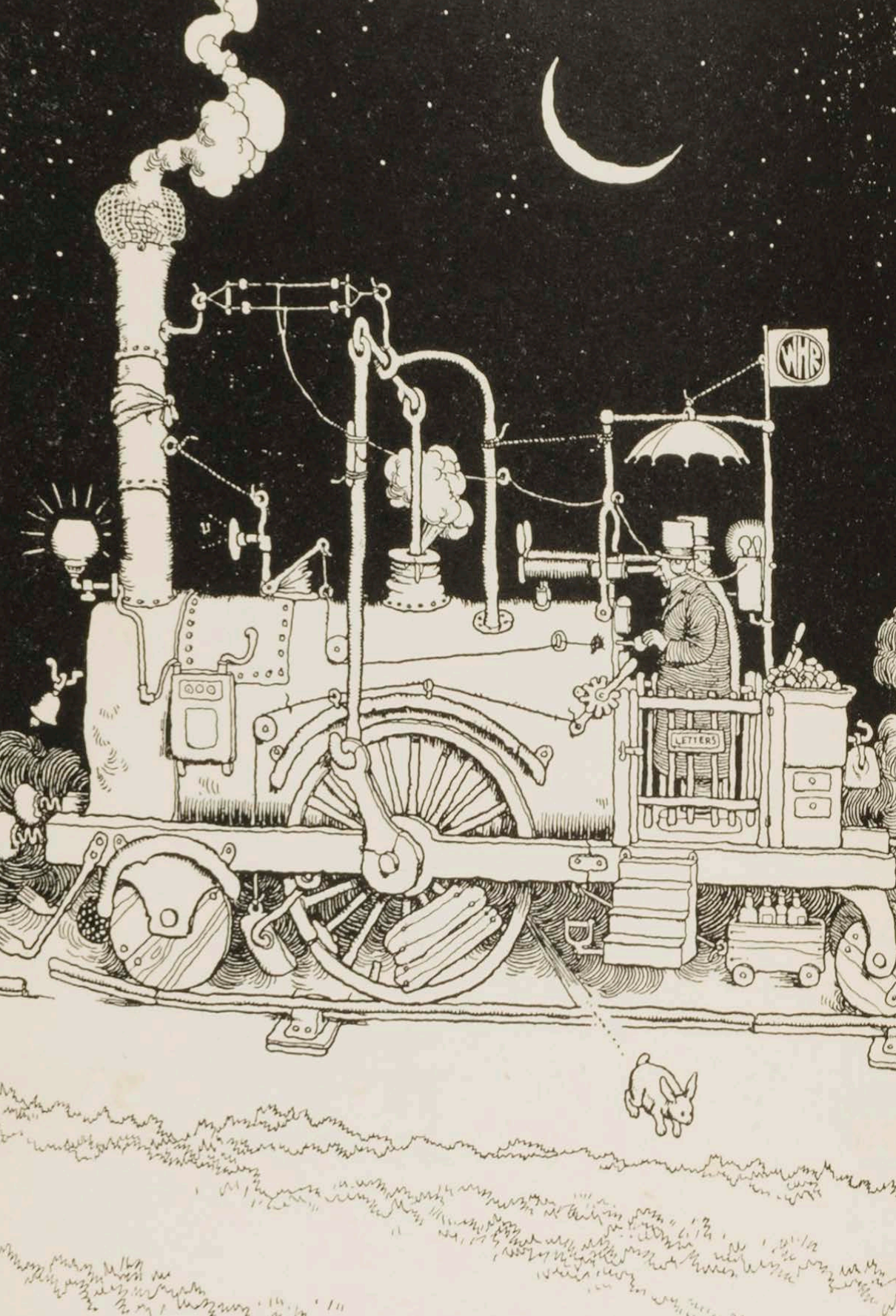



# THE RAILWAY CATALOGUE

Jarndyce







# The Railway Catalogue

Celebrating 200 years  
of Railways, 1825-2025

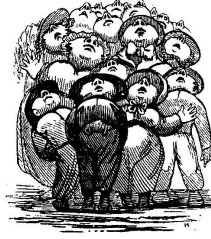
Jarndyce

---

# Jarndyce

Antiquarian Booksellers

46, Great Russell Street  
(opp. British Museum)  
Bloomsbury,  
London WC1B 3PA



Telephone: 020 7631 4220  
Email: [books@jarndyce.co.uk](mailto:books@jarndyce.co.uk)  
[www.jarndyce.co.uk](http://www.jarndyce.co.uk)  
VAT.No.: GB 524 0890 57

---

CATALOGUE CCLXXVIII

AUTUMN 2025

## THE RAILWAY CATALOGUE

Catalogue: Joshua Clayton

Production: Carol Murphy & Ed Nassau Lake

All items are London-published and in at least good condition, unless otherwise stated.  
Prices are nett. Items marked with a dagger (†) incur VAT (20%) to customers in the  
UK. A charge for postage and insurance will be added to the invoice total.  
We accept payment by sterling cheque, credit card or bank transfer.

This catalogue is dedicated to the memory of

John Hambly, 2 July 1948 - 9 July 2025,

a reader of voracious scope,  
loyal customer, and friend.

RAILWAYS

ISBN: 978 1 910156-70-4 Price £10.00

Covers, item 53

Inside cover, item 64

---

Partners: Brian Lake Janet Nassau Ed Nassau Lake



## Introduction – September 2025

Jarndyce is delighted to present The Railway Catalogue, published to coincide with the two hundredth anniversary of the opening of the Stockton & Darlington Railway, the first ‘modern’ railway in the world.

The significance of the Stockton & Darlington Railway cannot be overstated. Unlike the few short industrial lines that preceded it, it was conceived as a public railway, utilising steam locomotion, for the conveyance of both goods and, crucially, passengers. It was therefore the progenitor of what would become a national, and indeed global, network of railways, revolutionising travel, commerce and communication in the 19th century and beyond. When George Stephenson took to the footplate for the railway’s inaugural train on the 27th September 1825, he could scarcely have imagined that the 26 miles of line connecting the northeast towns of Darlington and Stockton, would have swelled to over 6000 miles across Britain by the time of his death in 1848, and more than 20,000 before the century was out. As the Friends of the Stockton & Darlington Railway succinctly put it, ‘It was the birthplace of the modern railways that we know today’.

The best and most comprehensive bibliography of railway books is George Ottley’s monumental *Bibliography of British Railway History* (referenced throughout this catalogue) which extends to three large volumes containing just shy of 20,000 titles. Our catalogue of 200 items rather forms an overview of railway history, containing a broad range of historical and biographical material, prospectuses, guidebooks, maps, prints and timetables. It also contains several manuscripts and letters, written by, among others, George and Robert Stephenson, and Isambard Kingdom Brunel.

Among the items featured are documents from the very dawn of the railway age, shedding light on the processes (and costs) of railway construction and development. Item 89 is a volume of original contracts for the building of the London & Brighton Railway, 1839-41; item 57 contains original technical drawings of the first locomotives on the Great Northern Railway; item 72 is a ledger from 1881 containing engineer’s notes during the construction of the Hull, Barnsley & West Riding Junction Railway. There are also several Plans & Sections, showing in intricate detail railways that were projected, some of which were built, while others were quietly forgotten. Item 133 is a proposal, with maps, for a grandiose project, never realised, to connect all the London termini with a single line constructed on embankments.

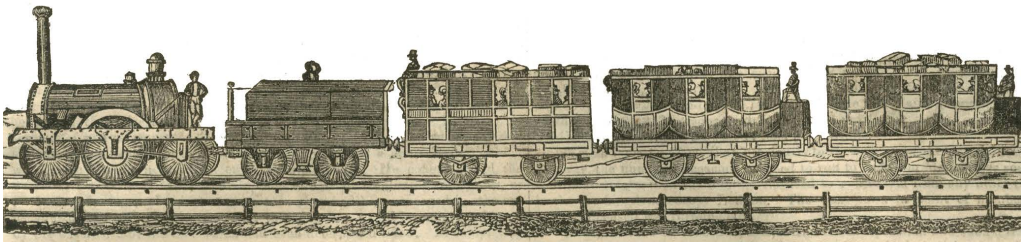
The pamphlets, advertisements and notices in the collection give an idea of the far-reaching impact the railways had on everyday lives. Item 42 is a volume of early pamphlets promoting cheap day excursions for the poor in the northwest of England; item 138 contains five panoramic brochures, issued by Robert Philp, who specialised in publishing cheap literature for the masses.

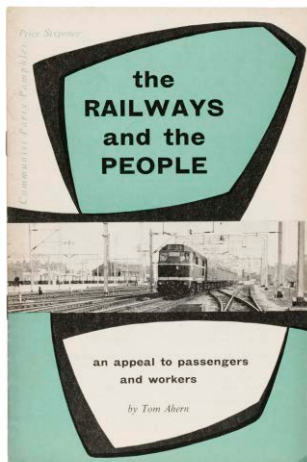
The collection extends well into the 20th century, showing the technical advances that equipped the railways for the modern world. Item 32 heralds the opening of the Charing Cross, Euston & Hampstead Railway in 1907, one of the first deep level sections of the London Underground; item 94 is a 1937 brochure for The Coronation, the LNER's 'exceptionally fast service' connecting London and Edinburgh.

Beyond British interests, there are guides to railways in the United States, pre-revolutionary Russia, and continental Europe; rules for workers on the Mexican Railway while it was still under construction (item 116); a map of trams in Buenos Aires (item 24); and a magnificent album of photographs showing construction of railways in India in the early 20th century (item 76).

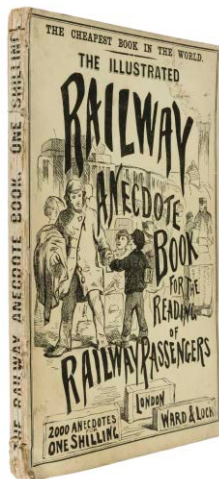
Overall the collection provides an impression of railway development in the years that followed the opening of the Stockton & Darlington Railway, and of the colossal impact the railways had on society at large. It has been a labour of love. Railways have long been a fascination to me, and the pleasure derived from a long-distance journey, watching the world go by (from the comfort of a forward-facing window seat, naturally), continues to hold. We hope that some of the romance of the railways is conveyed in the catalogue, and that you find something of interest within.

Joshua Clayton

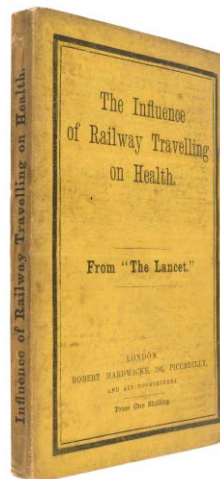




1



3



4

1. **AHERN, Tom.** *The Railways and the People.* (An appeal to the public and the workers.) Communist Party, 16 King Street. 16pp pamphlet, stapled as issued in orig. pictorial wrappers. v.g.

¶ Ottley 4772. Stating the case for increased investment in the railways, and protection of railway workers' rights, by a leading London railway trade unionist and chairman of the London District Committee of the Communist Party.

[1962]

£20

#### RAILWAY UNION

2. **ALCOCK, George W.** *Fifty Years of Railway Trade Unionism.* FIRST EDITION. Co-operative Printing Society. Front., illus., index, facsimile letters at end. Orig. blue cloth, spine lettered in gilt; following board damp-mottled, sl. splitting to heads & tails of hinges. A good sound copy.

¶ Ottley 3974. An examination of The Amalgamated Society of Railway Servants, from the Co-operative College Library.

1922

£50

#### TWO THOUSAND RAILWAY ANECDOTES

3. **ANONYMOUS.** *The Illustrated Railway Anecdote Book.* A collection of the best and newest anecdotes and tales to the present day. Selected for the reading of railway passengers. Ward and Lock. Text in two columns. Orig. pale yellow printed wrappers; sl. rubbing to spine & following wrapper, but still a nice bright copy.

¶ Not in Ottley, although a *Railway Anecdote Book*, 1852, is mentioned. Advertised on the front wrapper as 'the cheapest book in the world ... 2000 anecdotes for one shilling'.

[1855]

£75

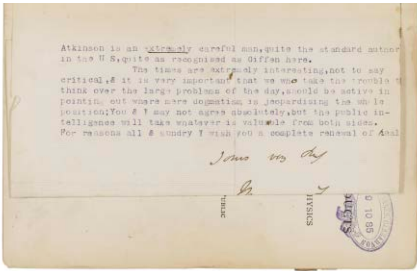
#### RAILWAYS & PUBLIC HEALTH

4. **ANONYMOUS.** *The Influence of Railway Travelling on Public Health.* From "The Lancet." Robert Hardwicke. Half title. Ads on e.ps. Orig. yellow printed cloth wrappers; a little dusted.

¶ Ottley 4925. Highlighting the perceived dangers of Victorian railway travel on carriage 'inmates', in particular the physical threats from accidents and disease. Some thirty years before Freud and Breuer considered the matter in *Studies on Hysteria*, the lasting psychological and physical effects of railway accidents are here considered, dubbed by the anonymous author 'railway spine'.

[1862]

£120



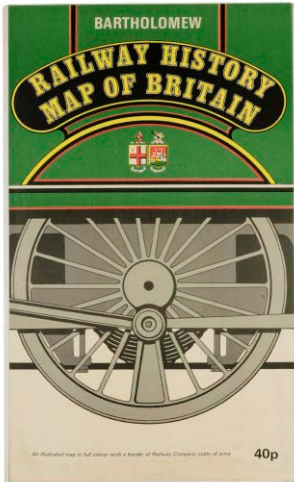
NORTH AMERICAN RAILWAYS: WITH A LETTER FROM MORETON FREWEN

5. **ATKINSON, Edward.** The Distribution of Products, or The mechanism and the metaphysics of exchange. Three essays: What makes the rate of wages? What is a bank? The Railway, the farmer, and the public. 2nd edn. New York & London: G.P. Putnam's Sons. Large folding map of Canada & northern USA showing railways, torn along one fold without loss. Orig. dark green cloth, spine lettered in gilt; a little dulled, spine rubbed at head & tail. Numerous pencil underlinings & annotations.

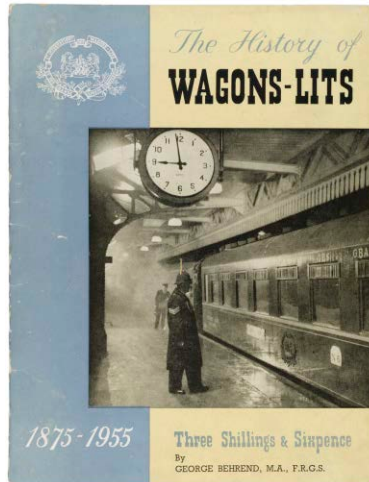
¶ From the Co-operative College Library. With early ownership stamp of the engineer and quarry manager George Farren of Carnarvon. Pasted into the volume opposite the titlepage is a typed letter to Farren from the British writer on economics, Moreton Frewen. Moreton comments on the consequences of 'Free Trade propaganda', and referencing the present work, notes its author is an 'extremely careful man'. Moreton was, through marriage, uncle of Winston Churchill.

1885

£45



6



7

RAILWAY HISTORY MAP

6. **BARTHOLOMEW, John & Son.** Railway History Map of Britain. Edinburgh: John Bartholomew & Son. Large map, printed in full colour on paper, 96 x 73cm, folded into 20 panels. Glazed wrappers. v.g.  
 ¶ Showing all the major railways of the British Isles, delineated into the four main companies pre-Nationalisation. Illustrated with famous or important locomotives, and the various insignia of the numerous early railway companies.

