentary Evidence, important for the evidence of local notabilities where local affairs were concerned. However, very full reports appeared in the newspapers and these are often available at reference libraries. The *Railway Times*, of which the British Railways Board has a full set at York, printed long extracts of evidence though it concentrated on financial rather than local aspects.

In 1835 the Sheffield and Rotherham Railway proposed to follow the valley of the Rother to avoid heavy gradients. In so doing it would have crossed the lawns and gardens of houses belonging to a Miss Walker and a Captain Butler, who protested to Parliament and illustrated their objections by submitting two lithographs showing how the railway would destroy their privacy. Captain Butler's protest was "if an Old Sailor may be allowed to speak in his own language he would implore the House not to turn him adrift, when he had fondly hoped that, like an old hulk, he was laid up in a quiet harbour for the remainder of his days".

Promoters frequently faced strong opposition, such as that against the Church Fenton, Cawood and Wistow Bill in 1882. The North Eastern Railway alleged that the Bill "is wholely unnecessary and uncalled for by any public necessity . . . with no benefit to the public".

Even if its promoters were successful in placating all opposition, and even though strongly backed locally, a Bill could pass one House and be rejected by the other. This happened to the Hull South and West Junction Railway Bill, which had the support of a petition signed by 10,000 Hull residents who considered the North Eastern Railway was affording insufficient port accommodation. The Bill, which provided for a railway tunnel under the Humber from Hessle to Barton, successfully passed the House of Commons but was rejected by the House of Lords for engineering reasons.

Parliamentary evidence for railways that were never built has its own peculiar interest. That submitted for the Skipton to Kettlewell Railway (Extension to Aysgarth), 1881, included some details of alternative transport and trade in the valley, means of purchase of groceries and some effects of the closure of lead mines. The principal case for the proposed Beverley and East Riding Railway, in 1889, was that existing railways had diverted trade from Beverley to Hull and Driffield. The Scarborough, Bridlington and

West Riding Junction Railway, which opened in 1890, unsuccessfully asked Parliament for extended powers in 1895; and the promoters' case, alleging that Bridlington was not getting its fair share of seaside excursion traffic from the industrial districts of Lancashire and Yorkshire, included details of seaside excursion trains in 1892.

All evidence to Parliament concerning Hull's railways had the same theme—the neglect of Hull by the North Eastern Railway. In the volume of Lords and Commons Evidence for the Hull, Barnsley and West Riding Junction Railway Bill, in 1880, information was provided to show that fares were higher, trains slower and the efficiency of shipment poorer at Hull than at other comparable places. The Hull and Barnsley Railway, as it was later known, was ill-fated. The Bill to extend its system to Huddersfield managed to obtain Parliament's approval despite numerous petitions against it, but the extension was never built due to inability to raise the necessary capital.

Acts of Parliament

In England a railway cannot be constructed except by the expropriation of private property, which needs special sanction under English jurisprudence. Parliament has been willing to dispossess private owners only when there is clear evidence of countervailing public benefit.

Before proceeding to consider a Bill for a new railway, Parliament required plans, books of reference of owners and occupiers of affected property, and evidence of influential and financial support; and a Subscription Contract containing names, professions and the amounts subscribers were prepared to invest had to be lodged with the House. The Subscription Contract for the Great North of England Railway is a particularly fine document. Six large sheets show that the subscribers were mainly capitalists living out of the district, among whom were Fry of Bristol and the Darbys of Coalbrookdale. The amount of the subscription in York was only £46,400 towards a railway which, estimated to cost £1,000,000, eventually cost much more.

Parliament granted great powers to the new railway companies, of which there were almost 1,300, and in return imposed considerable liabilities, many of which have become more onerous with the passing years. Acts are a rich source of authoritative information as well as containing much that, in retrospect, is interesting and amusing; and the earlier ones are more important to the local historian because their provisions were less standardised. They were enacted when Parliament was unsure of itself, fearful of delegating too much power, and uncertain as to the future of railway development.

Of the smaller railway companies in Yorkshire, later to become part of the North Eastern Railway, the first to receive its Act was the Leeds and Selby, the date of the Royal Assent being 1st June, 1830. The Hull and Selby, and the York and North Midland both received their Royal Assents six years later and on the same date,

21st June, 1836. All three Acts contain more than 100 pages and, though similar in broad outline, each contains unique items of historical importance or of local interest as well as many common features. All listed the proprietors, among whom were local notabilities, influential citizens and capitalists hazarding their fortunes in a new and largely untried form of commercial enterprise; and these lists are in themselves of considerable interest to the economic and social historian. Among the Leeds and Selby subscribers were the Earl of Mexborough and R. O. Gascoigne of Parlington Hall. King William IV was cited in the preamble of the Hull and Selby Act as being "interested in certain lands upon the line of the proposed railway . . . in right of his crown". The railways were not to cross the turnpike road on the level (in retrospect this now seems very wise); and bridges had to be erected over highways and minor roads, the lines fenced in, crossing keepers employed at gates and land drained, all at the railway companies' expense.

Amenity clauses to protect the gentry appeared in all three Acts. No fixed or permanent engine was to be set up on the Leeds and Selby Railway within 880 yards of the residences of any of the 16 gentlemen of whom the Marchioness of Hertford was the first named, and locomotives were to consume their own smoke. Robert Raikes had clauses inserted in the Hull and Selby Act for the protection of his estate at Welton, and is also said to have been paid £10,000 for his consent. Contrary to possible expectation there are no clauses confirming the popular public myth of landowners' restrictions on the running of Sunday trains.

As it was expected that private individuals would be at liberty to run their own locomotives, carriages and wagons along the railway, paying a toll for the privilege, all three Acts prescribed rates of tonnage and tolls for carriage. The Hull and Selby and the York and North Midland had the right to approve of engines and carriages "for the greater security of passengers and other persons", and all three companies had the right to weigh and gauge all carriages and wagons.

Much has been written of the strange choice of 4ft. 8½ins. as the standard gauge for the railway system of Great Britain. When the Leeds and Selby Railway was applying for its Act the gauge problem was still unsettled, and when granted the Act specifically stated that "the distance between the inside edges of the rails of the said Railway shall not be less than four feet eight inches, and the distance between the outside edges of the Rails of the said Railway shall not be more than five feet and one inch". The Great Western, the protagonist of the broad gauge of seven feet, did not come into existence for another five years. The Leeds and Selby were empowered to form "eyes or openings" from any tunnel as necessary except in a public highway. They had one tunnel near their Leeds Marsh Lane Station and this, incidentally, was opened out later by the North Eastern Railway.

All three companies had to include special clauses saving the rights of individuals or other interests. The Hull and Selby, for

example, were not only bound to maintain a clear passage of forty-five feet for vessels at their moveable bridge at Selby but were also to pay compensation to the owners of the Selby Toll Bridge in case of decrease in tolls. Another unusual clause was the protection of the warping drains of Weddell and Empson: warping being a means of raising the level and fertility of agricultural land.

Two railways for York received the approval of Parliament, the York and North Midland (York—Altofts) in 1836, and the Great North of England (Darlington—York) in 1837. The former, the first to be opened, was actively sponsored from York whereas the latter was mainly the concern of Darlington. The Engineer for the York and North Midland was George Stephenson, who was very friendly with George Hudson its first Chairman, while the Great North of England was engineered by Thomas Storey and was based on Stockton and Darlington Railway experience.

The York and North Midland Act contains a list of proprietors (among them George Hudson, Joseph Rowntree, Samuel Tuke, C. H. Elsley the Recorder of York, and three members of the Fry family of Bristol) whose task was to raise £370,000 in £50 shares. Only sufficient land to make the railway was to be taken, the breadth of which was to be 22 yards—i.e. the length of a cricket pitch—except for stations, junctions and embankments. The railway company was forbidden to deviate from the line shown in the plan more than 100 yards in open country or 10 yards in towns; and satisfaction, recompense or damage were to be settled by a jury if necessary. Parliament, though granting great powers, imposed countervailing restrictions which affected the bridge over the Wharfe and an archway under the Leeds and Selby Railway, and also stipulated that the rivers Aire and Calder were not to be diverted. The railway was not to cross any turnpike road on the level, gates had to be set against the highway and the railway was to be fenced in at the railway company's expense. Among minor matters the voting powers of minors and lunatics were dealt with, "distance stones" had to be erected every quarter mile along the railway and all locomotives had to consume their own smoke. To ensure civil order during the period of construction the Justices were empowered to appoint two constables for the railway. The York and North Midland Act also set out the rates for goods and tolls for private carriages, and laid down that owners of private carriages and waggons must put their names and addresses on the outside of their vehicles in large white capitals "two inches in height at least". In the event of the railway being abandoned the land was to revert to the original owners despite the payment by the shareholders of compensation.

The Acts abound with items of economic, social or purely railway interest and are not difficult reading. Parliament had no clear vision of the development of transport and the early Acts reflect this indecision, but when we remember that the timid government of the day, obsessed by laissez-faire ideas, stubbornly resisted legislation to limit the excessive hours of labour of women and young children in factories, it is not surprising that it failed to give central direction to railway evolution.