[1973]

£20

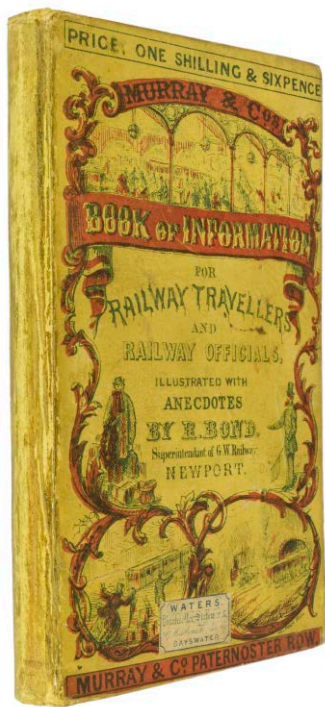
SLEEPING CARS

7. **BEHREND, George.** The History of Wagons-Lits. 1875-1955. Modern Transport Publishing. Illus. throughout with black & white photos. Stapled as issued in orig. glazed col. printed pictorial wrappers; sl. rubbed. 32pp.

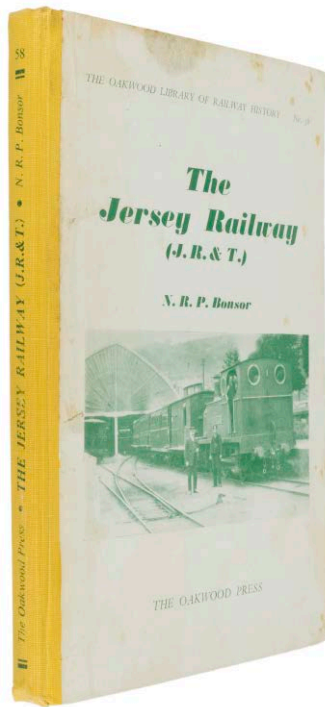
¶ Ottley 3862. A comprehensive overview of Europe's sleeping car services. Price three shillings & sixpence.

1959

£20



8



9

YELLOWBACK RARITY

8. **BOND, R.** Murray and Co.'s Book of Information for Railway Travellers and Railway Officials. Illustrated with anecdotes, etc. Murray & Co. Commercial ads at end & in e.p.s, the latter printed on pink paper. 'Yellowback', orig. glazed printed pictorial boards; professionally rebacked with appropriate yellow paper. Early bookseller's ticket: Waters of Bayswater. A very nice copy.

¶ Ottley 4928, noting that Bond was the superintendent of Newport Railway Station. Oxford & Leicester only on Copac. Tips for the modern railway traveller, including advice on purchasing tickets, travelling with children and animals, riding on the roofs of carriages (not advised), lost property, breaks of gauges, and somewhat bizarrely, shipwrecked mariners.

1865

£280

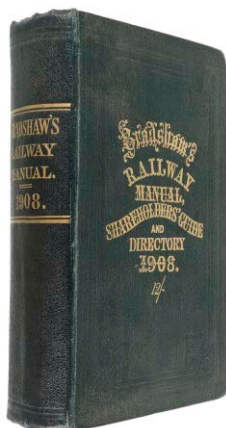
JERSEY

9. **BONSOR, Noel Reginal Pixell.** The Jersey Railway. (J.R. & T.) FIRST EDITION. The Oakwood Press. (Library of Railway History, No. 58.) Illus. with b&w photos, maps. Orig. printed pictorial boards, yellow cloth spine; front board sl. marked. Ownership inscription of J.G. Le Quesne.

¶ Ottley 1915. There were two railway lines on the island of Jersey, both with a terminus in St. Helier: the Jersey Railway, 1870-1936, and the Jersey Eastern Railway, 1873-1929. This well-researched history concerns the former, officially the Jersey Railways and Tramways Co. Ltd., which ran on a 7¼-mile route, west from St. Helier to Corbière. Loosely inserted is a typed letter from the author to J.G. Le Quesne, dated Feb. 1964, regarding the publication of a volume on the railways of Guernsey and Alderney, and a second typed letter from the secretary of the Société Jersiaise confirming the opening and closing dates of all railways stations on the island.

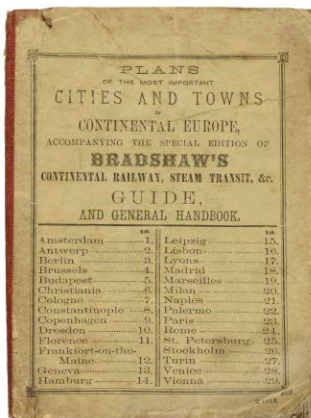
1962

£25



10

BRADSHAW, George



11



12

## SHAREHOLDER'S GUIDE

10. Bradshaw's Railway Manual, Shareholder's Guide, and Official Directory, 1908. 60th edn, thoroughly revised and in great part rewritten. Edited by Herbert H. Bassett. Henry Blacklock. Folding maps. Ads on eps. Orig. green cloth, lettered in gilt.

¶ See Ottley 7949. Issued annually. The history and financial position of every railway controlled by British capital.

1908

£125

## 29 CONTINENTAL MAPS

11. Plans of the Most Important Cities and Towns of Continental Europe, accompanying the special edition of Bradshaw's continental railway, steam transit, &c. guide and general handbook. (George Bradshaw) 29 folding maps printed in colour; a few minor tears along folds. Sewn as issued into orig. cream paper wrappers, red cloth reinforced spine; a little dusted & creased.

¶ Maps by Henry Blacklock and Co. Front wrappers coded 2/1913.

[1913]

£75

## CONTINENTAL GUIDE

12. Bradshaw's Continental Guide. Parts I & II. 2 vols. Henry Blacklock & Co. Each vol. with a folding map & commercial ads. Sewn & glued as issued in orig. grey printed wrappers; leading hinge vol. I a little fragile, sl. chipping to tail of spines, but overall a v.g. copy.

¶ This edition Oxford only on Copac. Part I (i.e. Vol. I): railway timetables; Part II: descriptive pages.

1921

£150

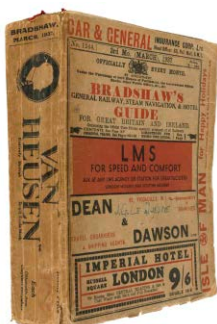
## HOTEL GUIDE FOR GREAT BRITAIN &amp; IRELAND

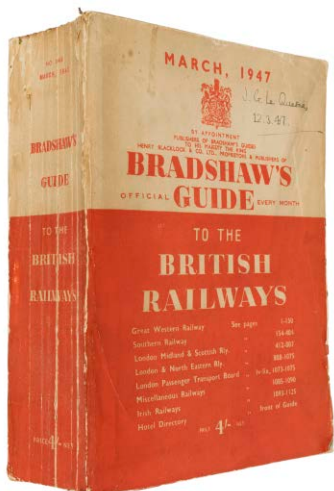
13. Bradshaw's General Railway, Steam Navigation, & Hotel Guide for Great Britain and Ireland. No. 1244. March 1937. Henry Blacklock & Co. 1138pp, ads, folding map. Sewn & glued as issued in orig. buff wrappers, printed in red & black; a little browned.

¶ No copies on Copac. A rare edition; we can locate no copies in retail, and only a single copy in auction records.

1937

£85

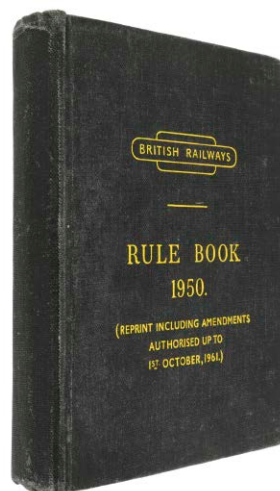




14



15



17

14. Bradshaw's Guide to the British Railways. March, 1947. Henry Blacklock & Co. 164, lxi, (852)pp. Sewn & glued as issued in orig. cream & orange printed wrappers; a little dusted, spine sl. cracked. Signature on front wrapper of J.G. Le Quesne.

¶ A vast undertaking, encompassing all services on the Big Four railways, as well as those operated by the London Passenger Transport Board, Irish Railways, and other miscellaneous railways. Overall more than 1000 pages, including 164pp of hotel ads preceding the timetables. One of the last such guides to be published prior to Nationalisation in 1948.

1947

£65

## BRISTOL ABC

15. **BRISTOL.** The Bristol Railway ABC Guide, and complete time table for the west of England. ... Bristol: The Bristol Printing & Publishing Co. Commercial ads, illus. Sewn & glued as issued in orig. pale orange printed wrappers; a little dulled. 360pp, (114)pp.

¶ Not in Ottley. Not on Copac. A scarce regional timetable.

1929

£50

## BRITISH RAILWAYS

## RAILWAY SAFETY

16. Safety Precautions for Railway Shopmen. British Railways. 36pp, illus. Stapled as issued in pink col. printed pictorial wrappers.

¶ Ottley 11099. This edition National Railway Museum only on Copac.

1954

£25

## RULES FOR EMPLOYEES

17. Rules for Observance By Employees. To operate from 1st January, 1962. Railway Clearing House. 16mo. Illus. with simple diagrams. Orig. dark blue cloth, lettered in yellow. 280pp + 49pp index. v.g.

¶ An updated reprint of the Rule Book for 1950, 'including amendments authorised up to 1st October, 1961', as stated on the front cover. With supplement No. 1, a 45 page pamphlet issued in 1964, loosely inserted.

1962

£25

THE SCOTTISH HIGHLANDS

18. **ADVERTISEMENT.** The Rail Road to the Isles, between Inverness and Kyle of Lochalsh. See the mountains and glens in the armchair comfort of the buffet observation car. Daily (except Sunday) 17th June to 28th September, 1963. ... British Railways. Pictorial advertisement slip, printed in blue & red, with map of the route printed in blue only on verso. v.g.

¶ A nicely produced pamphlet, illustrated with an image of a train making its way through a mountain pass.

1963

£20

THE BEECHING AXE

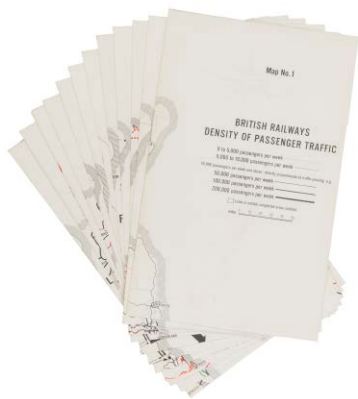
19. **BRITISH RAILWAYS BOARD. (BEECHING, Richard)** The Reshaping of British Railways. Part 1: Report. Part 2: Maps. Her Majesty's Stationery Office. 148pp report glued as issued in orig. blue printed wrappers. The accompanying 13 folding maps loosely inserted in orig. matching blue printed pouch. The two parts kept together with the orig. printed card sash.

¶ Otley 678. A very well-preserved copy of this infamous report, conducted by the Chairman of the British Railways Board Dr. Richard Beeching, which outlined the changes that should be implemented to revive the ailing railways in post-war Britain. Its primary recommendation was a sweeping series of route closures and service modifications, presented as a 'restructuring' of the railway network, with the stated aim of improving economic efficiency.

Five thousand miles of railway line, identified as inefficient or under performing, serving more than 2300 stations (over half of the total number in Britain) were earmarked for closure, encompassing the loss of nearly 70,000 British Rail jobs. Vociferous appeals resulted in some lines receiving a stay of execution, but the majority were closed as planned, with many communities, some fairly large, becoming entirely cut off from the national rail network.

The far-reaching nature of these controversial cuts led

to the report becoming known as the Beeching Axe, and the name Beeching remains irrevocably associated with the mass closure of railways and the decline in local services that followed in its wake.



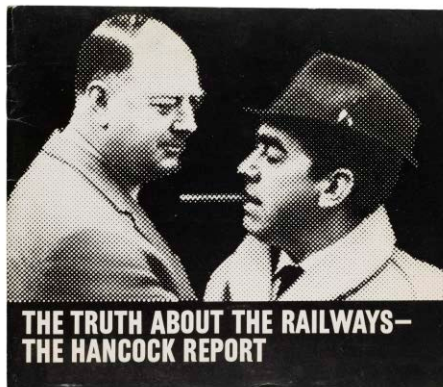
1963

£125

THE HANCOCK REPORT

20. **BRITISH RAILWAYS BOARD. (HANCOCK, Tony)** The Truth About the Railways - the Hancock Report. British Railways Board. 21pp. Landscape 4to. Illus. with photos throughout. Stapled as issued in orig. illus. wrappers. British Railways Board compliments slip loosely inserted. v.g.

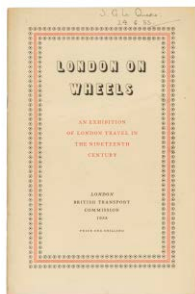
¶ Not in Otley. A humorous tie-in, issued by the British Railways Board, to accompany its television advertising campaign of 1963. The Beeching Report and the potential closure of thousands of miles of railway across Britain, was something of a PR disaster for British Rail, which they attempted to counteract through a series of eight adverts featuring the enormously popular comic actor Tony Hancock. For the campaign, the notoriously cantankerous Hancock played the part of a grouching railway passenger, pressed into investigating the shortcomings of British rail travel. His Report ('takes over where the Beeching Report leaves off') looked at various aspects of rail travel,



including lateness, overcrowding, convenience, expense, cleanliness and comfort, and despite his lowly expectations, showed that the railways were in fact addressing the concerns of the travelling public, and that new investment was improving the network immeasurably. Illustrated with stills from the TV campaign.

[1963]

£45



## TRANSPORT IN LONDON

21. **BRITISH TRANSPORT COMMISSION.** London on Wheels. An exhibition of London travel in the Nineteenth Century ... Euston Station. British Transport Commission. Half title, illus. Stapled as orig. cream wrappers, printed in red & black. 30pp.

¶ Otlely 1059. Loosely inserted flyer and entrance ticket for the associated exhibition.

1953

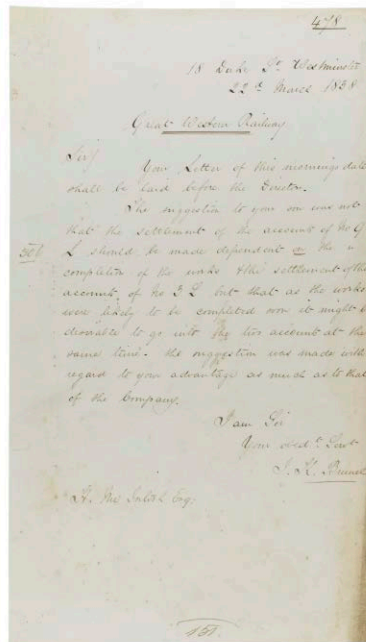
£15

## ALS - BRUNEL DEFERS PAYMENT

22. **BRUNEL, Isambard Kingdom.** Autograph Letter in neat secretarial hand from Isambard Kingdom Brunel to Hugh McIntosh, from 18 Duke St. Westminster, 22nd March 1838. Headed 'Great Western Railway'. 'Sir, your letter of this morning's date shall be laid before the director.' 19 lines in black ink on recto only of 2pp 4to. Numbered '478' in ms. in upper margin, and similarly '306' in left margin; presumably figures denoting the letter's position in a secretarial ledger.

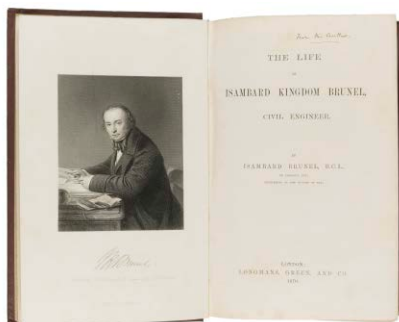
¶ A fascinating letter from Brunel to one of his contractors, written just months before the first trains ran on the opening sections of the Great Western Railway. Early in 1838, the company of civil engineer Hugh McIntosh had stepped in to complete a contract, after the previous contractor, William Ranger, had gone bankrupt. This letter sets quite an ominous tone, showing that Brunel was not averse to withholding payment when it suited the company. 'The suggestion to your son [David McIntosh] was not that settlement of the accounts ... should be made dependent on the completion of the works ... but as the works [on another contract] were likely to be completed soon it might be desirable to go into the two accounts at the same time'. Brunel seems to be exploiting some ambiguous wording in a contract, in order to hold off settling an account until a second tranche of work has also been completed. Brunel shows himself well versed in double-speak, reassuring McIntosh, who must have been wondering where the next paycheque was coming from, 'The suggestion was made with regard to your advantage, as much as to that of the company'.

Disputes over payment were not unusual between contractors and the Great Western Railway. When these arose, the company deferred to its chief engineer Brunel, who was certainly a compromised arbitrator and invariably found in favour of the railway. This included withholding money for overrunning contracts (often the result of Brunel unexpectedly altering plans), which meant that by 1840 around £100,000 was still outstanding to the McIntoshes. Although Hugh McIntosh died in 1840, his son David was advised to sue the GWR, which under advice from Brunel himself chose to fight the case. The painfully slow workings of the Court of Chancery ensured the case was not concluded until 1865, some five years after Brunel's death. In a ruling that nearly bankrupted the railway, the Lord Chancellor found in favour of the McIntoshes, awarding them their £100,000, plus costs and interest.



1838

£480 †



## 'FROM THE AUTHOR'

23. **(BRUNEL, Isambard Kingdom) BRUNEL, Isambard.** The Life of Isambard Kingdom Brunel, civil engineer. FIRST EDITION. Longmans. Half title, front. port. & plates, illus., 30pp cata. (March 1877). Orig. brown sand-grained cloth, spine lettered in gilt. v.g.  
 ¶ Ottley 5932. By Isambard Kingdom's son, containing many reports and letters. Inscribed as a gift by Brunel's great grandson.

1870

£150

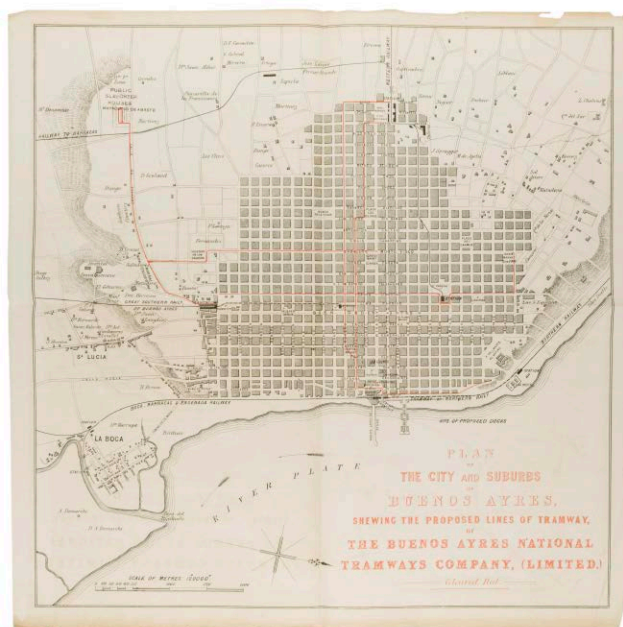
## TRAMS IN ARGENTINA

24. **THE BUENOS AYRES NATIONAL TRAMWAY COMPANY.** Plan of the City and Suburbs of Buenos Ayres, shewing the proposed lines of tramway, of the Buenos Ayres National Tramway Company, (Limited). [Buenos Aires: The Buenos Ayres National Tramway Co.] Single sheet map, 41.5 x 41.5cm, printed in red & black on thin paper; lightly folded into four, edges v. sl. browned.

¶ We can locate only one other copy, in the National General Archive of Argentina. A very nicely preserved promotional map, printed in English, showing Buenos Aires (here written as *Ayres*) and its suburbs, at a scale of 500m to an inch, with proposals for four new tram routes highlighted in red. Horse trams were first introduced to Buenos Aires in 1863, with a short line connecting the terminus of the Northern Railway with that of the Boca, Barracas & Endenada Railway, a distance of some 2000 meters along the shore of the River Plate. The lines shown on this map were proposed by railway entrepreneur Federico Lacroze and his brother, with two running East-West and two North-South. The lines were opened in 1871, and despite initially struggling to attract passengers, soon became established, with numerous other lines opening in the decades that followed. Such was the explosion of tramway construction in Buenos Aires in the late 19th and early 20th centuries, that the city became known as the City of Trams, with 3000 cars operating on 99 lines by the 1920s.

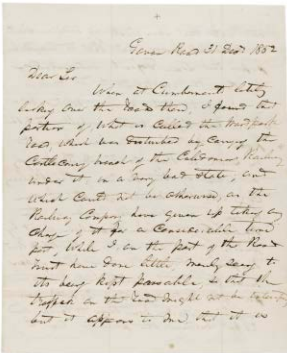
[c.1869?]

£150



DAMAGE TO ROAD: THE RAILWAY TO BLAME

25. **CALEDONIAN RAILWAY.** ALS from John Miller, Govan Road, to Andrew Tennant Esq. 31 December 1852. ‘When at Cumbernauld lately looking over the road there I found that



portions of what is called the Wardpark Road, which was disturbed by carrying the Castlecary branch of the Caledonian Railway under it, in a very bad state ...’ 49 lines across 3 sides of 4pp 4to, with integral address leaf and Penny Red stamps; two small tears from opening, one causing loss of a single word.

¶ Miller, writing on behalf of the Road Trust, brings to attention the compromised state of Wardpark Road in Cumbernauld, North Lanarkshire, caused, he believes, by the encroachment of the railway. The road, he bemoans, is ‘in a very bad state’, adding it ‘could not be otherwise, as the Railway Company have given up taking any charge of it for a considerable time past’. Miller infers that the railway company has not kept its end of the bargain, either by maintaining the road, or by formally passing it into the hands of the Road Trust, which would then be in a position to maintain the road itself. The situation, Miller declares, cannot be allowed to continue, ‘and it would be proper that some definite understanding be come to in regard to it’.

John Miller, 1801-1864, was a land agent and valuator based in Glasgow. His correspondent seems to have worked as a clerk at 40 George Square, Glasgow.

1852

£45 †

HANDBILL

26. **CALEDONIAN RAILWAY.** Miner’s Strike. Restricted Passenger Train Service, commencing Friday, 20th May, 1921. Glasgow: McCorquodale & Co. Single 4to leaf, printed on both sides; small tear from one corner, not affecting text. At some point lightly folded. A nice example.

¶ A single sheet revised timetable, showing the lines around Forfar, Brechin and Montrose, including several branch lines now closed, that were affected by wide scale industrial action. The strikes were the result of the huge fall in miners’ wages that occurred following the return of the mines into private ownership after the end of the First World War. The railways were not on strike at this time, as the main railwayworkers’ and transport unions did not back the miners’ call for a general strike; a notorious failure of the traditional alliance that become known as Black Friday. The strikes continued for around three months, the miners having failed to secure the wage security they demanded. A notice on this emergency timetable, regrets that the punctuality of trains scheduled to run cannot be guaranteed.

1921

£45

T.T.O. No. 45.

**CALEDONIAN RAILWAY.**

**MINERS' STRIKE**

**RESTRICTED PASSENGER TRAIN SERVICE,**

Commencing Friday, 20th May, 1921.

---

Blairgowrie Branch.

	456	457	458	459	460	461	462	463	464	465	466	467
Blairgowrie	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00
Blairgowrie	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00

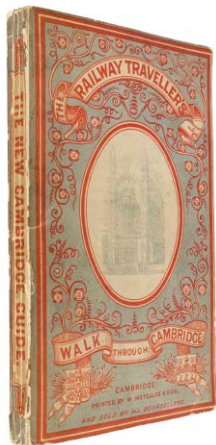
Alyth Branch.

	468	469	470	471	472	473	474	475	476	477	478
Alyth	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45
Alyth	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45

Kirriemuir Branch.

	479	480	481	482	483	484	485	486	487	488
Kirriemuir	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30
Kirriemuir	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30

\* - Shires omitted & will call at Strathkirk, Perth and will cross at Perth on previous section being given to the Dundee Branch at Perthshire or Alyth on other occasions for 456 & 466 when necessary on Thursdays and Saturdays.



27

## RAILWAY TRAVELLER'S GUIDE

27. **CAMBRIDGE.** The Railway Traveller's Walk Through Cambridge. 6th & improved edn, with 78 illustrations. Cambridge: W. Metcalfe & Son. Illus. Commercial ads both preceding & following text. Sewn as issued in orig. grey pictorial wrappers, printed in red & pale blue. A v.g. & attractive copy, in custom-made red cloth box.

¶ Mentioned in the index to Ottley, but dismissed as 'of no railway interest'. This edition BL, NLW, Oxford, & Cambridge only on Copac.

1880 £85

## PROPOSAL BROADSIDE

28. **CARLISLE & CANOBIE RAILWAY.** Broadside. [Statement of Intent.] 'Carlisle and Canobie Railway. Incorporation of Company for making a railway from the Port Carlisle Railway to Canobie, with branches to the Caledonian Railway and to Canobie Coal Pits, arrangements with the Port Carlisle Dock and Railway Company and with the Carlisle and Silloth Bay Railway and Dock Company. Notice is hereby given, that application is intended to be made to parliament in the ensuing session ...' n.p. Slim broadside, 13 x 39cm, printed on recto in a single column; lightly folded. Docketed on verso in neat MS, 'Carlisle & Canobie / copy Gazette / notice'.

¶ Laying out the particulars, for public perusal, of a planned railway between Carlisle in Cumberland and Canobie in Dumfries, primarily to give access from the Canobie Collieries to the commercial ports at Carlisle. With neat textual amendments in a contemp. hand, confirming the names of solicitors'

## CARLISLE AND CANOBIE RAILWAY.

Incorporation of Company for making a Railway from the Port Carlisle Railway to Canobie, with Branches to the Caledonian Railway and to Canobie Coal Pits, Arrangements with the Port Carlisle Dock and Railway Company and with the Carlisle and Silloth Bay Railway and Dock Company.

**NOTICE IS HEREBY GIVEN,** that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for the purposes following, or some of them; that is to say, to authorise the Construction and Maintenance of the following Railway and Branch Railways, with all proper Works and Conveniences therewith connected, viz.—First, A Railway, commencing by a Junction with the Port Carlisle Railway, at or near to the Kirk Andrew Station of that Railway, in the Parish of Kirk Andrew-upon-Eben, and County of Cumberland, passing from, through, or into the Parishes, Townships, or Extra Parochial places of Kirk Andrew-upon-Eben, Beaumont, (Grindale, Stanix, Cargy, Rockliffe, Churchtown, Castletown, Kirkinton, West Linton, Kirkcubbin Middle, Arfonow, Lynesdale, Longtown, Kirk Andrew on Esk, Kirk Andrew Middle, Kirk Andrew Nether, and Mast, all in the County of Cumberland; and the Parish of Canobie in the County of Dumfries, or some or other of them, and terminating at or near to the Church of Canobie in the said Parish of Canobie and County of Dumfries; Second, a Railway or Branch Railway commencing by a Junction with the first named proposed Railway at or near to the Village of Tollhills in the Parish of Rockliffe and Township of Castletown, and passing from, through, or into the Parishes, Townships, or Extra Parochial Places of Rockliffe, Castletown, and Churchtown, and terminating by a Junction with the Caledonian Railway at or near a point about three furlongs South of Blackrig in the Parish of Rockliffe and Township of Churchtown, the whole of the said Branch Railway being in the County of Cumberland; Third, a Railway or Branch Railway commencing by a Junction with the first named proposed Railway at or near to the Church of Canobie and Dock Company, at or near to Canobie Coal Pits, the whole of the said Branch Railway being in the Parish of Canobie and County of Dumfries.

And it is intended by the said Bill to incorporate a Company for the purposes aforesaid, and to take powers to stop up, alter or divert, or otherwise to amend, or to alter, all works, Highways and Roads, Streams, Rivers, Canals, and other works situate within the Parishes, Townships, extra parochial and other places aforesaid, as it may be necessary to stop up, alter or divert, for the purposes of, or during the construction of the said proposed Railway and Branch Railways; and also powers for the compulsory purchase of Lands, Houses, and other Heritages, and for the levying of Tolls, Rates, and Duties, on and for the use of the said intended Railway, and the works and conveniences to be connected therewith.

And Notice is further given, that it is intended by such Bill to empower the Company (thereby to be incorporated) to enter into an Agreement with the Port Carlisle Dock and Railway Company, and the Carlisle and Silloth Bay Railway and Dock Company, or either of them, for working the traffic upon the said intended Railway and Branch Railways and works, and for the management, repair, and maintenance thereof, and for the use of any Stations belonging to the said Port Carlisle Dock and Railway Company, or the said Carlisle and Silloth Bay Railway and Dock Company, and that on such terms and conditions and for such consideration as may have been or may be agreed upon between the said Companies or either of them and the Company so intended to be incorporated; and also to authorize and empower the said Port Carlisle Dock and Railway Company, and the said Carlisle and Silloth Bay Railway and Dock Company or either of them to enter into such agreement; and so far as may be necessary for the purposes aforesaid to amend the Provisions of the several Acts of Parliament relating to the Port Carlisle Dock and Railway; that is to say, the Port Carlisle Dock and Railway Act, 1853, and relating to the Carlisle and Silloth Bay Railway and Dock Company, that is to say, Local and Personal Act 18 and 19 Victoria, Cap. 163.

And Notice is further given, that it is intended by the said Bill to vary or extinguish all such rights and privileges as may in any manner interfere with other objects aforesaid, or any of them, and to confer other rights and privileges.

And Notice is further given, that a Published Map, on a scale of not less than half an inch to the mile, with the lines of Railway and Branch Railways delineated thereon, so as to show their general course and direction; and duplicate plans and sections, describing the lines, situations, and levels of the said intended Railway and Branch Railways and the Lands, Houses, and other property in the line of the said Railway and Branch Railways and Works, or within the limits of deviation as defined on said plans, or which may be taken for the purposes of the said Railway and Branch Railways, and of the works to be connected therewith; together with Books of Reference to such plans, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of such Lands respectively, and a copy of this notice as published in the London Gazette or Edinburgh Gazette will be deposited for public inspection on or before the Thirtieth day of November, One Thousand Eight Hundred and Fifty-five, at the Office of the Clerk of the County of Cumberland, at his Office in the City of Carlisle; and in the Office of the principal Sheriff Clerk in the Town of Dumfries and County of Dumfries; and that a copy of so much of the said Plans, Sections, and Book of Reference as relates to the several Parishes, Townships, or Extra Parochial places in and through which the said proposed Railway and Branch Railways are intended to pass, together with a like copy of this Notice published as aforesaid will also be deposited on or before the said Thirtieth day of November, with the Parish Clerks of such of the said Parishes as are situated in England, at the respective residences of such Parish Clerks, and in the case of any Extra Parochial Place with the Parish Clerk of some Parish adjoining thereto, at his place of abode; and with the Schoolmaster, if any, and if there be no schoolmaster with the Session Clerk of the said Parish of Canobie, at the usual place of abode of such Schoolmaster or Session Clerk.

And Notice is hereby given, that a printed copy of the said proposed Bill annexed to the Petition thereon, together with other printed Copies of the said proposed Bill will be deposited in the Printer's Bill Office of the House of Commons, on or before the Thirtieth day of December next.