Select Committees and Royal Commissions

Parliament's preoccupation in the middle years of the 19th century was with railway affairs, but, steeped in the ideas of individualism, it was ill-equipped to face the challenge of the Railway Age. Its principal aim was to encourage competition among railway companies, only to see them forced into combination in order to maintain themselves efficiently, for competition was the death knell of the smaller ones.

When railway practices had yet to be firmly established Parliament kept itself informed by the appointment of Select Committees and Royal Commissions. The minutes of evidence of the former are the more revealing so far as local information is concerned. Between 1839 and 1844 the Select Committee on Railway Communications made five reports. Perhaps the most fascinating item among them was the proposal to drain Morecambe Bay and build a Railway embankment across the Bay. The report on this is carefully documented with maps, diagrams and evidence, and if its suggestions had been accepted the west coast main line from London to Scotland would have followed the Furness and Cumberland coasts instead of passing over Shap Fell. The proposals for the east coast main line railway were specified in precise and similar, though less spectacular, detail and formed the basis of the line that was later built. There were four proposals for a railway from London to York: the one selected was inevitably a compromise.

The first report, in 1839, included a selection of early railway bye-laws. Those for the Whitby and Pickering, which was horse-drawn on a single line of rails, stipulated a fine of £5 for anyone using waggons with a wheel gauge more than 4 ft. 5½ ins., a tread more than 3 ins. or axles more than 4 ft. apart. Another bye-law imposed a fine of £2 for anyone with waggons on the railway earlier than an hour before sunrise or later than two hours after sunset.

The Leeds and Selby Railway earned the disapproval of the Select Committee by raising fares. An illustration was given where "the interests of the Company have been at variance and have prevailed over the interests of the Public". The Company had raised fares and though the number of passengers had fallen by 12,000 the income of the Company had risen by £1,300.

The second Report, in 1839, contained a table of the Acts of incorporation of railway companies from 1801—1838. Surprisingly the Stockton and Darlington (often said to be the first railway in the world) is shown as 31st in order having received its Act in 1821. The first Yorkshire railway Act to appear in the table, in 42nd place, is the Heck and Wentbridge (1826); the Leeds and Selby (1830) ranking 66th.

George Hudson was one of the expert witnesses before the Select Committee in 1844, and his twenty pages of evidence were mainly concerned with rates and fares. He quoted the price of coal, bought at the pit head at five shillings a ton, sold in York for six shillings. He also justified the 'take-over' of the Leeds and Selby

Railway by the York and North Midland, an early example of this tactic and one which enraged public opinion in Leeds when the Leeds and Selby line was closed for passenger traffic and passengers for York were compelled to travel by the York and North Midland route.

An Appendix to the Select Committee of 1844 contains a report on the "Effect of Railways on the Interests of the Poorer Classes" and shows some conflict of opinion as to whether they were beneficial. Mr. Tweddle, Relieving Officer of Darlington, thought that the poorer classes were adversely affected because railway fares were higher than those of the stage-waggon. He failed to take into consideration the time occupied (money lost to labouring people) and extra provisions consumed in stage-waggon travelling. Mr. Smith, vice-chairman of the Thirsk Union, who was of a contrary opinion, stated "The railway had unquestionably extended the means of communication to the poor as well as the rich. The third class carriages of the Great North of England Railway are attached to four trains, each daily (for six working days), and the charge is about one shilling for nine miles, thus affording to the poor a cheap and regular conveyance. The charge by waggon was about a penny a mile: but if a woman had two, three or four children, they were generally charged as one. The waggon, therefore, to a person so circumstanced was cheaper than the railway; for one person only the latter (especially if time be any value), is decidedly the cheapest conveyance. In proof of this I may mention after the last harvest I noticed many of the Irish reapers returning by the railway, and during last Martinmas, when the servants were at home with their parents for a few days, a considerable number passed on the railway, and many visited York. This rather indicated that the disposition exists among the poor to travel for curiosity where there is time and facilities to assist in doing so."

The Select Committee on Railway Amalgamation, 1872, is well worth quoting for the evidence of Mr. H. S. Thompson, who was for many years the very able chairman of the North Eastern Railway. He was asked "will you state to the Committee the conditions of that district in respect of railways, at present, compared with what it was, we will say twenty years ago?" Mr. Thompson stated, "The district was covered with a number of short lines, most of which were in embarrassed circumstances. The one, nearest to me, and which I regularly used, was perhaps a little worse than the average. It was a line between York and Knaresborough, and had only one locomotive and one set of carriages and the locomotive was made to do the most work it could, running backwards and forwards to carry passengers, goods and coal, and it very often broke down. We used to consider that the speed averaged about four miles an hour. They were often stopped by the engine fire being nearly out, and it was obliged to stop to get up steam again. In fact it was in very bad circumstances and gave very little accommodation to the public. The other railways were not all so bad as that, but even the best managed were in great difficulties for want of funds".

An interesting return of Rates and Taxes paid by Railway Companies was made to the Board of Trade in 1851—1852. This listed every parish through which a railway passed and gave the acreage and rates paid relative to the total acreage and total rates of the parishes.

One of the occasional delights of the research student is to find a valuable document that has strayed. Among a file of railway reports for 1846 are the Regulations respecting the Education of Pupil Teachers and Stipendiary Monitors. These specified the qualifications of pupil teachers, who had to be at least thirteen years of age. Pupil Teachers were paid £10—£20, and Stipendiary Monitors £5—£12 10s. 0d., per annum. The report also contains details of grants in aid of day schools, school kitchens and wash-houses.

Among evidence of projects of outstanding interest are those concerning the Railway Gauge, the Electric Telegraph, Conveyance of Mails by Rail, Atmospheric Railways and the Channel Tunnel.

Time Tables

Time tables are well-known as fascinating documents to those interested in the railways of the past. For the social historian they are signposts to economic and social change. In addition to details of arrivals and departures of trains, they contain information concerning fares, Sunday and Market trains, omnibus and coach connections, bye-laws concerning smoking and many other matters. Over the years they reveal the changing travel pattern. They vary from tiny sheets to large posters and from vest pocket size to large volumes. The B.R. Board Collection at York contains all types and, though still incomplete, is steadily growing.

The North Eastern Railway book time tables, commencing in 1856, record more than 600 passenger stations of which about a fifth changed their name at least once. Allerton became Hopperton, Shipton was later known as Beninbrough and Cemetery Gates (Hull) was changed to Botanic Gardens. Marton became Flamborough, Newton-le-Willows later became Jervaulx, and Peak was re-named Ravenscar. Incidentally Peak station was missing from the time table 1895—1896 but later re-appeared. This was not a printer's error nor was the closure due to lack of patronage. It was closed on 6th March, 1895 because of a failure of the Scarborough and Whitby Railway Company to provide a house for the Station Master, but re-opened on 1st April, 1896.

Of the earlier single sheet time tables, that issued by the Leeds and Selby on 9th November, 1835 was headed by an engine drawing a crowded open carriage. It lists three trains daily in each direction, connection being made with the Hull Steam Packet at Selby and with the 'Celerity' coach. An omnibus conveyed passengers from the terminus station at Marsh Lane to Briggate in the town centre for 4d., luggage allowance was "Four stones", children under six were charged half fare and a definitive notice stated "no smoking

will be permitted in the close carriages, even with the consent of the Passengers present".

Bradshaw's time tables are nowadays coveted treasures, and many disappointed people failed to obtain a copy of the final edition in 1961. In the issue for 1844 the 8-45 a.m. train from York was shown as arriving at Euston at 7-30 p.m.—King's Cross was not then built. Ten and three-quarter hours for 217 miles represented less than half the journey time formerly taken by coach, but few can have imagined that this would be reduced to little more than 2½ hours a century later. Fares from Hull to York were 9s., 7s. and 5s. according to class. Refreshments at Hull were available in the house adjoining the booking office. The Great North of England time table for trains from York to Darlington gives details of the mail coach connections, Cowton for Richmond; Northallerton for Bedale, Leyburn, Hawes, Sedbergh and Lancaster; and Darlington for Barnard Castle, Brough, Appleby, Temple Sowerby and Penrith.

In Bradshaw for 1847 the Whitby and Pickering Railway is printed as:—

"Whitby Branch—By Horse Power".

"From Pickering to Whitby at 9-00 a.m. and 2-00 p.m.".

"From Whitby to Pickering at 7-00 a.m. and 1-30 p.m.".

However Bradshaw's time tables were not all published in book form. A large poster for 1841 shows the details of the times of trains and the fares for no fewer than thirty-three railway companies.

The North Eastern Railway time tables span the period 1856—1922 and between those years the social and economic life of Yorkshire was transformed. The early North Eastern time tables were slender volumes, and cost 1½d. each until 1864 when they were enlarged and the price reduced to 1d. The growth of travel almost certainly increased sales and was responsible for this reduction. The larger time tables include a map and station departures lists for York, Newcastle, Scarborough, Hull and Leeds, and also contain details of refreshment rooms, and of omnibus connections such as those provided by Dobson and Kettlewell from Arthington station to the Otley and Ilkley districts. Passengers were very solemnly warned to be at the stations five minutes before the advertised times of departure of trains. "The doors of the Booking Offices will be closed punctually at the time fixed for the departure of the Train, after which no person can be admitted".

In later years the North Eastern's time tables grew in size, and include programmes for Tourist class traffic which did so much to develop tourism in Britain. Details of walking tours, facilities for golf, special provisions for emigrants, fares and facilities for continental travel all began to appear. In the set of time tables at York many handbills and posters have been inserted. Of these perhaps the most notable is the large poster, heavily lined in black, announcing the drastic curtailment of train services on Saturday, 2nd February, 1901, for a nation in mourning for the death of Queen Victoria. The Durham Miners' Strike which lasted for three months in 1892 also resulted in curtailment of train services, and caused a loss of revenue

to the North Eastern of £497,101, no fewer than 182 trains having to be withdrawn from service.

The early branch line time tables were very simple, many merely giving details of three trains daily in each direction. Passengers made their business fit in with the services and not until later in the century were repeated demands made for more frequent services. When Harrogate's first station was opened in July, 1848 there were five week-day trains in each direction. The traffic failed to come up to expectations and they were reduced to three in each direction from 1st January, 1850.

The openings of local lines were great occasions in the country districts, and such a one was the inauguration of the Nidd Valley branch from Harrogate to Pateley Bridge, on 1st May, 1862. The time table for that popular event shows that there were four trains daily to and from Harrogate, the time taken for the journey of 14 miles being 40 minutes in either direction.

The opening of the Great Northern Railway from London to York, on 7th August 1850, was a red letter day for Yorkshire. Hitherto the trains between York and London terminated at Euston, a distance of 217 miles, but the new route via Lincoln and Boston shortened the distance to 210 miles and the fastest train made the journey in the reduced time of eight and a half hours. After 14th October, 1852, with the completion of King's Cross station and the routing of the service by the direct line via Grantham and Peterborough, the distance was still further shortened to 191 miles and the time of the fastest train reduced to 5 hours 20 minutes.

The Great Exhibition of 1851 proved an outstanding attraction to many northerners who made their first long rail journey, in many cases their first journey to the capital, by special excursion. A Great Northern poster for June 1851 advertised trains at 8-30 a.m. from Hull at return fares of 35s. 3d., 27s. 6d. and 17s. 6d. according to class. From York corresponding fares were 41s. 6d., 30s. 6d. and 18s. 6d. Passengers could return by any train within fifteen days and these facilities, designed to induce mass travel, represented a new development in railway advertising.

Time tables were widely published and currently valued, yet relatively few have been preserved. However, the earlier railways advertised their time tables in the local and national press, and such periodicals as the *Railway Times* (1838—1914) also published the early and more important time tables. The historian should experience no serious difficulty in obtaining time table information.

The illustrative information already quoted is representative of the historical material available in the Miscellaneous Section of the B.R. Board Historical Records. The Collection is not confined to archives in the strict sense as, by the terms of "Special Report to the Commission on the Preservation of Relics and Records 1951", the repository includes not only archives as such but also books, periodicals and pamphlets on transport and kindred subjects, as well as maps, time tables and other printed matter.[1]

[1]A descriptive list of these records is given in Appendix III.

Minutes of Board and Committee Meetings

Interesting and important as are the printed time tables and evidence of Select and Parliamentary Committees, the research student will find the most authoritative information in the records of the individual railway companies. Of these the most important are minute books. Mostly well written and easy to follow, they vary widely in content, some containing a wealth of information while others merely record decisions in terse language. The minutes of the York and North Midland Railway, of which George Hudson was chairman, frequently give the scantiest of information, but even these are not without surprise, delight and clear intention.

The records of railway transactions are classified, as far as is possible, under the name of the railway company which created them, and many have archive value. Although most records are available for research, minute books less than fifty years old are not open to inspection.

The North Eastern Railway, 1854—1922, consolidated and extended the railways in North East England, and its minute books reflect the efficient and methodical attitude of directors who reached important decisions based on factual reports. There are nearly 400 volumes of the Board and Committee minutes. Development of docks at Hull or ironstone mines at Rosedale, proposed harbours of refuge at Filey and Bridlington, gravel quarries at Kelsey Hill, are typical subjects not specifically relating to railways. Primarily, of course, railway subjects predominate. Every station, is mentioned on many occasions whether for building, extending, opening, alteration of name, traffic matters, staff changes, level crossings, bridges, cottages, details of traffic or for closure.

The Chairman of the North Eastern Railway from 1855—1874 was Mr. H. S. Thompson, who competently and capably presided over the Board of Directors and Shareholders' meetings. A typically powerful Victorian, his speeches had a reasonable tone and liberal manner and are worthy of study by the historian. He had clear foresight and was completely dedicated to the interests of the shareholders, which probably accounts for his hostility to George Hudson. On one occasion Mr. Thompson rebuked the General Manager for opposition to signalling improvements on account of cost. Unable to be present at a Board meeting he wrote to his fellow directors urging them to over-ride the General Manager and not to disperse "without giving such orders as shall ensure the desired alteration in the mode of signalling being made without any unnecessary delay".

Stock and Share Registers

The best source for details of the early capitalists who ventured their capital in England's railways are the Stock and Share Registers, but these are by no means complete. Sometimes this information is

to be found in minute books but the ledgers are generally to be preferred. The early Acts give a list of the gentlemen in whose names the application to Parliament for the building of a railway was made. A similar source is the Subscription Contract which contains their names, professions, and amounts of subscription, and which had to be submitted to Parliament by the early railways before it would consider their Bill. Locally influential people had usually some share in a railway either through investment or because of the receipt of compensation for land.

Country banks were usually closely concerned with railway developments and the Railway Mania placed a great strain on their resources. Records show that the Backhouses and Peases of Darlington were closely associated with railways in North East England. They were inter-connected with other Quaker families, particularly the banking family of Gurney which was instrumental in interesting many Quakers to invest in railways.

Deeds, Agreements, Contracts, Specifications, Estimates and Plans

Many of these documents are still in administrative use and are not available for students. Agreements in the York archives are of many kinds. The most interesting are agreements with contractors for the building of a length of railway, a bridge or a tunnel. Those for the working of traffic between the numerous railway companies, for running powers over each other's lines and for use of station facilities where these were shared, are rich in information. The Hull and Holderness Railway, not wanting itself to maintain the permanent way and signals, let these on a contract for which there is a detailed document. Of an entirely different type is an indenture whereby George Hudson's house at Albert Gate, London, was let to Thomas Cubitt, the famous Victorian contractor. Agreements contain information on a wide variety of subjects, among the more interesting being the carrying of mails, installation of the electric telegraph and the use of the 'Edmondson' ticket dating machine, still in use at most stations and so well known to generations of railway travellers.

Railway construction involved colossal engineering feats, admired but all too frequently ignored by local historians. We are indebted to the unknown clerk of the Leeds and Thirsk Railway Company who preserved printed copies of all the company's Specifications for engineering contracts in one volume, including those for building the railway from Leeds to Thirsk and the Bramhope Tunnel, as well as stations, engines, carriages, wagons, cattle trucks, rails and even field gates. Together with other records of the same railway company, they enable us to reconstruct the early engineering scene.

Miscellaneous Books and Records

The very wide interests of railway companies inevitably resulted in the accumulation by them of a wide variety of records which have to be grouped together as "Miscellaneous". Among these is a complete survey of all the houses and cottages owned by the North Eastern Railway in 1862, which gives details of original costs, rents paid, accommodation, number of occupants and where they all slept, state of repair, and other matters. From another record we learn that tickets were issued from the Station Master's kitchen at Garforth, where the waiting room was also used as a bedroom. There are details of liability for moorland fires, site plans for the Royal Crescent at Whitby, and a catalogue for the sale of all items of furniture at the Old Station Hotel at York. Among unusual records preserved by the Stockton and Darlington Railway is a book of turnpike tolls paid at Entercommon Bar, on the border of Durham and Yorkshire, which provided the Company with accurate traffic information in 1838, before the railway between Darlington and York was built. The book records daily details of all carriages, carts, oxen, horses, sheep and asses passing through the turnpike and is neatly and accurately written. There is a daily record, 1857—1895, of the weather at Cold Hiendley Reservoir in South Yorkshire. George Hudson is the central figure in the Report of the Committee of Investigation of the York and North Midland Railway, which gives not only the basic information on which his activities were condemned, but also very interesting details of the costs and receipts of the East Yorkshire branch lines. There are 58 files of details, complaints and letters relating to the level crossings. As far back as 1873 there were complaints of traffic congestion at Malton, which have a very modern ring. The directors of the North Eastern Railway then agreed, in principle, to a road bridge across the railway, but disagreement about sharing the cost prevented action and Malton still waits for its bridge. A unique accident occurred at Goathland in 1864. Trains were then worked on an incline and unfortunately the rope broke, and the carriages crashed down the incline with fatal consequences for two commercial travellers.

A book of circulars includes instructions for the conveyance of Irish reapers, locally known as 'July barbers', who came year after year to cut the hay on the farms in the Plain of York and later in the dales. They were good scythemen used to living rough. A circular, dated 16th July 1860, states that in future Irish reapers will only be conveyed in covered carriages by passenger trains, and at a fare of 1d. per mile. This arrangement was not for the comfort of the Irish reapers but to segregate them from the regular passengers. The instruction reads "Care must be taken that these men when travelling by third class trains are not allowed to travel beside ordinary passengers, but that they travel in the third class carriages specially attached for their accommodation".