MUNSEY & MCALPIN,  
Solicitors,  
DALMAHOY & WOOD, Edinburgh.  
November 10th, 1855.

firms in both Carlisle and Edinburgh. A line to Canobie was approved by parliament in 1859, and the station there opened in 1862 as part of the Border Union Railway.

1855

£65

'GRAND LONDON' RAILWAY BALLAD

29. (CATNACH, James) The Grand London Railway. A view of one of the steam carriages. J. Catnach. Single sheet 4to broadside, 19 x 26cm, illus.; edges sl. creased & dusted, but still a nicely preserved copy of a very scarce item.

¶ Not recorded on Copac or OCLC; no copies located. With a single woodcut illustration beneath the title, showing a rudimentary six-wheeled steam carriage. The text, in two columns, is formed of a poem in eleven four-line stanzas (plus a two-line chorus), conveying the sense of wonder and excitement at the opening of a new railway.

'There's coaches and carts to accommodate all  
The lame and the lazy, the great and the small,  
If you wish for a ride, to be sure you must pay,  
To see all the fun upon the railway.'

Despite the title referring to the metropolis, the poem seems to have been inspired by the opening of a section of the Birmingham & Liverpool Railway. The date July 4th is mentioned, as well as 'colliers from Hampton' and 'Wedgebury nailors', surely a reference to the Wolverhampton-Wedgebury section of the line, inaugurated to great fanfare on 4th July 1837.

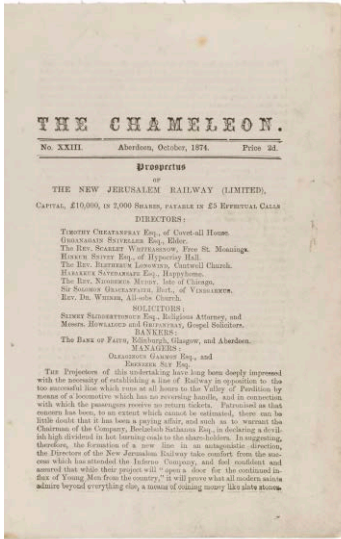
[1837]

£250



ABERDEEN TO THE NEW JERUSALEM, DIRECT

30. **CHAMELEON.** The Chameleon. No. XXIII. Aberdeen, October, 1874. 'Prospectus of the New Jerusalem Railway (Limited) ...' Aberdeen: J. Daniel & Co. 16pp loosely folded as issued; edges sl. dusted.



¶ Not in NLS. The main interest in this odd number of a little-known Scottish periodical, lies in the first article, which is laid out in the form of a Prospectus for a new railway line. Advertising shares in The New Jerusalem Railway, the article in fact targets those representatives of organised religion who line their coffers while encouraging others to part with their money. Listed among the directors are Timothy Cheatnpray of Coveat-all House, The Rev. Scarlet Whiteassnow, The Rev. Bletcherum Longwind of Cantwell Church, and Hinkum Snivey Esq., of Hypocrisy Hall. The chairman of the company is Beelzebub Sathanus, Esq. 'In suggesting the formation of a new line ... the Directors of the New Jerusalem Railway take comfort from the success which has attended the Inferno Company, and feel confident and assured that while their project will "open a door for the continued influx of young men from the country", it will prove what all modern saints admire beyond everything else, a means of coining money like slate stones.'

1874

£75

LOOK INTO THE FUTURE!

31. **CHANNEL TUNNEL.** Channel Tunnel Model. 2000 AD! Look into the future with the Channel Tunnel Model in 3 Dimension. Assembly kit. Warwick: Spinney Products. Col. printed on 4 pieces of thick card, 15 x 10cm, with orig. sheets of pale green connecting paper & a sheet of instructions, housed in orig. cellophane envelope, stapled on to backing card; staples detached, backing card a little creased.

¶ Not in Ottley. Two copies located on OCLC, dated 1960 by the V&A. A scarce survivor, in the form of a make-it-yourself Channel Tunnel 'peep show', which once constructed provides the viewer with a 'Look into the Future'. Contains four brightly coloured cards, three with cut-outs through which to look, providing an imagined view of a tunnel under the channel. Rather than a conventional railway, the scene shows twin tubular tunnels, through each of which is conveyed a tube shaped monorail. A roadway runs beneath the monorail, with stylised cars and commercial vehicles travelling in both directions.

[c.1960?]

£75



THE OPENING OF THE 'NORTHERN LINE'

32. **CHARING CROSS, EUSTON & HAMPSTEAD RAILWAY.** Souvenir of the Opening of the Hampstead Tube. (Charing Cross, Euston & Hampstead railway.) June 22nd 1907. Charing Cross, Euston & Hampstead Railway Company. Landscape 8vo. Illus. with sepia photographs. Tied with ribbon as issued in orig. grey wrappers, printed paper label on front; edges a little rubbed. 32pp.

¶ Ottley 1006. LSE only on Copac. A scarce souvenir pamphlet marking the opening of the Charing Cross, Euston & Hampstead Railway, an independent deep level 'tube' line in London, a significant section of what would later be known as the Northern Line.

The seven-and-a-half mile line ran from Charing Cross in central London, heading north to Camden Town, where it split into two, carrying on to two termini, Archway and Golders Green. Several extensions followed, before it was eventually joined with the City & South London Railway in 1926. The name Northern Line was officially adopted in 1937.

1907

£180



32

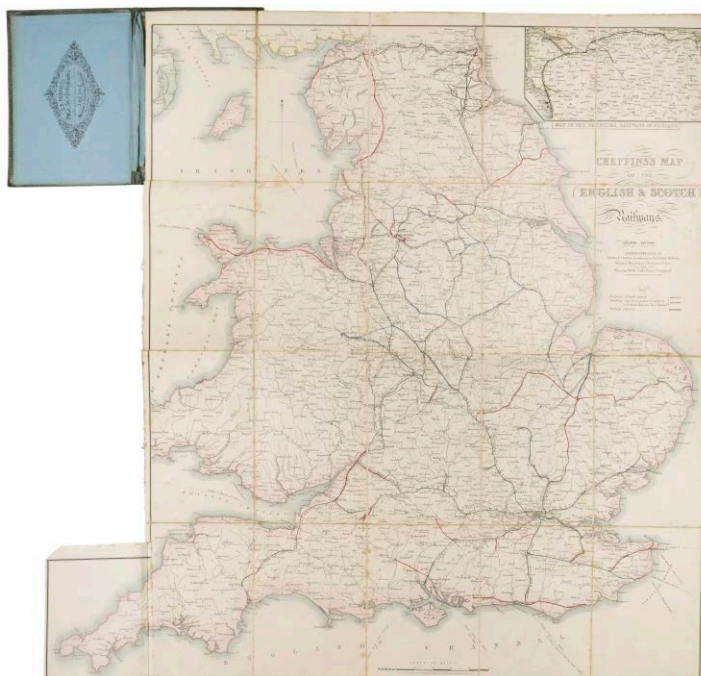
#### EARLY CHEFFINS'S RAILWAY MAP

33. **CHEFFINS, Charles Frederick.** Cheffins's Map of the Railways in England & Scotland, accurately delineating all the lines at present opened. Corrected to Jan.y 1844 ... 4th edn. Charles F. Cheffins. Attractive col. map in 21 sections backed on linen, 59 x 70cm. Folded into orig. dark green cloth boards, blue printed paper label on front board. v.g.

¶ First published in 1842. The main map only extends as far North as Newcastle, with the Scottish lines appearing in a boxed inset. The Western extreme of the Cornish peninsular is tipped on, as issued, at bottom left corner.

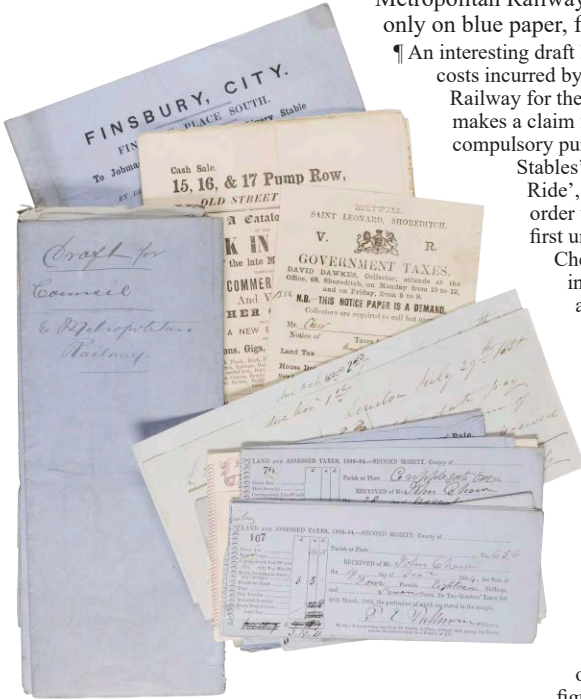
1844

£150



DISPLACED BY THE METROPOLITAN LINE

34. **CHEW, John, 'The Claimant'.** MANUSCRIPT. 'Draft for Council and Metropolitan Railways'. 6pp folio manuscript, Statement of the Claim of John Chew 'Job Master and Contractor & Livery and Bait Stable Keeper', previously of Little Moor Fields in the City of London and now residing at No. 59 Hanover Street, Islington, against the Metropolitan Railway. Six large folio pages written on rectos only on blue paper, folded and sewn together.



¶ An interesting draft legal document, giving an idea of the costs incurred by the financiers of the Metropolitan Railway for the procurement of land. John Chew makes a claim for £3,500 compensation for the compulsory purchase of 'The Angel Livery & Bait Stables', sometimes known as 'Chew's Ride', by the Metropolitan Railway in order to build the extension of London's first underground line to Moorfields.

Chew's father had started the business in 1835; the premises comprised a dwelling house, a 'long Ride' of 200 feet, five sets of stables, four large loose boxes, three 'large and commodious coach houses and large lofts and dwelling rooms above'. On the opposite side of the Ride was a further coach house, wheelwright's shop, stables and outbuildings 'with a large washing place ... and a dung pit ...'. The statement provides very detailed descriptions of his outgoings and income from tenants. The trading accounts were placed in the hands of 'independent' accountants who estimated profits on the business at well below the figure of £350 per annum estimated by

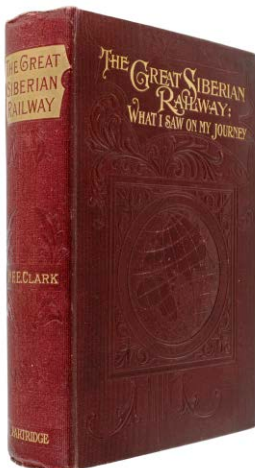
Chew - possibly because he had 'kept his Books very loosely'. Unable to obtain similar premises 'sufficiently near the City', and with space for only nine horses at his new site in Wilson Street, Chew argues that he has been unable to retain customers.

Included here are four printed sale catalogues, 1866-69 for horses, carriages, 'job commercial phaetons', etc. and a 'valuable lease' & 'entire working stock' of Calver and Saunders, Old Street. In the sale of the stock in trade of the late Mr Tucker (May 13th, 1868) lot 26 is marked as indicating a commercial phaeton standing at 'Mr Chew's Livery Stables, 20 Wilson Street.'

Also included, promissory notes, payable to J. Chew, July 1858, and a small quantity of land and assessed taxes receipts, parish church rates and sewer rates, 1863-64.

[1869?] £200 †

SIBERIAN RAILWAY



35. **CLARK, Francis Edward.** The Great Siberian Railway: what I saw on my journey. With 65 illustrations from photographs and a map. FIRST EDITION. S.W. Partidge & Co. Front. port., illus., folding map, 32pp cata.; occasional light spotting. Orig. maroon embossed cloth, lettered in gilt. Later signature of J.G. Le Quesne on leading f.e.p. v.g.

¶ Not in Ottley. Some early experiences of travelling on the the Trans-Siberian Railway, constructed between 1891-1916. The folding map shows the railway reaching as far as Stretinsk in Siberia, leaving about 600 miles to be completed by water. With a glossary of useful Russian words.

1904

£65



36. **(COLE, Henry)** Railway Chronicle Travelling Charts, or, Iron road books, for perusal on the journey: ... in which are noted the towns, villages, churches, mansions, parks, stations, bridges, ... With numerous illustrations. Constituting a novel and complete companion for the railway carriage. Railway Chronicle Office. Folded as issued, illus. Variouslly issued in red or blue linen wrappers, blocked in gilt, or in drab printed paper wrappers. The paper wrappers a little fragile, but overall a v.g. selection of these scarce early travellers' companions.

¶ Ottley 7914. Eight individually published 'chronicles' representing different railways in England. Each made up of a long piece of paper, printed on recto only with a diagram of the railway and places of interest along its route, folded as issued into eight panels within original wrappers. Housed in custom made brown morocco box resembling a bound volume. London - Birmingham; London - Dover; London - Tunbridge Wells; London - Southampton; London - Brighton; London - Oxford; London - Cambridge; Basingstoke - Winchester - Gosport. Ottley suggests a total of 14 were printed, all scarce.

[c.1845]

£750

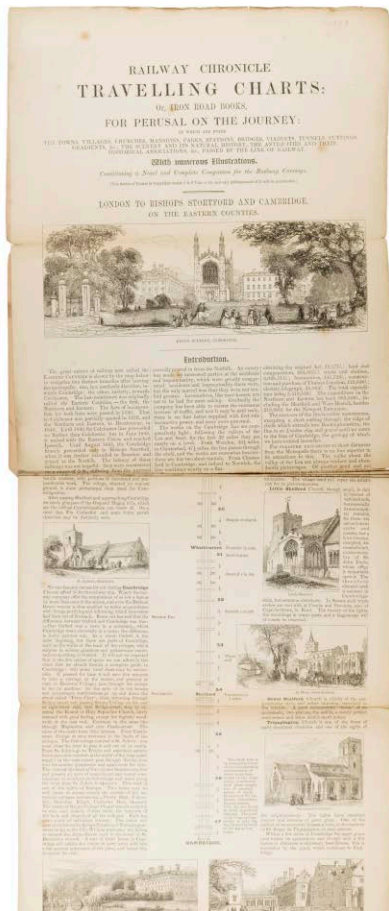


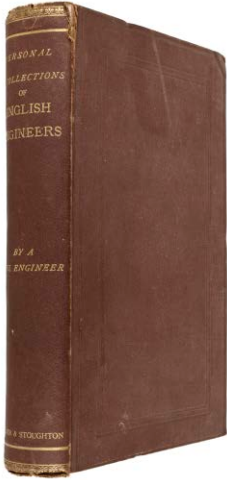
37. **(COLE, Henry)** Railway Chronicle Travelling Charts: or, Iron road books, for perusal on the journey: ... With numerous illustrations. Constituting a novel and complete companion for the railway carriage. London to Bishops Stortford and Cambridge, on the Eastern Counties. Railway Chronicle Office. Illus., map. Folded as issued in orig. pale pink printed paper wrappers. The paper hinge a little fragile & reinforced with archival tape, sl. dusted.

¶ See Otley 7914, for the full series of 14 titles. BL, Essex University & V&A only on Copac. A single of issue of the Railway Chronicle Travelling Charts, for London to Bishops Stortford and Cambridge on the Eastern Counties.