Locomotive and Rolling Stock Records

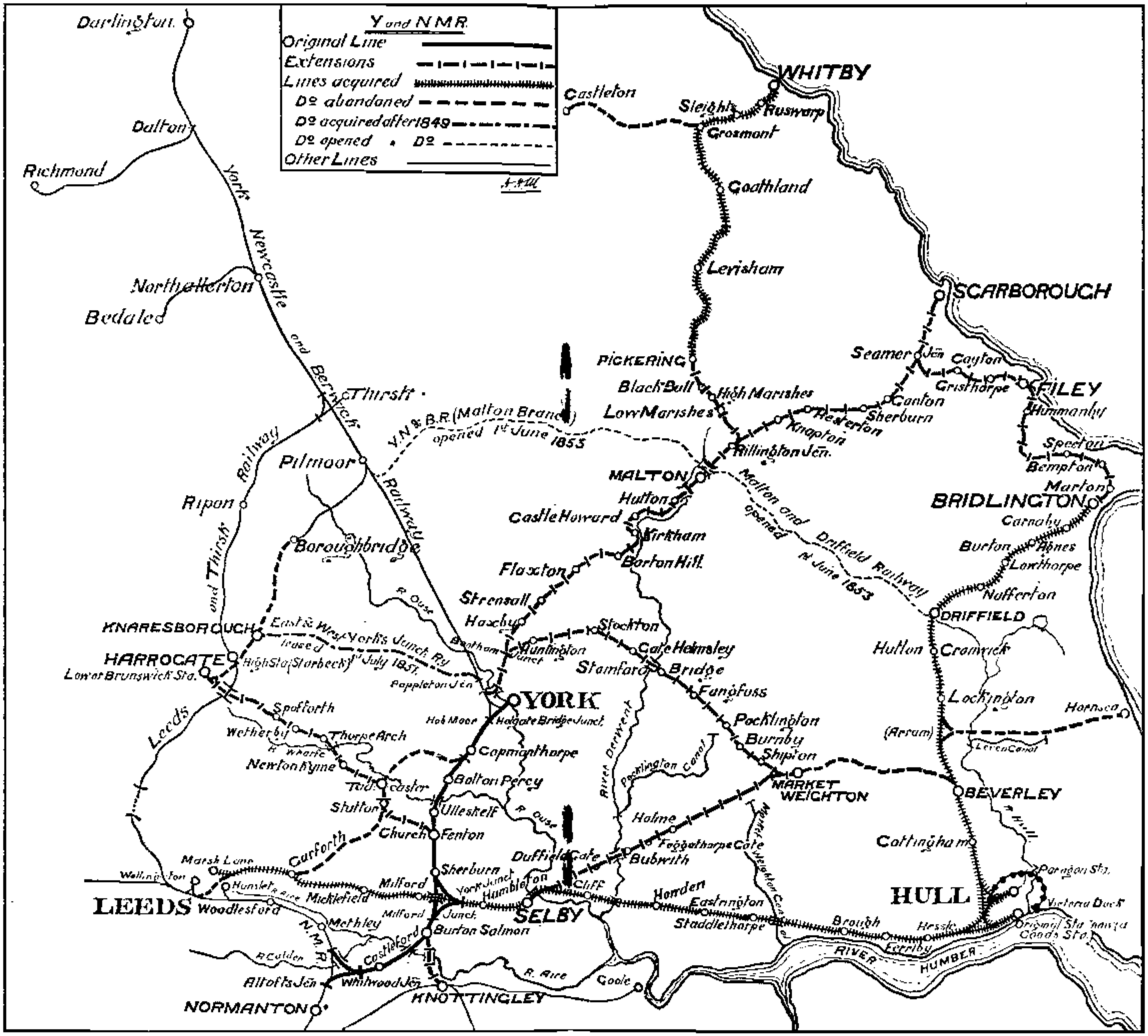
Though the social historian is not primarily concerned with technical developments, the steam locomotive had some special connections with Yorkshire. Among the earliest of the steam locomotive builders were Fenton and Murray of Leeds, and two of their letters to the Stockton and Darlington Railway are of outstanding interest and importance. On 26th October 1825, they wrote recommending "to have the Engine upon one Carriage with four wheels and the Boiler upon another Carriage . . . connected together by a Jointed Steam Pipe . . . this would reduce . . . the weight of the Engine one-half and would be a great saving of the rails . . . 'til this is done we would recommend you to use Horses, at any rate not to make any more Engines above four Tons". The following month they again wrote showing their lack of confidence in the steam locomotive. "It does not suit the present arrangement of our Business to take orders for High Pressure or Locomotive Engines, we have not made any this eight years". Their stolid business acumen was clearly more important than their pioneering instincts!

Railway steam engines have always evoked a sense of mystery akin to magic. The superb collection of locomotive valuation books of the Stockton and Darlington Railway, compiled by John Dixon C.E., and locomotive records of the North Eastern Railway are registers of the 'birth and death' of probably the best loved machines in North East England. Within the same classification are books of carriage and wagon diagrams. The former relate to developments of travel comfort and amenity, and are interesting as examples of mobile domestic architecture. Wagon diagrams are a more specialist interest. Yet the improvement in the carrying capacity of wagons has been closely correlated with the development of national and local prosperity.

Petitions and Memorials

The Victorian age was not without its dissensions, grumbles, and complaints against injustice. The giant railway companies seemed oppressors and tyrants to many ordinary people and the principle mode of securing redress against a grievance was to present a Petition or Memorial to the railway directors or, if necessary, to the House of Commons. These Memorials were signed by as many influential people as possible—in some cases the signatures are in thousands—and they received serious consideration, the minute books recording the directors' decisions.

A special collection of them has survived at York and is of rich historic interest. In 1846 a Petition was presented to George



YORK AND NORTH MIDLAND RAILWAY IN 1849—50.

Reproduced from the Railway Magazine, May 1916.

Hudson for a railway to Kilham; and in 1857 the Goods Clerks at York petitioned against their miserable office accommodation. Inhabitants of Harrogate objected to a coal depot in the centre of the town spoiling the amenities, but when this was removed to Starbeck they objected to the additional cost of cartage. The most frequent requests were for waiting room accommodation. In 1871, a Beverley grievance was the lack of covered accommodation for carriages and of a footbridge for passengers. Not to be outdone, Castleford sought similar provision a year later.

A Memorial from the inhabitants of Scarborough, in 1862, objected to "the entire abolition of the transit of fish on the Sabbath . . . . we believe there are occasions when such a regulation would inflict great hardship and loss on a most industrious class of men such as the Scarborough fishermen". In 1875 another Memorial from the inhabitants of Scarborough was less favourable to the fishermen, for it asked for the removal of the fish depot which was offensive during the summer months. Arthington folk petitioned to erect a footbridge by public subscription on the buttresses of Wharfe Viaduct in 1871, while Hornsea inhabitants sent a Memorial concerning the dangerous condition of the timber viaduct between the terminus and the Bridge Station.

Different in kind was the printed petition from manufacturers and merchants of Leeds, in 1864, who asked for all Goods Stations to be closed at 7-00 p.m. on weekdays and 3-00 p.m. on Saturdays. A workmen's Memorial in 1873, a year of trade depression, reads "we find it almost impossible to get the common necessaries of life" and also asked the Directors of the North Eastern Railway "to build a certain number of cottages suitable for their Workmen so as to disannul the tyranny of our present landlords".

A special form of Memorial was the Round Robin, of which there is one good example. The object of presenting a grievance in round form was to forestall victimisation. A similar purpose lay behind the presentation by railwaymen of a printed Memorial to the North Eastern Railway directors in 1867, prior to the disastrous rail strike in that year.

The petition became less important in the 20th century, but shareholders of the North Eastern Railway presented to the Directors two concerning Sabbath travel in 1906 and 1912. "Having regard to the best interests of the men employed and the general observance of the Day of Rest", they urged the need for the diminution of Sunday traffic and the abandonment of Sunday Excursion trains. The 1906 petition, signed by 1,204 shareholders, was rejected by the directors who replied "that they ran fewer trains in proportion to the trains ordinarily run than any railway in England south of the Tweed".

Letters

As many millions of railway letters were written it is not surprising that some notable correspondence has survived, including that of George Stephenson, I. K. Brunel, Samuel Smiles, Edward and Joseph Pease and Sir Thomas Bouch. Joseph Pease, the first Quaker M.P., was a prolific writer on a wide range of railway problems and his numerous letters, all in his own small neat writing, are excellent examples of the clarity of thought and personal decisions of a very busy Victorian businessman. A fine collection of engineer's letters, giving a clear indication of the problems of building a railway, are those of Sir Thomas Bouch, which concern construction west of Darlington and Barnard Castle and are notable for his difficulties with the Earl of Cleveland, a supporter of main line railways but an opponent of branch lines. Probably the most important group of letters are those of George Hudson after his fall from power. Some of these are barely legible but a typescript is available. In exile in France, where he lived to avoid a debtor's jail, Hudson wrote with a sense of grievance; and his letters concern his debts due to the North Eastern Railway Company, his long protracted lawsuits and attempts at self-justification. Whatever his faults, one reads his letters with sympathy, not for a man wrongly accused, but for one whose sentence was suspended far too long.

Accountants' Records

Accountancy records form a considerable and important part of the York Collection and the journals, cash books and ledgers are a mine of information. Though it is in a canal cash book that a clerk has entered the quotation from Act II, Scene II of Shakespeare's *Timon of Athens*—"Call me before the exactest auditors and set me on the proof", this is fairly applicable to many of the railway account books. Usually well written, accountants' records are a source of joy and delight to the historian's eye in search for accurate details. The early journals do not form any set pattern but often provide interesting facts lacking in the more precise cash books and ledgers. However, for most purposes ledgers are the best sources of information on the purchase of land and shares, mainly because they are entered in alphabetical order or are indexed. Traffic details, including the carrying of coal and other minerals, can frequently be traced through these records which may, in some cases, be the sole remaining ones of long deceased firms. Among the most important of a very large collection of accountancy records are volumes containing statistics of passengers and parcels for individual stations on the former North Eastern Railway from 1844—1940. The secret of the growth of personal mobility in North East England, locked within these, would provide satisfying fare for a modern statistician exercising a computer.

III

Social Studies

The student is, of course, interested in the study of particular subjects rather than a class of records. As transport affects all persons, institutions, customs and commodities the range of subjects on which information is available is very wide, and that which follows on Passenger Stations, Light Railways for rural districts, Labour and Trade Unionism, York's 'Old Station', Sunday Travel, Railway Missionaries and Police has been collected as representative of historical material a student may expect to discover.

Passenger Stations

Church and parson, the squire and the big house, the publican and the village inn were the source and centre of rural activity for centuries. In the second half of the 19th century village activities were aided by station and station master. Important as was the town and city station master he was relatively of less importance than his rural counterpart, for the coming of the railways completely changed country life.

Though many railways and their stations were opened amid scenes of much rejoicing, with bands playing and banners flying, followed by the inevitable lunch—almost invariably called a cold collation—with stereotyped speeches and loyal addresses, the openings of other stations were unnoticed and unrecorded. Where local newspapers have survived, the contemporary descriptions of the high hopes and great expectations of the promoters make very interesting reading. A record of opening dates for most of the 600 stations of the North Eastern Railway Company, and also of stations that have been closed, is being compiled. The latter has been the easier to draw up, for most of the closures have taken place since 1950. Not that there were none before then, for as early as 1855 Thirsk Town station was closed when traffic was diverted to the main line station. Two stations were shut down in World War I through shortages of staff and were never re-opened. However, the usual reason for station closure is traffic decline due to the competition of the private car, omnibus and road haulage.

Little research has been done on the rise and decline of the local railway stations. The closing of branch lines and stations arouses local criticism and indignation which is probably due to a compound of self-interest and sentiment. A study of the correlation of opening dates of lines and passenger bookings is very revealing. Generally the last lines to be opened were the first to be closed, a clear proof that they were marginal ventures. The general pattern of passenger traffic was a steady increase until the end of the 19th century but about the turn of the century it reached its zenith in rural districts served

by branch lines. In urban areas the coming of the tramway, bicycle, and motor omnibus all affected the use of the railway stations. In the rural areas the decline of agriculture and the drift of population to the towns seems to have been the main cause of decline.

The dates of opening and closing, or abandonment, of a station or branch line give the essential preliminary information necessary for assessing the part played by the railway in local affairs. By dating the active life of a station, knowledge can be gained, from newspapers and other local sources, of the outstanding purposes for which the station was used together with the details of associated personalities. The British Railways Board records contain passenger bookings for most East Yorkshire stations until 1940. Further research often yields details of the number and size of waiting rooms, sidings, number of staff. No complete list of station masters exists, but the minute books and staff magazines since 1911 provide information of those local railway officials who contributed in so many different ways to the changing pattern of the local community.

Light Railways

The Light Railways Act of 1896 provided for a simplified legal procedure and less expensive standard of railway construction. The purpose of the Act was to furnish rural districts, where traffic was light, with improved transport, and a number of light railways, mostly privately owned, gave good service in Yorkshire until supplanted by road motor transport.

In Nidderdale, the North Eastern Railway ended at Pateley Bridge. As Bradford Corporation required transport for the building of Gouthwaite, Scar House and Angram reservoirs at the head of the valley and in the very heart of the Pennines, they operated the Nidd Valley Light Railway. This was opened in 1907, closed in 1936 and dismantled in 1937—1938. The Derwent Valley Light Railway is still open for freight traffic though its passenger services ceased in 1926, after running for 13 years. Railway construction and maintenance was costly and could not be justified without sufficient traffic. In Yorkshire, the Sand Hutton Light Railway was built to narrow gauge on the estate of Sir Robert Walker, but was finally closed in 1932 when road transport provided an efficient way of supplying the adjacent countryside.

The directors of the North Eastern Railway were early aware that the transport needs of the countryside might be met by railways of light construction. In 1897 an attempt was made to persuade them to build such a railway between Bridlington, Beeford and South Frodingham; but after careful consideration it was decided that the venture would be unremunerative, and as an alternative they decided to experiment with an omnibus service which began in 1903. On 11th August 1904, the North Eastern Railway commenced

to run a motor omnibus service between Ripon Station and Studley Royal Park, primarily for the benefit of visitors to Fountains Abbey. Not only did they extend their interests in road passenger transport as a less costly alternative to a railway or light railway, but they also started services of steam motor lorries for the collection and delivery of heavy freight traffic in agricultural districts, the first of these being between Tollerton and Brandsby in 1904.

Early in the 20th century it was realised that the light passenger traffic in country districts required a light and cheap form of motive power. The North Eastern Railway developed steam auto cars and petrol cars, but for a variety of reasons these had limited uses and were only partially successful. They could cater for the regular light traffic in rural areas but could not provide for the occasional heavy market and fair traffics.

Labour and Trade Unionism

Labour troubles and the development of trade unionism came very early in the North East but have received scant attention. The York, Newcastle and Berwick Railway minutes show that company in conflict with its locomotive drivers as early as 1849; and 1867 witnessed the first serious labour dispute. Against the background of a banking crisis and a trade depression the drivers and firemen lost confidence in the directors of the North Eastern Railway for failure to honour an understanding. More than 1,050 went on strike, of whom no more than 25 were re-employed. In York, of 100 strikers only four were taken back and they were compelled to renounce trade union membership. The minute books give details of the company's attitude and of the shareholders' subscriptions rewarding those who remained loyal. Rewards of £20, £10 and £5 were awarded to foremen, drivers and firemen who remained at their posts, while no arrears of wages were paid to the strikers. The humble petition of the engine drivers and firemen asking to resume work after the strike states "We will repent what we have done and promise the act will never be repeated . . . We cast ourselves entirely upon your mercy". With the failure of the strike the Engine Drivers' and Firemen's United Society ceased to function after May, 1867.

Railway trainmen had no guaranteed day: they might work fifteen hours on one day and only five hours the next. This was the basis of the ten hour day. No doubt this was very detrimental to the men's social life, and the overwork and fatigue harmful to public safety. Payment for a guaranteed day, overtime, and Sunday payments were not made until Lord James of Hereford made his arbitration award in 1897, which remains an important historical document in railway labour relations. Lord James refused to accept any reward for his outstanding report and services as umpire and, in gratitude, the North Eastern Railway Directors presented him with a Gold Pass permitting him to travel free anywhere on their system.

Valuable evidence of the working conditions of railwaymen in North East England was given and recorded by the Select Committee (Hours of Labour) 1892. The evidence includes statements of engine drivers, guards and signalmen as to their hours of work, rostered duties, fatal accidents, and history of the "Hours Movement". Details of the result of the strike ballot of 1890 are also included in the report.

Though valuable gains were made as a result of Lord James' award many staff were not included and further conciliation and arbitration took place in 1909, the documentation of which is invaluable to the social historian.

Work was a very serious affair to the Victorians and workshop regulations were severe. A list of rules for workmen at Darlington, dated January 1854, was drawn up "to promote the comfort and respectability of the workmen as well as the good order of the establishment". There was a 60 hour week from 6-00 a.m. to 6-00 p.m. each weekday; no overtime paid unless authorised. All work to be paid for. No foot ales or benchpints were allowable, fines of 2s 6d. were imposed for smoking, and workmen were cautioned against the use of profane or improper language so degrading to themselves and so offensive to others.

York Old Station

There are many records relating to the building and operation of the first station at York, which was jointly owned by the York and North Midland and the Great North of England Railway Companies. Opened in 1841 as a terminal station, it was inadequate to cope with the rapidly increasing traffic within ten years, and in 1877 it was replaced by the present York station, then described by a shareholder as a "splendid monument of extravagance". Alterations and extensions have since been made. The original station had two platforms, one for arriving and the other for departing trains. At the head of the arrival platform were the Refreshment Rooms, now used as the small exhibits section of the Railway Museum. There were no dining facilities on the trains, and at a time when trains were unheated the weary traveller must have been glad of the York arrival if only for warmth and food. Records show that the traveller paid, in 1850, 1s. 6d. for breakfast, luncheon or tea in the second class refreshment room or 6d. more if in the first class room. A cup of tea or coffee cost 6d. or 8d. according to the class preferred. In terms of modern money the cheapest meals cost 15s. 0d. and humble cup of tea the equivalent of 5s. 0d.