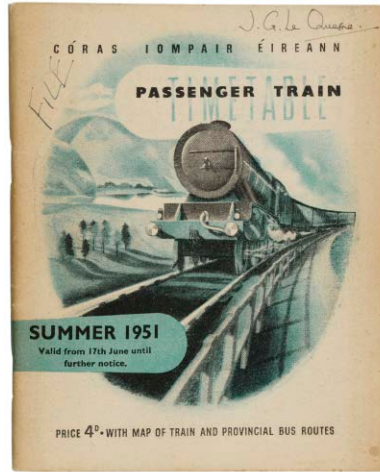
[c.1845]

£85

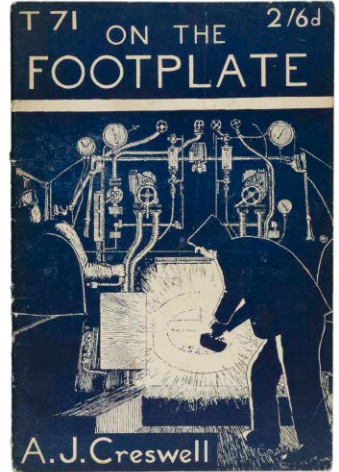




38



39



40

RAILWAY ENGINEERS

38. **(CONDER, Francis R.)** Personal Recollections of English Engineers, and of the introduction of the railway system into the United Kingdom. By a Civil Engineer. Hodder & Stoughton. Half title. Largely unopened in orig. brown cloth, spine lettered in gilt; sl. rubbed at head of spine. A good plus copy.  
 ¶ Otley 4016. Primarily on mainland UK railways, but including two chapters on Ireland.  
 1868 £120

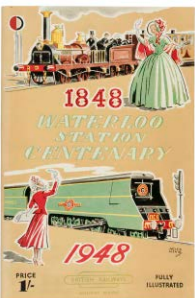
IRISH RAILWAYS TIMETABLE

39. **CÓRAS IOMPAIR ÉIREANN.** Passenger Train Timetable. Summer 1951. Ireland: Córas Iompair Éireann. Col. printed fold. map. Stapled as issued in orig. cream printed pictorial wrappers. v.g. 80pp.  
 ¶ National Railway Museum only on Copac. A nicely produced timetable, showing the extent of the Irish rail network before the series of line closures that commenced in the late 1950s. The map bound at the end shows train and provincial bus routes.  
 1951 £25

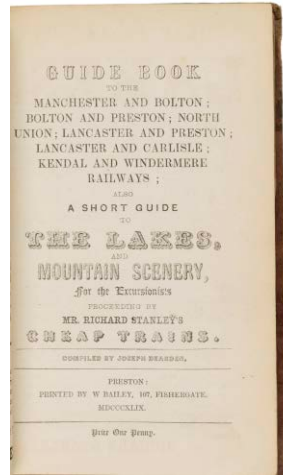
RUNNING FAST TRAINS

40. **CRESWELL, A.J.** On the Footplate. Huddersfield: Quadrant Publications. Illus. Stapled as issued in orig. blue & white pictorial wrappers; following wrapper a little dusted. 40pp.  
 ¶ Otley 3058. Essays on railway operations. 'The description of engine working on the "West Riding Limited" [an express train between London and Leeds] shows in a general way what the engine men have to think about and do in running fast trains.' (Introduction.)  
 [1947] £20

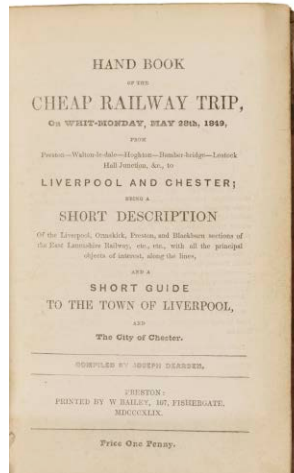
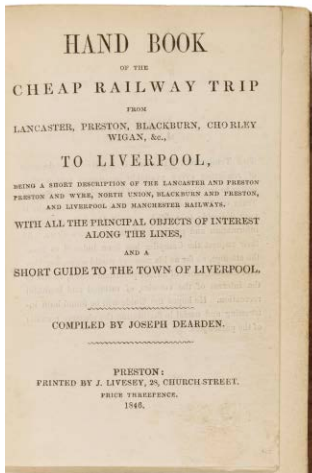
WATERLOO STATION



41. **DAVIS, H.G.** Waterloo. One hundred years in the life of a great railway station. British Railways, Southern Region. Illus. with black & white photos and 2 col. plates. Stapled as issued in orig. glazed col. printed pictorial wrappers. 32pp.  
 ¶ Otley 7326. Price 1/-  
 1948 £15



42



EXCURSIONS FOR THE POOR:

COLLECTION OF SCARCE PAMPHLETS

42. **DEARDEN, Joseph.** Hand Book of the Cheap Railway Trip, from Lancaster, Preston, Blackburn, Chorley, Wigan, &c., to Liverpool, being a short description of the Lancaster and Preston, Preston and Wyre, North Union, Blackburn and Preston, and Liverpool and Manchester Railways. With all the principal objects of interest along the lines, and a short guide to the town of Liverpool. BOUND WITH: ten further pamphlets to accompany subsidised excursions for the poor and needy of Lancashire. Preston: J. Livesey [and other]. Eleven 8vo pamphlets, bound into a single volume, followed by articles extracted from newspapers and a few relevant ad. leaves, and a guide to Preston. Occasional ms. notes. Contemp. dark pink moiré cloth.

¶ A remarkable collection of Preston-published scarce railway pamphlets, each issued to accompany travellers on especially convened excursions for the poor and working classes in the North West of England. The eleven pamphlets, each between 8 and 30 pages, are all extremely rare. None are listed in Ottley, and we can only trace one in institutional holdings: *Hand Book of the Cheap Railway Trip, on Whit-Monday, May*

28th, 1849, from Preston-Walton-Le-Dale-Hoghton-Bamber-bridge-Lostock Hall Junction, &c., to Liverpool and Chester, in the University of Manchester Library. The pamphlets each provide information for the traveller, including general descriptions of places of interest, as well as practical information regarding timings and logistics. As the preface in the first pamphlet states, 'The Temperance Excursion Committee being desirous of rendering every available assistance within their power to the Excursionists to Liverpool by their special train ... have thought it very desirable to publish a small Hand-Book for the information and guidance of the pleasure seeker'.

Following the pamphlets, occupying 11 leaves, are several flyers pertaining to the trips, and contemporary articles extracted from newspapers describing the excursions. Also bound in, is a facsimile letter from the offices of the Ulverstone & Lancaster Railway, confirming the provision of 'a train for your people at a low fare'. The last item in the volume is *The Guild Guide and Hand Book of Preston*, by R. Clarkson and Jos. Dearden, second edition, 1862, in 79 pages with a folding map and 20 pages of commercial advertisements. No copies of this second edition on Copac, which lists a first edition in 76 pages in the BL, and two third editions, at Lancaster and Oxford.

The excursions were conceived by Joseph Livesey, 1794-1884, a Preston-born businessman, writer, publisher, philanthropist and temperance campaigner. He was evidently assisted by Joseph Dearden, 'compiler' of several of the guides, with Richard Stanley seeing to 'Arrangements'. Livesey cast some light on the philanthropic enterprise in his autobiography, published posthumously in 1884:

'All classes, excepting the very poorest, could enjoy themselves every summer by going with the cheap railway trips. This led me to conceive the idea of arranging one for this class, which was eminently successful. Every summer the poorest in the town, "the halt, the lame, and the blind," the scavengers, the sweeps, and workhouse people, have been treated by a railway trip to Blackpool, Southport, Fleetwood, or some other sea bathing place. This annual treat commenced in 1845; it was entirely my own conception, and has been continued ever since, generally in the month of August. It has been called the "Poor People's Trip," the "Old Women's Trip," and the "Butter-milk Trip," the latter because, for a number of years, we took a truck load of butter-milk with us for the use of our guests. The trip numbered at first 2,000 to 2,500, but in time it increased to 4,000. We arranged with the railway companies to take them for 6d. a head, and we issued tickets in packets at 8d., including for each person a bun, and milk *ad libitum*.'

1846-1862

£1,800

## ATMOSPHERIC RAILWAY: PROSPECTUS

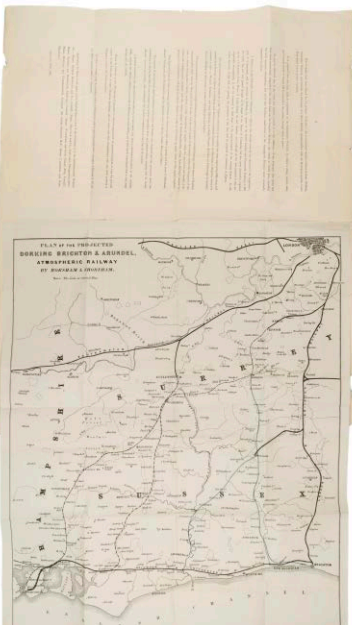
43. **DORKING, BRIGHTON, & ARUNDEL ATMOSPHERIC RAILWAY.** Prospectus. Dorking, Brighton, & Arundel Atmospheric Railway, by way of Horsham and Shoreham. (Without a tunnel.) Capital, one million, in 50,000 shares of £20 each. J.B. Nichols & Sons, printers. 4pp folio, docket title, inserted folding map; lightly folded, one or two short marginal tears, but overall v.g.

¶ A fascinating document, proposing a new railway line linking London and the South Coast, optimistically promoting the use of the 'atmospheric principle'; a system of rail propulsion using air pressure delivered through a tube. The chief engineer was Charles Vignoles, who had worked on a short atmospheric line in Dalkey, south of Dublin, in the early 1840s.

'This company has been formed for the purpose of giving to the populous and wealthy district between Dorking, Shoreham, Brighton, and Arundel the advantage of a direct railway communication with the metropolis and the coast, from which it is at present excluded.

It is proposed that the line shall be constructed on the atmospheric principle, by which a cheap, speedy, safe and frequent means of transit will be secured to the country through which it passes.

It may be observed that if any doubt has hitherto existed as the efficiency of this principle, that doubt has been most satisfactorily removed by the recent trials on the Croydon Railway; the results of which have exceeded the most sanguine anticipations, and prove that railways constructed on the atmospheric principle must eventually supersede all others.'



Despite these confident claims, the Croydon Railway had in fact been beset by problems during its first few months of operation, and its shareholders were becoming increasingly worried about the system's viability. After a series of mishaps in 1846 and 1847, and with credibility dwindling, the system was wholly abandoned in May 1847, with conventional steam propulsion immediately replacing it. Needless to say, the Dorking, Brighton, & Arundel Atmospheric Railway was never built.

1845

£250

A RAILWAY FOR

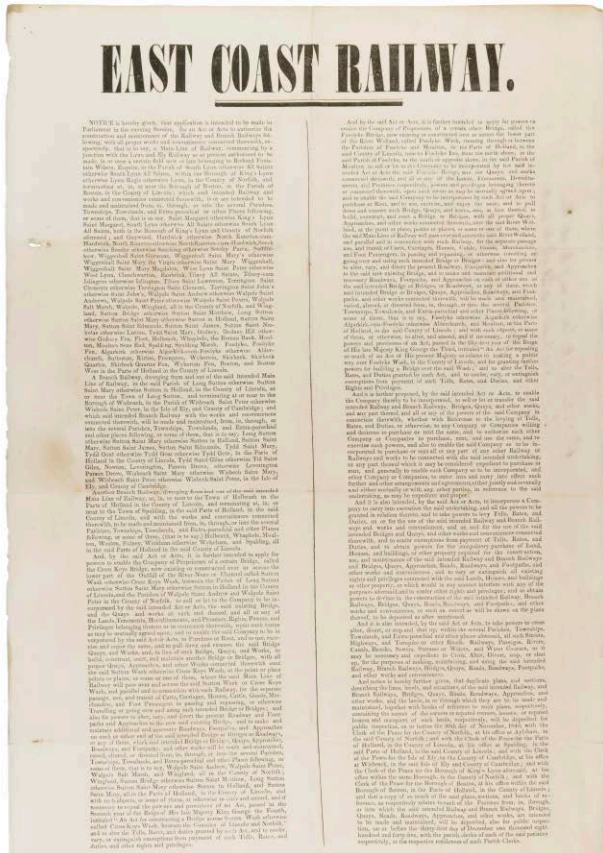
NORFOLK, CAMBRIDGESHIRE, & LINCOLNSHIRE

44. EAST COAST RAILWAY. Broadside. [Statement of Intent.] 'East Coast Railway. Notice is hereby given, that application is intended to be made to parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the Railway and Branch Railways following ...' Holbeach: F.W. Beeston, printer. Large broadside, 31.5 x 51cm, printed on recto only in two columns; lightly folded, the odd dust mark in margins. A well-preserved clean copy.

¶ No other copy traced. This large broadside lays out the particulars, for public perusal, of a planned network of railways in the counties of Norfolk, Cambridgeshire and Lincolnshire. The main line was intended to run from King's Lynn in North Norfolk to Boston in Lincolnshire, with branches connecting it with Wisbech (here Wisbeach) and Spalding. The line as presented here was never built, although railways eventually reached most of the places mentioned in this prospectus later in the 19th century, forming part of the Midland & Great Northern Joint Railway. A manuscript note on the verso indicates the notice was pinned, as per instruction, in the Sessions House at Wisbech.

1845

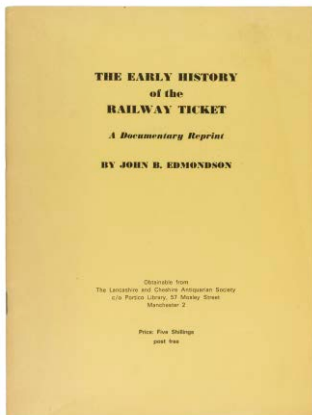
£180



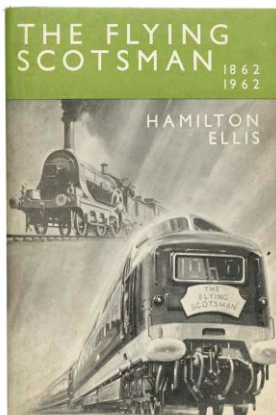
JOHNSTON, FARQUHAR and LEECH, No. 65, Moorgate Street, London.  
JOHNSON, STURTON and KEY, Holbeach.  
EDWARD LANE SWATMAN, Lynn.

Dated this 1st day of November, 1845.

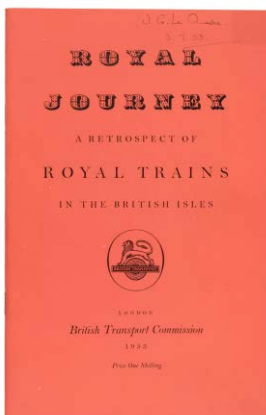
[F. W. Beeston, Printer, Holbeach.]



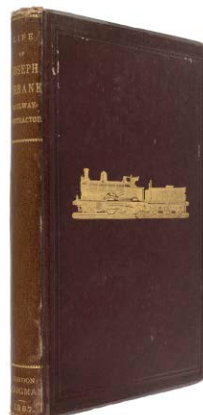
45



46



47



48

## RAILWAY TICKETS

45. **(EDMONDSON, Thomas) EDMONDSON, John Beeby.** *The Early History of the Railway Ticket.* A documentary report. The Lancashire and Cheshire Antiquarian Society. Illus. throughout. Stapled as issued in orig. printed yellow card wrappers. v.g. 20pp.

¶ See Otley 3514. Reprinting an article which first appeared in *The English Mechanic and World of Science in August 1878*, 'combined with illustrations of Thomas Edmondson's earliest tickets and the firm's trade catalogue of about 1905'. See also item 97.

1968

£10

## THE FLYING SCOTSMAN

46. **ELLIS, C. Hamilton.** *The Flying Scotsman 1862-1962.* Portrait of a train. George Allen & Unwin. Illus. with photographs. Stapled as issued in orig. black & white glazed printed pictorial wrappers. 47pp.