The Royal Station Hotel, now used as offices, was built at the terminal end of the old station in 1853. The hotel and innkeepers of York were bitterly opposed to this being built and unsuccessfully memorialised the directors. Mr. Holiday, the successful manager of the Refreshment Rooms, became the tenant of the new hotel. The Great Northern Railway Guide for 1857

stated that the Royal Station Hotel at York was the best Railway Hotel out of London. (Mr. Holiday) "is the man for the position, the hotel in all respects well managed . . . the fittings most perfect, the wines and provisions first-rate". When Mr. Holiday took over the tenancy of the new hotel in 1853 the charges were fixed by the directors. They are sufficiently interesting to append as they appear in the minute book.

Breakfast, (plain)	1s. 6d.	....	....	with meat	2s. 0d.
Luncheon	....	....	....	....	2s. 0d.
Dinner, private rooms	3s. 0d.	....	....	coffee room	2s. 6d.
Tea, plain	....	1s. 6d.	....	.... with meat	2s. 0d.

A single cup of tea or coffee 6d., with bread and butter 6d. more.

Supper	. .	....	....	....	2s. 0d.
Beds	....	....	....	from 1s. 6d. to	2s. 6d.
Sitting Room	....	2s. 6d.	Wax lights and fire to be charged.		

Attendance charged as follows:

Chambermaid 6d., Boots 6d., Waiter from 6d. to 1s. 0d. per day.

No charge to be made for waiters in the Coffee Room.

Where a visitor takes a bed in the Hotel and his meals in the Coffee Room not more than a shilling a day to be added for servants.

Accommodation was relatively cheaper and food correspondingly dearer than nowadays.

A surviving report shows that the staff at York station in 1843, including the station master, was 21, among them being two policemen, a pointsman (signalman) and a gatekeeper. The station master's uniform cost £3 13s. 0d. and his hat 14s. 0d. (i.e in terms of modern money, about £35 for his suit and £7 for his hat). By 1850 traffic had increased and with it the number of staff to 66 These included a signalman as well as a pointsman, while of the three policemen one wore plain clothes. The station master, whose weekly salary had increased from 28s. 0d. in 1843 to 46s. 2d. in 1850, had an assistant station master at the latter date. Though the number of porters had increased, their weekly wages were stationary at 17s. 0d. per week.

Sunday Travel

On many occasions there were outcries against the railway companies for the desecration of the Sabbath. The *Railway Times* was outspoken on the subject. In the issue of 23rd March, 1839 it suggested that there was not only a great neglect of the spiritual wants of the labourers on most railways in course of construction on this side of the Tweed, but an habitual desecration of the Sabbath by the prosecution of work on that day for which there was neither necessity nor apology. It also suggested that many clergymen should be appointed to care for the spiritual wants of the labourers. There was always very strong opposition among the shareholders of the North Eastern Railway to Sunday travel, and this lasted until

the outbreak of World War I. The ethics of Sunday trains were debated at York shortly after the opening of the York and North Midland Railway as was reported in the *Railway Times*, 13th July, 1839. A majority of shareholders present were in favour of running the carriages though not during the hours of Divine service, nor were their servants to be debarred from the opportunity of attending religious services. Generally, exception was made in the case of mail trains and other trains considered essential, though this did not satisfy the strict sabbatarians. The Tees Valley Railway, incorporated in 1865, would have nothing to do with Sunday trains. At that time no Sunday newspapers or mail had been delivered in the dale, and the company had no intention of providing facilities for altering such a state of affairs.

Missionaries

The railway labourers were certainly a hard working, rough living and strong drinking set. They had a rough code of life with a strong sense of common loyalty. They were the terror of many a neighbourhood in Yorkshire. When the Malton and Driffield Railway was being built the Company employed a missionary, as did the Leeds and Thirsk Railway during the construction of Bramhope Tunnel. The Malton and Driffield Company paid their missionary £39 6s. 8d. for the half-year 6th January, 1849, but alas, his efforts were not too successful in taming the wild labourers.

The suggestion for the appointment of a lay missionary by the Malton and Driffield Railway was made by Viscount Morpeth, then in residence at Castle Howard, and the directors guaranteed the wages of one, stating that they felt a responsibility for satisfying the spiritual needs of the labourers and helping them to lead a settled life. About 200 workmen were employed at Burdale Tunnel where there were temporary lodging houses, beer shops and provision stores. In 1848, as a result of the financial aftermath of the Railway Mania, the work in Burdale Tunnel was stopped. The *Yorkshire Gazette* of 6th January, 1849 tells us that the discharged navvies and labourers "let loose upon the world commenced killing game and whatever came their way". In an affray caused by fifty workmen, serious damage was prevented by a navvy called Spigo who had appreciated a farmer's former kindnesses to men working on the railway.

In the Report Book of the Leeds and Thirsk Railway there is a fine description of the efforts of the missionary to convert the hard swearing, drinking and gambling workmen, at Bramhope Tunnel, to a Christian way of life. He distributed tracts and bibles, organized regular religious services and cottage meetings and regularly visited the men at work. He advocated stopping the sale of beer at the huts and hoped that settled work instead of migratory employment would save their souls and improve their lives.

Police and Education

The Leeds and Thirsk Railway also employed a Police Inspector whose reports concerning workmen building the Bramhope Tunnel and the Wharfedale Viaduct etc., give us an insight into the lives of a remarkable class of navvies and labourers who toiled prodigiously to leave us magnificent engineering works and then, as a class, vanished. James Midgley, the Police Inspector, in a report concerning workmen in and out of work, informs us that there were 2,300 men employed at the Bramhope Tunnel. The masons, mostly local men, were quiet and well behaved, but difficulties occurred with those who lived in the rather overcrowded huts. Midgley records that he was satisfied that stolen geese were not taken by railway workmen "as he was in their dwellings almost every day . . . see the articles they consume, their manner of cooking and the way they live generally".

Midgley made his reports to Samuel Smiles, then secretary of the Leeds and Thirsk Railway, but better known as the writer of *Self Help*. On 22nd February 1847, he reported on the schooling of the children of the workmen employed building the Bramhope Tunnel. He visited every home and lists the cottages in order with the name of each occupant and the number of children who would attend in the event of a school being built over the head of Bramhope Tunnel. There were 93 temporary cottages, each housing from 2 to 20 persons. Among them were 221 children, and of these the parents of 115 were willing to pay for any education. The village school at Bramhope had places for fifty children but only ten vacancies. Midgley thought the school might be extended to hold another forty for the expenditure of £20 (a Director of Education would be happy to be able to do this nowadays) though he thought that the village school was too far away for some of the younger children.

Social dislocation caused by abnormal or rapid railway development was frequently a source of concern to the more sensitive railway directors and shareholders. At the Tyne Dock area, which grew very rapidly, there was no school and the children were running wild. A printed appeal was made by the North Eastern Railway Company to the generosity of their shareholders for money for a school, for the directors took the view that education was a charitable matter and that capital for providing railways could not be legitimately used for building a school. The response to the appeal was generous and the responsibilities of the company were widened to include the control of Tyne Dock school.

The main duties of the police were, of course, the maintenance of order and the prosecution of wrongdoers. Victorian non-compartment railway carriages were happy hunting grounds for card sharpers, particularly on race days, and railway police would go along the trains warning passengers that card sharpers had been seen. The protection of influential people and the safeguarding of railway property were their principal duties, particularly in towns,

cities and dock areas, but police were also needed in rural and even remote areas. In 1858, the Chief Constable of Westmorland insisted on a policeman being provided at Kirkby Stephen. This solitary railway policeman, too remote from the command of the North Eastern railway police, obeyed the command of the Chief Constable of Westmorland and the records show details of his salary, uniform cost, boot allowance and other items paid for by the North Eastern Railway Company.

IV

Conclusion

The total omission of, or scanty reference to, many important subjects, particularly to engineering matters, may seem surprising. The importance of the steam locomotive is acknowledged, but this has been almost ignored because it has already so many courtiers and information is so readily available from other sources. There is less justification for ignoring interest in carriages and wagons, particularly the former, for these were once characteristically local and their distinctive liveries and designs were familiar objects of the daily travel scene. Little has been mentioned too of the great civil engineering feats in building the railways. Only the earthworm has moved more soil than the railway engineers, but space has forbidden consideration of the changes imposed on the country scene by great earthworks, tunnels and bridges.

Though illustrative references in this booklet are mainly confined to the documents concerning Yorkshire in the Historical Records Office at York, the transport story relating to Durham and Northumberland is even more interesting since those counties were the cradle of railways. The London and Edinburgh repositories are equally rich in transport records of local historical importance.

The object of this booklet has been to tempt the local historian himself to explore the rich lode of railway records. In them he will discover many aspects of the great efforts of the Victorians and their contribution to the widespread changes in human destiny.