¶ Otley 6255. A warm appreciation of arguably the most famous service in the UK. Originally known as the Special Scotch Express, the first scheduled trains to run between London and Edinburgh took ten and a half hours to complete the journey in 1862, including a luncheon break of an hour in York. The service was made possible through the collaboration of three railway companies, the North British Railway, the North Eastern Railway, and the Great Northern Railway, who each controlled sections of the East Coast main line. Although used informally from the late 19th century, the title 'Flying Scotsman' was not officially adopted until 1924.

1962

£10

## ROYAL TRAINS

47. **ELLIS, C. Hamilton.** *Royal Journey.* A retrospect of royal trains in the British Isles. British Transport Commission. Half title, illus. with photographs. Stapled as issued in orig. red printed wrappers. Signature of J.G. Le Quesne on front wrapper. v.g. 32pp.

¶ Otley 2749. Loosely inserted is a typed letter and entrance ticket to an exhibition. In the letter, the British Transport Commission's curator of historical relics informs his correspondent, '[we] hope, in time, to establish a permanent transport museum in London where it will be possible to display to the public many relics of the past'. The British Transport Museum was duly opened in 1961 in Clapham. The current London Transport Museum opened in Covent Garden in 1980.

1953

£15

## LIFE OF A CONTRACTOR

48. **(FIRBANK, JOSEPH) MCDERMOTT, Frederick.** *The Life and Work of Joseph Firbank, railway contractor. FIRST EDITION.* Longmans, Green, & Co. Half title, front. port., plates & illus. Orig. maroon cloth, bevelled boards, front board pictorially blocked with locomotive in

gilt, spine lettered in gilt; sl. rubbing to extremities. Early gift inscription & stamp on half title.

¶ Otley 2502. A scarce biography of the prolific builder of railways Joseph Firbank, 1819-1886, born into a family of miners in County Durham, and himself employed in the pits from the age of seven. Largely self-educated, he secured his first building contract in his early 20s, and went on to build 'more railways in this country than any other contractor'; these are fully listed in an appendix at the end of the volume.

1887

£125

THE SPEED OF EXPRESS TRAINS

49. **FOXWELL, Ernest.** English Express Trains: two papers. Edward Stanford. Contemp. half tan calf, spine ruled & with devices in gilt, dark green morocco label, lettered 'London & North Western Railway'. Armorial bookplate of Charles Arthur Wynne Finch on leading pastedown, and his signature on titlepage, 1885. Later signature of J.G. Le Quesne.

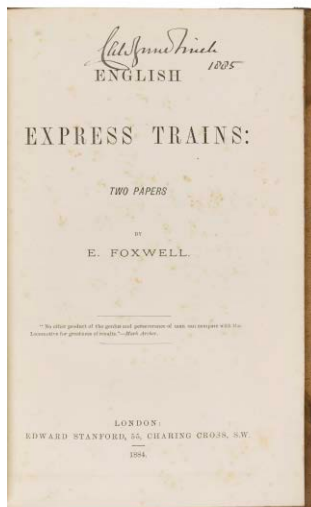
¶ Otley 7764. Papers first published in *Macmillan's Magazine* (Feb. 1883), and the journal of the Statistical Society, (Sept. 1883). '... most Englishmen take an interest in the speed of express trains; and while the second of these papers offers an account of that speed, the first is meant to give some of the reasons why it is so interesting a subject'.

Bound with a 12pp pamphlet, in its original wrappers, *Via Per Angliam Ferro Strate*, published in Oxford by Francis Macpherson, 1841. Attributed to Thomas Legh Cloughton, it is a humorous take on early railways travel in Macaronic verse. With the signature of J.H. Wynne on front wrapper. Otley 7691.

Also bound in at end, an article by William Mitchell Acworth, in two parts, extracted from *Murray's Magazine*, January 1888: The London and North-Western Railway.

1884

£150



EXPRESS TRAINS

50. **FOXWELL, Ernest & FARRER, Thomas Cecil.** Express Trains, English and foreign. Being a statistical account of all the express trains in the world. Smith, Elder, & Co. Half title, tables & folding maps, final ad. leaf. Contemp. half maroon morocco, spine ruled & uplettered in gilt; head of spine sl. chipped, extremities a little rubbed. Armorial bookplate of Charles Arthur Wynne Finch on leading pastedown, and his signature on half title, 1885. Later signature of J.G. Le Quesne.

¶ Otley 3872. 'The object of the following pages is to show, as accurately as possible, the speed of Fast Trains in various parts of the world, and the price paid for using them.' (Preface.) Part I. Express Trains in Great Britain; Part II. Foreign Express Trains, including Canada, the USA, South Africa, 'India and the Australian Colonies', and Europe.

1889

£35

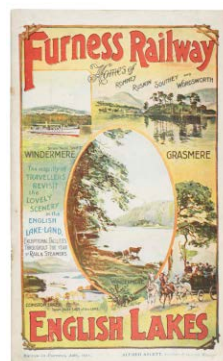
GUIDE TO THE LAKES

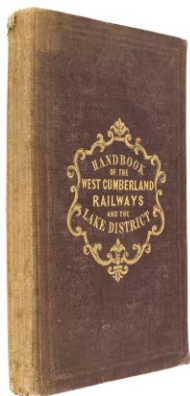
51. **FURNESS RAILWAY COMPANY.** English Lakes. Barrow-in-Furness: Furness Railway Co. Fold. map printed in black, red & pale blue, illus. with photos throughout. Stapled as issued in orig. printed pictorial wrappers. 54pp.

¶ Not in Otley. Not on Copac which records a 1915 edition at Cambridge only. An attractive brochure for sites in the Lake District, accessible by the Furness Railway.

1911

£35





52. **(FURNESS RAILWAY) LINTON, John.** A Handbook of the Whitehaven and Furness Railway, being a guide to the Lake District of West Cumberland and Furness. Illustrated with map and 12 steel engravings. FIRST EDITION. London: Whittaker & Co.; Whitehaven: R. Gibson & Son; and Callander & Dixon. Half title, front., plates, folding map at end with one short tear repaired with archival tape, 18pp ads. Orig. maroon fine-diaper cloth, borders blocked in blind, front board lettered in gilt within ornate central border; plain spine a little faded & with small nicks at head & tail. A very nice copy as originally issued.

¶ Ottley 5715. Bicknell 148. An attractively produced travel guide to the Lake District, made more accessible by the opening of the Furness Railway line on November 1st 1850, after some three years under construction through difficult terrain.

1852

£320

HAND-COLOURED LITHOGRAPH

53. **(GARNKIRK & GLASGOW RAILWAY) HILL, David Octavius.** PRINT. Opening of the Glasgow and Garnkirk Railway. View near Proven Mill Bridge. Looking West. Edinburgh: Alex.r Hill. Large hand-coloured landscape lithograph, image 45 x 30cm, plate 49.5 x 36cm; a few small creases & marginal tears, one or two neat repairs in lower margin, not affecting image. Laid on to card, mounted.

¶ The Garnkirk and Glasgow Railway was opened in 1831, primarily to transport coal from the Monklands coalfield into Glasgow, but also to convey passengers into Glasgow's Townhead station, the first railway terminus in the city. The line began operating in March 1831, while the official opening took place on the 27th of September. The two ceremonial trains that ran that day are here depicted: one carrying the company directors, and a second, with none other than George Stephenson at the footplate, made up of thirty-two open passenger carriages. This hand-coloured lithograph is one of a series of four made by David Octavius Hill, printed by W. Day, and published by his older brother Alexander. Given that the line was not in operation until later in 1831, the date given in the imprint, 1st of January 1831, appears to be an error, and should perhaps be taken as 1st January 1832.

1831 [1832]

£250 †





54. **(GENERAL ELECTION, 1880. KINGSTON UPON HULL.)** Election Flyer. 'Vote for Atkinson and Pope. And the new railway and docks.' n.p. Printed in black ink on royal blue card, 12 x 7.5cm. Verso blank.

¶ An attractive election flyer in support of John Buckingham Pope and Henry Atkinson, the Conservative candidates in the general election of 1880 for the constituency of Kingston upon Hull. They were standing on a ticket of 'New Railway and Docks', illustrated

on this card by a charming woodcut of a passenger train. The pair proved unsuccessful, with the incumbent Liberal candidates Charles Norwood and Charles Wilson being returned to parliament with a majority of over five thousand.

[1880]

£75 †

LUGGAGE DELIVERY CARTS

55. **GREAT EASTERN RAILWAY.** Handbill. Delivery of Passengers' Luggage in London. On and after Monday, the 2nd of January, 1882, passengers travelling by this railway to London can, if they so desire, book their luggage at the starting station for delivery in London, within the cartage delivery limits of the company, which are defined on the map at the back hereof. ... Stratford: G.E.R. Single sheet handbill, lilac paper, 26 x 20.5cm, printed on both sides in black ink. A v.g. well-preserved example.

¶ A fascinating handbill, issued by the G.E.R. in December 1881, showing prices and limitations for the delivery of luggage in London. Passengers are advised, 'luggage delivery carts will leave the Liverpool Street Station six times every week day ... [and that] as a rule, delivery will be made within three hours'. The map printed on the verso shows the western limit of delivery around Notting Hill, the most northerly as Stamford Hill, the eastern limit as Poplar, with Kennington Park as the most southerly.

1881

£65 †



EMPLOYEES' RULE BOOK

56. **GREAT EASTERN RAILWAY.** Rules and Regulations. June 1st, 1904. Stratford: reprinted by Alexander Osbour Shave, at the G.E. company's printing works. Illus. with occasional diagrams. Orig. plain dark blue cloth; a little rubbed & dulled.

¶ A rule book for the employees of the Great Eastern Railway Company, 'agreed to generally by the Companies parties to the Railway Clearing House System'. A printed note on the titlepage advised, 'Books of a previous date are not correct.' Text coded 4557/9/18-3000 on titlepage.

1915 [1918]

£48

EARLY LOCOMOTIVES OF THE G.N.R.: SCALE DRAWINGS

57. **GREAT NORTHERN RAILWAY.** Volume of Original Hand-Drafted Technical Drawings of Early Steam Locomotives, showing engines of the Great Northern Railway. n.p. 34pp filled in, followed by 86pp blank or with pencil notes only. Paper watermarked T. Dewdney 1854. Contemp. straight-grained dark maroon morocco, unlettered; head & tail of spine worn. Long pencil note on leading blank showing the volume was purchased from the bookseller H. Young & Sons, Liverpool, in Oct. 1907. Later page of notes & covering letter loosely inserted.

¶ An unsigned volume of highly accomplished scale drawings, with technical

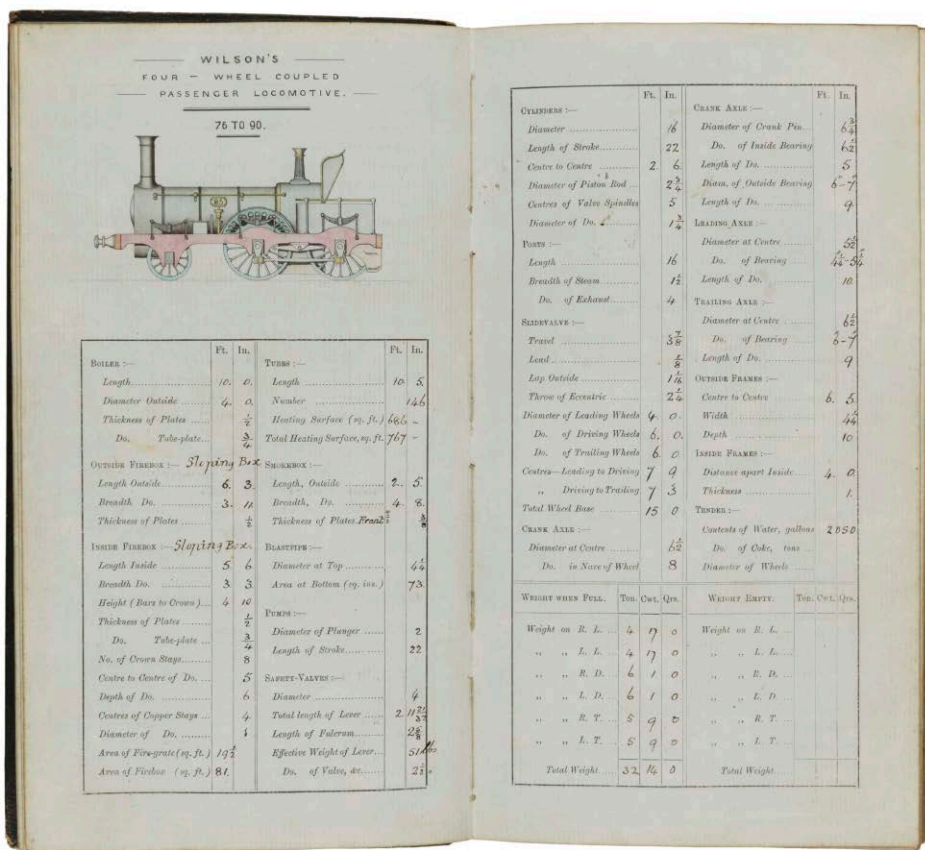
GREAT NORTHERN RAILWAY

specifications provided in manuscript within printed boxes, showing the earliest locomotives used by the Great Northern Railway. The hand-drawn and delicately coloured drawings each measure approximately 9 x 4.5cm, located at the top left of a double-page spread. They are followed by printed boxes, in which technical details and dimensions can be recorded. These 'vital statistics' have not routinely been filled in, but where they have been, are written in a neat precise hand. Information provided pertains to boilers, pumps, cylinders, axles, fireboxes, blastpipes, safety valves, wheels and weight. Overall thirteen locomotives are illustrated. Spaces for further illustrations follow, with pencil notes indicating which designs are to be added. In one place an illustration has been started, but the draftsman stopped after drawing the locomotive's driving wheels.

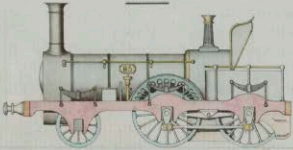
A later loosely inserted page of notes sheds more light on the volume, identifying all the locomotives (both the finished designs and those projected), and providing the dates they entered service. All the engines are shown to have worked on the Great Northern Railway during its earliest years of operation; the first noted as delivered between 1847 and 1849; the most 'recent' from 1867, when the volume was likely compiled. The writer of these annotations is identified as C.F. Dendy Marshall, the important railway historian and expert on early locomotives, who notes in a covering letter, dated May 3rd 1938, that the initials B.B.&C.I. appear later in the volume; a reference, he believes, to the Bombay, Baroda and Central India Railway. He accordingly concludes the volume is 'not official', adding 'unless someone left the GNR to go to the Bombay Railway'. Whether or not the present volume was 'official', we cannot say, but it is clear that it was compiled by someone with an intimate knowledge of the GNR's locomotives, and also an individual with first rate penmanship. A fascinating and unique volume.

[c.1867]

£1,200

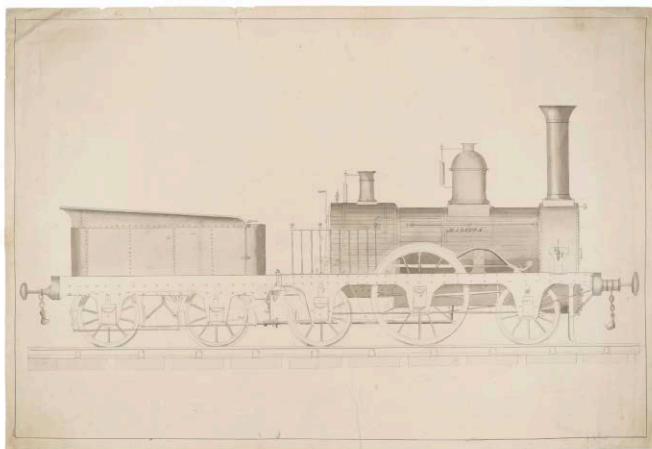


WILSON'S  
FOUR - WHEEL COUPLED  
PASSENGER LOCOMOTIVE.  
76 TO 90.



BOILER		TUBES	
FL.	IN.	FL.	IN.
Length	10. 0.	Length	10. 5
Diameter Outside	4. 0.	Number	14 1/2
Thickness of Plates	3/8	Heating Surface (sq. ft.)	66 1/2
Do. Tube-plate	3/8	Total Heating Surface, sq. ft.	767
OUTSIDE FIREBOX - <i>Sloping Box</i>		SHROUDDING	
Length Outside	6. 3	Length, Outside	2. 5
Breadth, Do.	3. 11	Breadth, Do.	4. 8
Thickness of Plates	3/8	Thickness of Plates, Front	3/8
INSIDE FIREBOX - <i>Sloping Box</i>		BRASSPIES	
Length Inside	5. 6	Diameter at Top	4 1/2
Breadth, Do.	3. 3	Area at Bottom (sq. ins.)	73
Height (Bore to Crown)	4. 10		
Thickness of Plates	3/8		
Do. Tube-plate	3/8		
No. of Crown Stays	8		
Centre to Centre of Do.	5		
Depth of Do.	6		
Centre of Crown Stays	4		
Diameter of Do.	1		
Area of Firegrate (sq. ft.)	19 1/2		
Area of Firebox (sq. ft.)	81		

	FL.	IN.		FL.	IN.
<b>CYLINDERS</b>					
Diameter	14		<b>CRANK AXLE</b>		
Length of Stroke	22		Diameter of Crank Pin	6 3/4	
Centre to Centre	2. 6		Do. of Inside Bearing	6 3/4	
Diameter of Piston Rod	2 1/2		Length of Do.	5	
Centre of Valve Spindles	5		Diam. of Outside Bearing	6 5/8	
Diameter of Do.	1 1/2		Length of Do.	9	
<b>PUMPS</b>					
Length	16		Diameter at Centre	5 1/2	
Breadth of Steam	1 1/2		Do. of Bearing	4 1/2	
Do. of Exhaust	4		Length of Do.	10	
<b>SEMI-VALVE</b>					
Travel	5 7/8		<b>TRAILING AXLE</b>		
Lead	5/8		Diameter at Centre	6 1/2	
Lap, Outside	1 1/8		Do. of Bearing	6 5/8	
Throw of Eccentric	2 1/2		Length of Do.	9	
<b>OUTSIDE FRAMES</b>					
Diameter of Leading Wheels	4		Centre to Centre	6. 5	
Do. of Driving Wheels	6. 0		Width	4 1/2	
Do. of Trailing Wheels	6. 0		Depth	10	
Centre - Leading to Driving	7. 9		<b>INSIDE FRAMES</b>		
Do. Driving to Trailing	7. 3		Distance apart Inside	4. 0	
Total Wheel Base	15. 0		Thickness	1.	
<b>CRANK AXLE</b>					
Diameter at Centre	6 1/2		Contents of Water, gallons	2050	
Do. in Nave of Wheel	8		Do. of Oak, tons		
<b>TENDERS</b>					
<b>WEIGHT WHEN FULL</b>					
	TONS	CWTS.	QRS.		
Weight on R. L.	4	17	0	Weight on R. L.	
Do. on L. L.	4	17	0	Do. on L. L.	
Do. on R. D.	6	1	0	Do. on R. D.	
Do. on L. D.	6	1	0	Do. on L. D.	
Do. on R. T.	5	9	0	Do. on R. T.	
Do. on L. T.	5	9	0	Do. on L. T.	
Total Weight	32	14	0	Total Weight	



**GREAT WESTERN RAILWAY**

**MAZEPPA: FIRE FLY CLASS**

58. Original Ink and Wash Drawing of the Locomotive 'Mazeppa'. n.p. A large drawing, ink & wash on thick white paper, 68 x 46.5cm; v. sl. dusted, but overall v.g.

¶ A very accomplished technical drawing of the broad gauge steam locomotive Mazeppa, one of 62 engines in the Fire Fly class, introduced by the Great Western Railway between 1840 and 1842. These powerful 2-2-2 tender engines were designed by Daniel Gooch for mainline passenger service, with the prototype Fire Fly reportedly maintaining speeds of up to 50 miles per hour on the run between Twyford and London Paddington. Gooch was Superintendent of Locomotive Engines on the Great Western Railway from 1837 to 1864, and chairman of the company from 1865 until his death in 1889. Mazeppa was built by the London-based engineering company G. & J. Rennie in 1841, and withdrawn from service in 1868. Though unsigned, this high quality drawing is likely to be a product of the firm's drawing office.

[c.1840]

£280 †

**LONDON TO BRISTOL, 1841:  
BROADSIDE TIMETABLE**

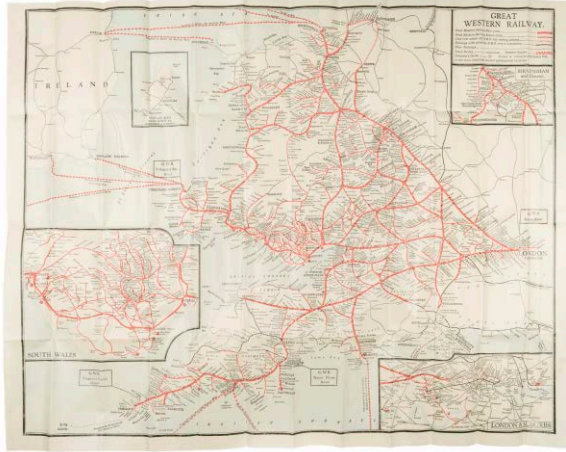
59. Time Table. London to Cirencester, Bath, Bristol and Bridgewater. n.p. Broadside timetable, 25 x 38cm, printed on both sides; one or two short marginal nicks, but overall v.g.

¶ The earliest known timetable issued by the GWR for the whole line is dated June 1841, with only one example recorded, in the Science Museum. It also lists a second timetable, dated simply 1841, but beyond those two examples we can locate no other copy printed so early. A scarce and very well-preserved example of an early railway timetable, issued in September 1841, shortly after the main line from Paddington to Bridgewater, via Bristol and Bath, was opened in its entirety. The recto shows train times for the entire line, while the verso shows additional 'short train', or local services that just covered part of the route. In 1841 the printing of separate timetables was a relatively new feature in the railway industry. Up until the the late 1830s railway companies tended to advertise train times in local newspapers, or on simple 'time bills' displayed in individual stations. Bradshaw's famous railway timetable first appeared in 1839.

A note advises that 'London time is kept at all stations on the railway, which is about four minutes earlier than Reading time; 5½ minutes before Steventon time; 7½ minutes before Cirencester time; [etc., etc.] ...'

1841

£225



60

60. Map of G.W.R. System. [Great Western Railway Co.] 66 x 53cm. Printed in red, black & pale blue on thin paper, folded as issued to fit in orig. manilla slipease, 7 x 14.5cm. v.g.

¶ A very well-preserved lightweight folding map, showing the entirety of the G.W.R. network and connections. With insets showing South Wales, London & Suburbs, Birmingham & District, and the Isle of Man.

[c.1925?]

£45

#### PREVENTION OF ACCIDENTS

61. Prevention of Accidents to Staff Engaged in Railway Operation. Published by the Great Western, London & North Eastern, London Midland and Scottish, and Southern Railway Companies. Illus. with photos throughout. Stapled as issued in orig. orange printed wrappers; some leaves working loose, but still a nice clean copy.

¶ 'Every year between 200 and 300 railwaymen are killed, and in addition several thousands meet with accidents which lay them aside for days, weeks, months, or for always.' Published jointly by the 'Big Four' rail companies.

[c.1930?]

£25

#### ENGINES: NAMES, NUMBERS, TYPES

62. GWR Engines. Names, numbers, types, classes, etc. of Great Western Railway Locomotives. Great Western Railway. Illus. with photographs & diagrams, ads & Memoranda at rear. Sewn as issued in orig. col. printed pictorial wrappers. 112pp.

¶ Ottley 6150. Attractive stylised wrappers by Varnon.

1938

£30

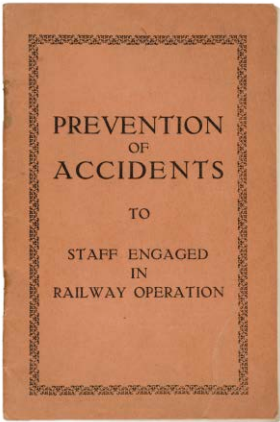
#### RULES OF THE RAILWAY

63. Rules for Observance by Employers, 1st January, 1933. (Reprinted 1945.) [G.W.R. Printed by Waterslow & Sons, London & Dunstable.] Orig. red cloth, front board lettered in black; sl. marked. v.g.

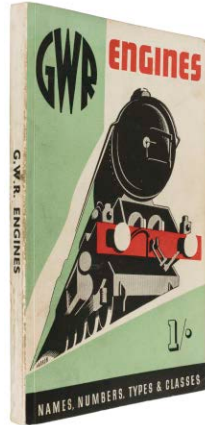
¶ This edition not in Ottley. A reprint of the 1933 edition, with some additional material, 'to be given to every officer and servant of the company'. Illustrated with line drawings and diagrams.

1945

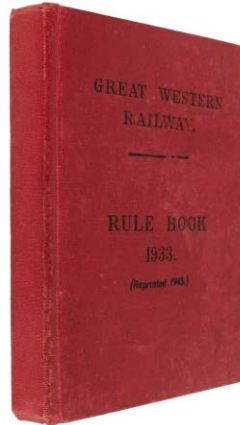
£25



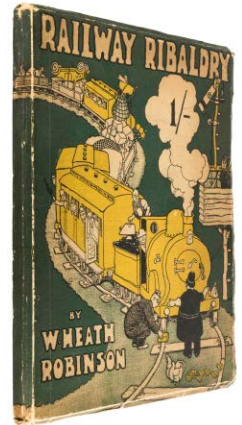
61



62



63



64

RIBALDRY

64. **ROBINSON, William Heath.** *Railway Ribaldry.* Being 96 pages of railway humour. The Great Western Railway. 4to. Front., illus. throughout in black & white. Sewn & glued into orig. green & yellow illus. card wrappers; a little darkened, corners sl. creased. 96pp.

¶ Otley 7740. A humorous souvenir publication, issued to mark the one hundredth anniversary of the founding of the Great Western Railway. Heath Robinson's line illustrations are typically full of wit and ingenuity, depicting scenes such as 'Boring the first tunnel with an early type of rotary excavator', 'The sort of thing that sometimes happens when carelessly looking over bridges', and 'A creditable effort to catch a train before the era of the railway motor bus'. Price 1/-.

1935

£45

MODEL TRAINS

65. **GREENLY, Henry.** *Model Electric Locomotives and Railways;* their details and practical construction. With 326 photographs, diagrams and working drawings. FIRST EDITION. Cassell & Co. (Cassell's "Model" Series.) Half title, front., plates & illus. throughout, final ad. leaf. Orig. olive green pictorial cloth, lettered in black, gilt & blind; small ink mark on front board, spine v. sl. faded, otherwise v.g.

¶ Not in Otley, which lists several other titles by Greenly, describing him as 'the J.S. Bach of the world of miniature railways'.

[1923]

£30

GAUGE UNIFORMITY

66. **HARDING, Wyndham, and others.** Pamphlets in Support of National Uniformity of Gauge and the Report of Her Majesty's Gauge Commissioners. Collected, bound, and sold by Joseph Cundall. 13 pamphlets bound into contemp. full maroon calf; spine chipped and defective, but internally clean and well-preserved.

¶ Manchester & Senate House only on Copac. An important collection of pamphlets, collected together by the publisher J. Cundall, and distributed together with a new collective titlepage. The contents as follows:

- 1) **HARDING, Wyndham.** *Uniformity of Gauge. Railways. The Gauge Question. Evils of diversity of gauge, and a remedy.* With a map. 4th edn. London. 1846. Otley 4321.
- 2) 'VIGIL', pseud., [i.e. COLE, Henry]. *Railway Eccentrics. Inconsistencies of Men of Genius exemplified in the practice and precept of Isambard Kingdom Brunel ...* London. 1846. Otley 6062.
- 3) **ANONYMOUS.** *The Broad Gauge the Bane of the Great Western Railway*

- Company. With an account of the present & prospective liabilities saddled on the proprietors by the promoters of that peculiar crotchet. By f. s. d. London. 1846. Ottley 6045.
- 4) (COLE, Henry) Fallacies of the Broken Gauge. Mr. Lushington's arguments in favour of broad gauge and breaks of gauge refuted. Being a reply to the remarks of a late fellow of Trinity College ... 2nd edn. London. 1846. Ottley 3647. "
  - 5) (MORISON, K.) The Origin and Result of the Clearing System, which is in operation on the narrow gauge railways, with tables of the through traffic in the year 1845. London. 1846. Ottley 3679. n.b. 'Narrow gauge' in this instance refers to what is now considered standard gauge, 4'8½".
  - 6) (COLE, Henry) Dialogues of the Gauges. [Reprinted from the "Railway Record".] Railway Record Office. 1846. Ottley 3646; 'Imaginary conversations arranged to conclude in favour of narrow gauge'.
  - 7) MELVILLE, Herbert S. Narrow Gauge Speedier than Broad Gauge Railways, as well as cheaper. 3rd edn. W. Stephenson. 1846. Ottley 3658.
  - 8) (COLE, Henry) A Railway Traveller's Reasons for Adopting Uniformity of Gauge Addressed to I.K. Brunel, Esq. 4th edn. Joseph Cundall. [1846]. Ottley 4918.
  - 9) HUNT, Thornton. Unity of the Iron Network: showing how the last argument for the break of gauge, competition, is at variance with the true interests of the public. 3rd edn. Smith, Elder & Co. 1846. Ottley 3655.
  - 10) ANONYMOUS. Reply to "Observations" of the Great Western Railway Company on the Report of the Gauge Commissioners. Vacher. 1846. Ottley 3653.
  - 11) ANONYMOUS. A Letter to the Directors of the Great Western Railway Company, shewing the public evils and troubles attendant upon their break of gauge, and pointing out the remedy. By an Old Carrier. Manchester: Bradshaw and Blacklock. 1846. Ottley 6052.
  - 12) (COLE, Henry) A Few of the Miseries of the Break of Gauge at Gloucester. n.p. [1846] Single leaf. Ottley 3649.
  - 13) (Birmingham & Gloucester Railway. Petition.) Travellers between Birmingham and Bristol who would prefer not to have to change the carriage at Gloucester are informed that the following petition lies for signature at the stations on the line ...' Single leaf with ad. for Cundall's pamphlets on verso. Ottley 6941; ' ... part of the campaign of the Birmingham & Gloucester against the broad gauge Bristol & Gloucester'.

[1846]

£950



67



68

SWITZERLAND: LUCERNE TO CHIASSO

67. **HARDMEYER, Jakob.** The St. Gothard Railway. With 41 illustrations by J. Weber and a map. Zurich: Orell Fussli & Co. (Illustrated Europe series, nos 24, 25, & 26.) Front., illus., ads. Sewn as issued in orig. grey pictorial wrappers, printed in red & black; spine a little worn. 82pp.

¶ With 41 drawings by Joseph Weber, and a map on the following wrapper. An account of the picturesque Alpine line from Lucerne to Chiasso on the Swiss-Italian border, which fully opened in 1882. A hotel advertisement on the following wrapper dates this to 1884.