APPENDIX I

RAILWAYS OF YORKSHIRE

CLASSES OF RAILWAY COMPANIES' RECORDS IN THE CUSTODY OF THE BRITISH RAILWAYS BOARD HISTORICAL RECORDS AT YORK

CLASSIFICATION

I	Minutes and Reports
II	Stock and Share Registers
III	Deeds, Agreements, Contracts, Specifications, Estimates and Plans.
IV	Miscellaneous Books and Records
V	Locomotive and Rolling Stock Records
VI	Reports on Bills Deposited in Parliament
VII	Petitions and Memorials to Directors
VIII	Correspondence and Relevant Papers
IX	Secretarial Papers
XV	Staff Papers
XIX	Publications
XXIII	Accountants' Records

NOTE.—Classes X—XIV, XVI—XVIII, XX—XXII do not relate to records at York.

APPENDIX II

LIST OF RECORDS OF YORKSHIRE RAILWAY COMPANIES IN THE YORK COLLECTION

Railway Company	Period of Independent Existence	Records held	By what Company absorbed
Bedale and Leyburn	1853–1859	(I)2, (II)1, (III)2, (IV)5	North Eastern
Brackenhill Light	1901–1922	(I)2, (IV)6	London & North Eastern
Cawood, Wistow and Selby	1896–1900	(I)1	North Eastern
Cleveland	1858–1865	(I)2, (II)1, (IV)3	North Eastern
East & West Yorkshire Junction	1846–1852	(I)3, (IV)7	York & North Midland
Great North of England	1836–1850	(I)18, (II)7, (III)2, (IV)33, (V)1, (VII)1, (XXIII)4	Newcastle & Darlington Junction (Change of name to York & Newcastle, later York, Newcastle & Berwick)
Hawes & Melmerby	1865–1870	(I)3, (II)1, (IV)5	Dissolved
Hull & Barnsley Junction	1845	(I)2, (IV)1	Dissolved
Hull & Barnsley	1880–1922	(I)43, (II)2, (IV)10, (V)1, (XXIII)42	North Eastern
Hull & Holderness	1853–1862	(I)4, (III)6, (IV)12	North Eastern
Hull & Hornsea	1862–1866	(I)1, (II)1, (III)1, (IV)6	North Eastern
Hull and Selby	1836–1872	(I)16, (II)2, (III)1, (IV)9	North Eastern
Leeds & Selby	1830–1844	(I)3, (11)1, (III)1, (IV)8	York & North Midland
Leeds & Thirsk Leeds Northern	1845–1849 1849–1854	(I)15, (II)4, (III)5, (IV)33, (V)1, (VII)1, (VIII)8, (XXIII)5	North Eastern
Leeds, Castleford and Pontefract Junction	1873–1876	(I)2, (II)1, (IV)4	North Eastern
London & North Eastern	1923–1947	(I)5 (*Mainly kept in London*)	British Transport Commission

APPENDIX II

(continued)

LIST OF RECORDS OF YORKSHIRE RAILWAY COMPANIES IN THE YORK COLLECTION

Railway Company	Period of Independent Existence	Records held	By what Company absorbed
Malton & Driffield Junction	1846–1854	(I)2, (II)1, (IV)2, (VIII)1	North Eastern
Middlesbrough & Guisborough	1852–1858	(I)4, (II)2, (IV)11, (VII)1, (VIII)1	Stockton & Darlington
Middlesbrough & Redcar	1845–1858	(I)3, (III)3, (IV)8	Stockton & Darlington
North Eastern	1854–1922	(I)385, (II)11, (III)98, (IV)289, (V)65, (VII)93, (VIII)54, (XV)16, (XIX)7, (XXIII)141	London & North Eastern
North Yorkshire & Cleveland	1854–1858	(I)4, (IV)4	North Eastern
Otley and Ilkley Joint	1861–1947	(I)13, (IV)9	British Transport Commission
Scarborough & Whitby	1871–1898	(I)11, (II)2, (III)1, (IV)4	North Eastern
Scarborough, Bridlington & West Riding Junction	1885–1914	(I)5, (IV)5	North Eastern
Tees Valley	1865–1882	(I)11, (IV)6	North Eastern
Whitby & Pickering	1833–1845	(I)3, (IV)1	York & North Midland
Whitby, Redcar, Middlesbrough Union	1866–1889	(I)4, (II)2, (IV)14	North Eastern
York & Carlisle	1845	(I)2	Did not obtain Act of Parliament
York & North Midland	1836–1854	(I)15, (III)4, (IV)45, (VII)1, (XIII)2, (XXIII)21	North Eastern
York, Newcastle & Berwick	1847–1854	(I)25, (II)5, (III)25, (IV)30, (VII)8, (VIII)8 (XXIII)47	North Eastern

APPENDIX III

—

LIST OF THE MISCELLANEOUS CLASS OF RECORDS IN THE YORK COLLECTION

Acts—Railways and Canals

Bye-laws—Railways and Canals

General Information

Historical Records, Papers, Notices, Forms and Circulars

Labour and Staff Matters

Law Cases and Arbitration

Library

Maps, Plans and Surveys

Ministry of Transport, Accident Reports, Light Railway Orders, Statistics, etc.

Miscellaneous Returns and Statistics

Periodicals

Prospectuses

Parliamentary Bills and Minutes of Evidence

Railway Rates Tribunal

Half Yearly Reports of Railway and Canal Companies

Royal Commission Reports

Railway Clearing House Records

Rules and Regulations—Railway Companies

Select Committees—Reports and Evidence

Subscription Contracts

Railway Stock and Share Certificates

Special Collections

Shareholders' Guides and Manuals

Time Tables

APPENDIX IV

—

LIST OF YORKSHIRE RAILWAYS PROPOSED, IN 1845, DURING THE RAILWAY MANIA

1. Axholme, Gainsborough, Goole, and York and North Midland Junction.
2. Boston, Newark, and Sheffield and Nottingham and Grantham Junction
3. Direct Lincoln and Hull
4. Direct Manchester, Leeds and York.
5. Direct Northern.
6. Direct Northern—London to York.
7. East Lancashire & Airedale Extension, from Colne to Addingham.
8. East and West Yorkshire Junction.
9. Goole, Doncaster and Sheffield.
10. Great Grimsby and Sheffield Junction—Humber Ferries
11. „ „ „ „ Extension 1
12. „ „ „ „ Extension 2
13. „ „ „ „ Extension 3
14. Great Grimsby, Sheffield, Potteries and Grand Junction Railway.
15. Great North of England—Boroughbridge branch.
16. Great North of England—Bedale Branch.
17. Huddersfield and East and West Coasts Direct.
18. Huddersfield and Liverpool Direct.
19. Huddersfield and Manchester
20. Huddersfield and Manchester—Cooper Bridge branch.
21. Huddersfield and Manchester—Oldham branch.
22. Huddersfield and Manchester—Bradford branch.
23. Huddersfield and Manchester—Huddersfield diversion.
24. Huddersfield and Sheffield Junction.
25. Huddersfield and Sheffield—Darfield branch.
26. Hull and Lincoln Direct.
27. Hull and Barnsley Junction (No. 1).
28. Hull and Barnsley Junction (No. 2).
29. Hull and Holyhead Direct.
30. Keighley, Halifax and Huddersfield.
31. Lancashire and North Yorkshire.
32. Leeds, Wakefield and Midland Junction.
33. Leeds, Midland and Lincolnshire Junction.
34. Leeds, Fleetwood and Liverpool.
35. Leeds and Carlisle.
36. Leeds and York.

Appendix IV—*continued*

37. Leeds and Bradford—alteration of levels at Bingley.
38. Leeds and Liverpool Direct.
39. Leeds and Bradford (junction at Bradford).
40. Leeds and Bradford—Guiseley branch.
41. Leeds and Thirsk—Wharfedale Branch.
42. Leeds and Thirsk—Nidderdale Branch.
43. Leeds and Thirsk—North Eastern Extension.
44. Leeds and Newcastle.
45. Leeds, Dewsbury—Manchester.
46. Leeds and Dewsbury—Wakefield Extension.
47. Leeds Central Station.
48. Manchester and Leeds.
49. Manchester & Leeds—Horbury Bridge and Whitley Branch.
50. Manchester & Leeds—Horbury & Crigglestone Branch.
51. Midland, Barnsley, Sheffield, Dewsbury, Leeds and Bradford.
52. Midland and Thirsk Junction.
53. Newcastle & Leeds Direct and Malton and Driffield Junction.
54. Newcastle and Berwick—branches.
55. Newcastle and Darlington Junction.
56. North & East Riding Junction.
57. North & South Junction—Halifax to Keighley.
58. Pontefract, Doncaster, Worksop and Mansfield Junction.
59. Sheffield, Ashton-under-Lyne and Manchester—Barnsley Branch.
60. Sheffield, Buxton, Leek, Potteries and Crewe.
61. Sheffield and Manchester—Whitley Bridge branch.
62. Sheffield and Manchester—Dukinfield, Chapeltown, Glossop and Worsborough Branch.
63. Sheffield, Bakewell and West Midland.
64. Sheffield, Wortley, Silkstone and Wakefield.
65. Sheffield and Lincolnshire Junction Extension.
66. South Yorkshire Coal.
67. Shipley, Otley and Wharfedale.
68. Stockton, Northallerton and Leeds.
69. Wakefield and Leeds—London and York.
70. West Riding Union.
71. York and Carlisle.
72. York and North Midland—Leeds Extension.
73. York and North Midland—East Riding Branches.
74. York and North Midland—Whitby and Pickering Extension.
75. York and Lancaster.
76. York and Glasgow.

These are railways, wholly or partially within Yorkshire, which it was proposed to build in 1845 and for which Bills were deposited during that year.

APPENDIX V

LIST OF DOCKS AND WATERWAYS RECORDS IN THE YORK COLLECTION

Company	Period of Independent Existence	Records held	By what Company absorbed
Aire & Calder Navigation	1699–1947	(I)61, (II)24, (III)45, (IV)187, (VII)1, (VIII)1	British Transport Commission
Barnsley Canal	1793–1875	(I)3, (III)4, (IV)31	Aire & Calder Navigation
Calder & Hebble Navigation	1758–1947 (Leased to Aire & Calder Navigation for 21 years from 1st February, 1865)	(I)15, (IV)22	British Transport Commission
Hull Dock Company	1774–1893	(I)3, (II)1, (III)4, (IV)10, (VIII)3	North Eastern Railway
Pocklington Canal	1815–1847	(I)3, (II)2, (III)1, (IV)6, (VIII)2	York & North Midland Railway
River Derwent Navigation	1701–1846	(III)2, (IV)19, (VIII)7, (XXIII)80	York & North Midland Railway
Market Weighton Navigation & Drainage		Included in North Eastern Railway	The North Eastern Railway had an interest in the Navigation only
River Ure Navigation	1767–1845	Included in North Eastern Railway	Leeds Northern Railway later North Eastern Railway (1854)

The railway, canal and other transport undertakings' records, in the care of British Transport Historical Records, are available for research at the three repositories of the British Railways Board.

Records relating to Scotland are located at Edinburgh, those for N. E. England at York and the remainder at the main office in London. Applications for research permission should be made to:—

THE ARCHIVIST, BRITISH RAILWAYS BOARD, 66, PORCHESTER ROAD, LONDON, W.2.

THE KEEPER OF RECORDS, BRITISH RAILWAYS BOARD, RAILWAY H.Q. OFFICES, YORK.

THE CUSTODIAN OF RECORDS, BRITISH RAILWAYS BOARD, 23, WATERLOO PLACE, EDINBURGH.

BIBLIOGRAPHY

The library at York contains more than 1,000 volumes, some of them rare, including pamphlets of early railways and canals. There are books on railway history and biography, railway law and finance, locomotives and signalling, as well as directories and topographical books. Railway companies had very wide interests and the library has inherited books on architectural and engineering subjects of which Leoni's *Palladeo*, 1715, and Humber's treatises *Bridges* and *Engineering* are among the more important.

Among indispensable railway histories for the Yorkshire historian are:—

The North Eastern Railway: Its Rise and Development—W. W. Tomlinson, 1914.

The Railways of Great Britain and Ireland—Francis Whishaw, 1840.

Early British Railway 1801—1844—H. G. Lewin, 1925.

The Railway Mania and Its Aftermath 1845-1852—H. G. Lewin 1936.

In addition to, and perhaps more useful than the library, are the periodicals. Of those no longer published the more important in the York Collection are:—

Railway Times, ESTABLISHED 1839, CEASED 1914.

Published weekly, *Railway Times* is rich in information of long forgotten railways as well as of the great and famous. It contains details of all important railway developments and activities and students will find it an unrivalled source for weekly traffic returns and share prices from 1839.

Railway News, ESTABLISHED 1864, CEASED 1918.

This publication is similar and complementary to the *Railway Times*. The historian will notice that, whereas the *Railway Times* is richer in information in earlier years, the *Railway News* later becomes the better source.

Bradshaw's Shareholders' Guide and Manual, ESTABLISHED 1847, CEASED 1923.

Though not as well known as Bradshaw's time tables the yearly annuals are indispensable source references. They contain histories of the railway and canal companies with details of share prices, dividends and fluctuations of the bank rate, etc. Details of railway legislation, dates of openings of railway lines, lists of officials and directors of railway companies are a few of the important items they enumerate.

Among other defunct technical periodicals in the Collection are *The Railway Engineer*, *Cassier's Magazine*, *Feilden's Magazine* and *The Tramway and Railway World*. The latter is finely illustrated and provides exceptionally good sources of information for the much lamented tramway.

PERIODICALS IN THE YORK COLLECTION STILL PUBLISHED

Illustrated London News, ESTABLISHED 1842.

This periodical is historically valuable particularly for the descriptions and engravings of railway events before photography became available. It provides a mirror of the social outlook of the railway age. From 1842-1870 there is a table of weekly prices for grain, wheat, wool, tea, coffee and colonial produce as well as the price of the 4 lb. wheaten loaf in a table entitled "The Markets".

The Engineer, ESTABLISHED 1856.

Engineering items, inventions and patents during the period when Britain became the workshop of the world are described and illustrated in the weekly pages of *The Engineer*. It also includes details of the state of trade with weekly price lists of iron, steel, copper, lead, tin and railway materials as well as timbers of varying kinds and origins. Coal and oil prices are quoted from 1868.

Engineering, ESTABLISHED 1866.

This weekly periodical contains similar information to *The Engineer*. Both are invaluable to students interested in technical developments and the history of the industry.

The Railway Magazine, ESTABLISHED 1897.

Unrivalled for the railway enthusiast the *Railway Magazine* is also indispensable to the student of railway history. It contains a wealth of descriptive articles, profusely illustrated, of which the historical articles are outstanding.

The Railway Gazette, ESTABLISHED 1835.

(*Incorporates The Railway Engineer, Transport, The Railway Official Gazette, Railways Illustrated, The Railway News, The Railway Times, Herapath's Journal* (Estab. 1835), *The Railway Record*).

This contemporary weekly still provides detailed coverage of railway operation and social changes associated with the developments of railway communication.

Modern Transport, ESTABLISHED 1919.

This weekly publishes similar railway information to the *Railway Gazette* as well as material concerning air, shipping, road transport and inland waterways.

The Journal of Transport History, ESTABLISHED 1953.

Published twice yearly by the University of Leicester, this journal is invaluable to the historian interested in railways and canals. It has published valuable transport source references as well as authoritative articles based on original research.

Staff Magazines are the best sources for information concerning staff announcements. *The North Eastern Railway Magazine* which commenced in 1911, is particularly interesting for station activities.

The proceedings of *The Institutions of Civil Engineers and of Mechanical Engineers*, founded in 1837 and 1847, are not only rich in information concerning railway achievements. They are also informative on railway subjects as a glance at their excellent indexes reveals.

PUBLICATIONS

THE DE-LA POLE FAMILY OF KINGSTON-UPON-HULL by A. S. HARVEY .... out of print

EAST YORKSHIRE SERIES

No. 1. MASONS' MARKS by F. W. BROOKS .... 1s. 0d.

No. 2. THE OLD POOR LAW IN EAST YORKSHIRE by N. MITCHELSON .... 1s. 6d.

No. 3. THE BEGINNINGS OF THE EAST YORKSHIRE RAILWAYS by K. A. MACMAHON out of print

No. 4. YORKSHIRE AND THE STAR CHAMBER by F. W. BROOKS .... out of print

No. 5. THE AGRICULTURAL REVOLUTION IN THE EAST RIDING OF YORKSHIRE by OLGA WILKINSON .... out of print

No. 6. THE BATTLE OF STAMFORD BRIDGE by F. W. BROOKS .... 2s. 6d.

No. 7. CHARLOTTE BRONTE ON THE EAST YORKSHIRE COAST by F. R. PEARSON 2s. 6d.

No. 8. THE DRAINING OF THE HULL VALLEY by JUNE A. SHEPPARD .... 2s. 6d.

No. 9. THE OPEN FIELDS OF EAST YORKSHIRE by ALAN HARRIS .... 3s. 0d.

No. 10. PRIMARY EDUCATION IN EAST YORKSHIRE 1560-1902 by J. LAWSON .... 3s. 0d.

No. 11. POST REFORMATION CATHOLICISM IN EAST YORKSHIRE 1558-1790 by DOM HUGH AVELING .... 5s. 0d.

No. 12. THE ROMANS IN EAST YORKSHIRE by A. F. NORMAN .... 4s. 0d.

No. 13. PARISH REGISTERS AND ILLITERACY IN EAST YORKSHIRE by W. P. BAKER 4s. 0d.

No. 14. THE ENDOWED GRAMMAR SCHOOLS OF EAST YORKSHIRE by J. LAWSON 4s. 0d.

No. 15. THE VIKING CENTURY IN EAST YORKSHIRE by A. L. BINNS .... 5s. 0d.

Copies of these publications may be obtained from the office of the Society.

Postage in each case is 4d.

THE EAST YORKSHIRE LOCAL HISTORY SOCIETY exists to promote and encourage the study of local history in East Yorkshire. Membership is open to all who are interested and the subscription is 10s. 6d. due on April 1st each year.

This pamphlet is the sixteenth in the East Yorkshire Local History Series, which is issued free of charge to members.

For further information please write to the Secretary, East Yorkshire Local History Society, 2, St. Martin's Lane, Micklegate, York.

J. T. STOKELD & SONS LTD., PRINTERS, 18 FOUNTAIIN STREET, GUISBOROUGH, YORKSHIRE