[c.1884]

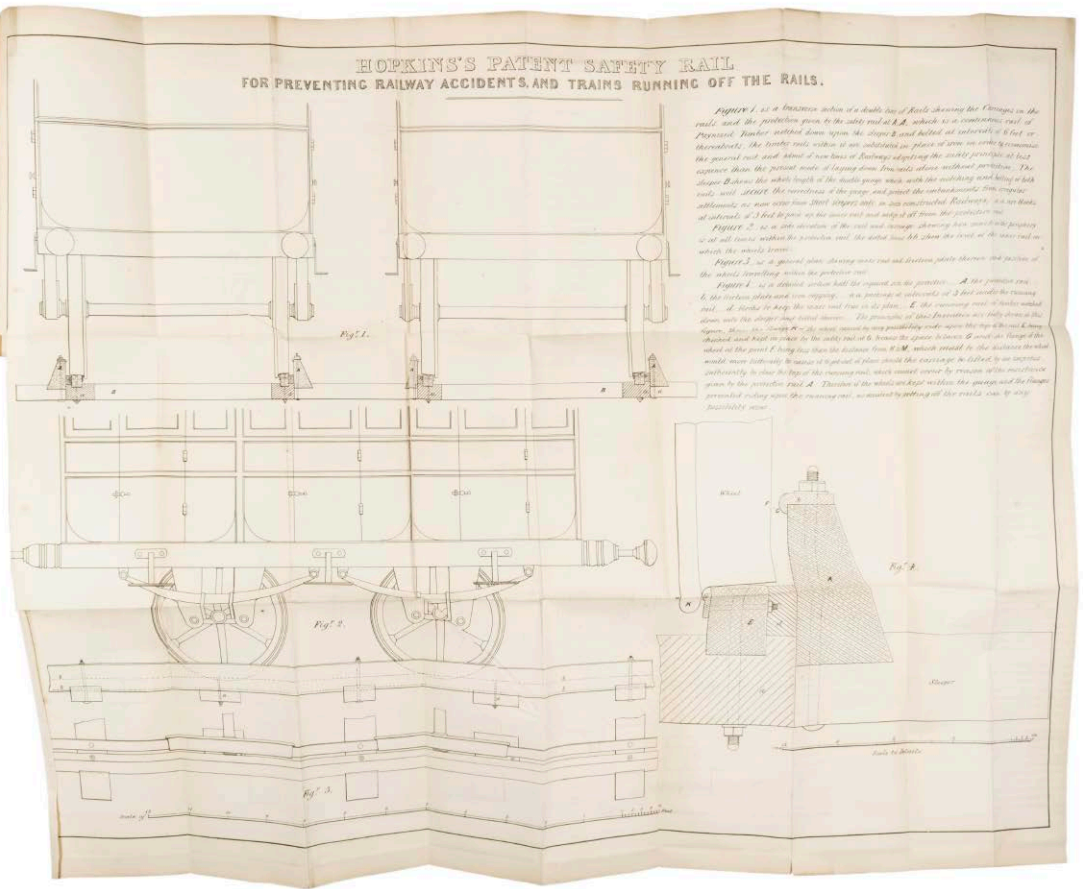
£45

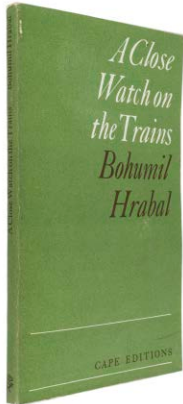
BRISTOL & BATH

68. **H.C. EVANS & ARROWSMITH, pub.** Time Tables and General Advertiser for Bristol, Bath, the western counties, and south Wales. July 1854. Bristol: Evans & Arrowsmith; etc., etc. Oblong 4to. 16pp. Stapled as issued in orig. cream printed pictorial wrappers; a v.g. well preserved copy.
- ¶ BL only on Copac. Steam packets to and from Bristol, and services on the Great Western Railway. With useful local information and a few commercial ads at end. Price one penny.
- 1854 £65

HOPKINS'S PATENT SAFETY RAIL

69. **HOPKINS, John.** Drawing and Explanation of a New Safety Rail for Railways. Invented by John Hopkins. With remarks on its general advantages. Offices, No. 2, Parliament Street. 14pp pamphlet with large folding diagram. Disbound, spine neatly guarded. Scarce.
- ¶ Ottley 2610. Not in National Railway Museum. Only one copy on Copac, University of Glasgow; OCLC adds Stanford in the US. An early treatise on rail safety. The publisher advises that the specimens of the rail may be inspected at their offices, 'and contracts entered into'.
- [1846] £150





CZECHOSLOVAKIAN NOVEL

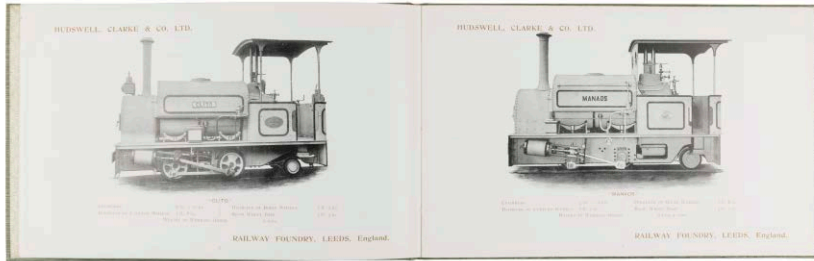
70. **HRABAL, Bohumil.** *A Close Watch on the Trains.* Translated by Edith Pargeter. Jonathan Cape. (Cape Editions, no. 16.) Series title. Orig. white paper wrappers, lettered in grey. Booklabel of D. Wickham on front inner wrapper. v.g. in green d.w.

¶ *Ostře sledované vlaky* first published in 1965. A very well-preserved copy of the first English edition of Hrabal's most celebrated work. Set in occupied Czechoslovakia during the Second World War, the novel follows the political and personal awakening of Milos Hrma, a young and seemingly naive railway worker apprenticed at a strategically important rural station. It was adapted for the screen in 1966, becoming one of the best-known films of the Czechoslovakian New Wave. Hrabal, 1914-1997, is among the most important Czech writers of the 20th century, known for his profound understanding of the human condition, as depicted in his gently comic narratives of everyday life during the Communist regime. The translator, Edith Pargeter, was responsible for bringing several Czech classics to

an English-speaking audience, but is primarily associated with her Brother Cadfael mystery novels, written under the pseudonym Ellis Peters.

1968

£25



71

INDUSTRIAL LOCOMOTIVES: TRADE CATALOGUE

71. **HUDSWELL, CLARKE & CO. LTD.** *Catalogue of Locomotives,* manufactured by Dudswell, Clarke & Co. Ltd., locomotive engineers, railway foundry, Leeds, England. Catalogue B. Hudswell, Clarke & Co. Oblong 8vo. Illus. throughout. Orig. pale green cloth, lettered in white; crease to front board.

¶ 29 pages, printed on plate paper, showing a range of mainly industrial locomotives, 'suitable for contractors, docks, collieries, iron and steel works, gas works, quarries, mineral lines, &c.'

1907

£120

'STEAM NAVVY WORKING SATISFACTORILY'

72. **HULL, BARNESLEY & WEST RIDING JUNCTION RAILWAY.** *MANUSCRIPT.* Notes as to Progress of Works. Barnsley Division, September 1881. n.p. Folio ledger, lined paper, approx. 200pp. Label of the West Yorkshire Printing Co., booksellers, printers, publishers, stationers, Wakefield. Titled in MS. on initial blank; details of works on 'Railway 1' occupying 10pp; works on 'Railway 2' occupying 12pp later in the volume; all other leaves blank. Orig. unlettered half maroon morocco, dark green cloth sides; a little rubbed.

¶ A fascinating volume of manuscript notes made during the construction of the Hull, Barnsley & West Riding Joint Railway, July 1881-April 1882. The notes, presumably by one of the line's engineers, focus on the excavation of several cuttings, noting the rate of progress of the excavators, the use of steam navvies, the numbers of men (and boys), wagons and horses employed, and the amount and properties of the soil and rock excavated. The notes are illustrated in places with neat pen-&-ink line diagrams, showing longitudinal and cross sections of the cuttings, and the position of the steam excavator. There are also a couple of small diagrams showing rail alignments. Figures provided show that works continued steadily, albeit with occasional problems. In

one place the writer notes, 'Lucas + Aird [the contractors] very disorganised', and in another, 'Steam navy is very old, + when received on works was in very bad condition requiring several weeks for repair'. On some parts of the project, where rock was encountered, 'blasting' was required, but for soil and loose shale no blasting was required, 'the bucket cutting through everything'. A note dated 27 Sep. 1881, regarding the South Kirkby tunnel, records the contractor spending 'about £50 per week in explosions for headings'.

The two main engineers on the line were William Shelford and Steven Best. This detailed schedule of work was likely made by one of them or someone from their offices. The line was finally opened in 1885, connecting the collieries around Barnsley with the docks at Hull. Despite the name, the line never quite reached the town of Barnsley, stopping just East of it in Cudworth. It was taken over by the North Eastern Railway in 1922, which was itself absorbed into the LNER in 1923. Much of the line was closed during the 1950s and 60s.

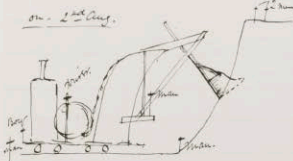
1881

£450

Railway No. 1

Cutting (No 2) at 1<sup>st</sup> 60<sup>th</sup> -

The Steam Navy began to work on 23<sup>rd</sup> July, 81 at face of cutting at 1<sup>st</sup> 65<sup>th</sup> 70<sup>th</sup> and working Eastwards reached 1<sup>st</sup> 67<sup>th</sup> on 2<sup>nd</sup> Aug 81.



- 1 Engine driver
- 1 Boy on Platform of Engine
- 1 man in revolving Bucket
- 1 man at foot of face
- 2 men at surface of ground
- 1 man packing sleepers &c.
- 2 men bringing Coal & water

Making 7 men + 1 boy on the foot staff - 1 Engine driver

Should send out 200 wagons per day.

3 men summing wagons as they are filled

2 men on Roads &c.

1 horse + 1 driver taking wagons away

3 spraggs rope runners &c to wagons.

3 Buckets fill a wagon.

The navy generally breaks down every day.

- Sent out 130 wagons 30<sup>th</sup> July.

- 132 .. 1<sup>st</sup> August take down twice

- 100 by noon 2<sup>nd</sup> Aug.

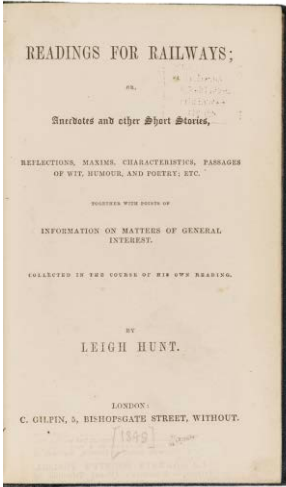
Soil much softer than before. Bucket works well.

Note - Steam Navy is very old, + when received on works was in very bad condition requiring several weeks for repair + another near 1<sup>st</sup> 32<sup>nd</sup> lying in the open, before commencing work in cutting - Ships in Cudworth yard incomplete - Navy repaired at Smith (temporary) -

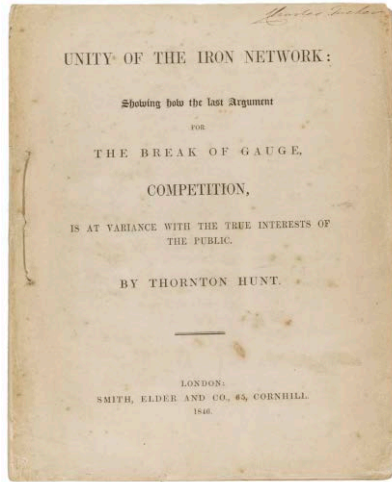
Rock allowed between 1<sup>st</sup> 64<sup>th</sup> 75<sup>th</sup> + 1<sup>st</sup> 66<sup>th</sup> in <sup>grey and</sup> August Certificates - 7ft deep navy would not take this without blasting - But I cannot find that any blasting was done Eastward of 1<sup>st</sup> 66<sup>th</sup> or at any place higher than 7ft or so above formation, + nowhere else was blasting required for the navy - The Bucket cutting through everything -

on 6<sup>th</sup> Aug. East End - gutter at 1<sup>st</sup> 68<sup>th</sup> 70<sup>th</sup>

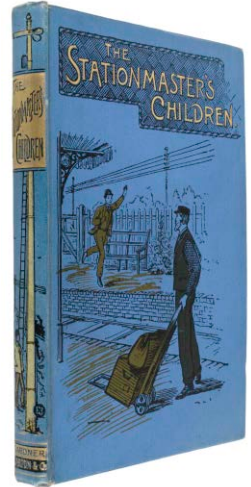
Clay from surface to 6 or 7 feet deep then hard stratified shale occasionally almost rock - let work here this day



73



74



75

LEIGH HUNT: READINGS FOR RAILWAYS

73. **HUNT, Leigh.** Readings for Railways; or, Anecdotes and other Short Stories, reflections, maxims, characteristics, passages of wit, humour, and poetry; etc. Together with points of information on matters of general interest. Collected in the course of his own reading. C. Gilpin. Neatly bound in contemp. half dark blue morocco, blue cloth boards, spine uplettered in gilt; extremities a little rubbed. Ownership stamp of John Lloyd of Manchester, with sl. offsetting on to title.

¶ Ottley 12741. This was Hunt's effort to capture the attention of the Victorian railway traveller. He declares in his preface, 'It has struck me ... that a volume consisting of briefer passages on *all* subjects, not excluding the railway, but principally furnishing interest and amusement to any mood of mind, grave or gay, in which the traveller might happen to find himself, would be no unwelcome addition to the stock of the journeying public'. Contains 132 short pieces.

[1849]

£125

BY LEIGH HUNT'S SON

74. **HUNT, Thornton.** Unity of the Iron Network: showing how the last argument for the break of gauge, competition, is at variance with the true interests of the public. Smith, Elder & Co. Sewn as issued. 32pp including wrappers. Contemp. signature of Charles Tucker on front wrapper.

¶ Ottley 3655. Exposing 'the fallacy of Great Western competition'.

1846

£125

JUVENILE FICTION

75. **INDERMAUR, L.** The Station-Master's Children. Illustrated. Wells Gardner, Darton, & Co. Half title, front. & two plates, 4pp ads. Orig. blue pictorial decorated cloth. v.g.

¶ Railway-themed juvenile literature, not in Ottley. Nesbit's *The Railway Children* was published six years later.

[1900]

£30

PHOTOGRAPHS OF RAILWAY CONSTRUCTION IN INDIA

76. **INDIA.** Photograph Albums. Two large portfolio albums containing a total of 69 black-and-white photographs of railway construction in India. 69 large black & white matt silver gelatin prints, approx. 30.5 x 19, mounted on grey card, 44.5 x 28. Loosely collected in two large morocco portfolios (one maroon, one dark green), lettered in gilt on front. v.g.

¶ A magnificent pair of albums containing photographs of railway infrastructure in India in the first part of the 20th century. A large number of the plates show sites in and around Bombay (now Mumbai). These include: Matunga station and its new workshop; Elphinstone Bridge; Kurla Junction and its new rail alignment; the Parsik Tunnel; Wadi Bunder Yard and its cranes; and two general views of the magnificent Victoria Station. Beyond Bombay, there are many images of sites in the Indian interior, including: reconstruction of the Tapti Bridge; a surveying party on Thull Ghat and images of the old and new tunnel; the Kalyan goods yard and station; shafts at the Gotitoria Colliery; Duke's Nose, Khandala, showing the reversing station; unloading coal at Bhusawal (including an image of workers riding on a crane as coal is tipped from a wagon); the overbridge at Nagpur under construction; and others. One photograph, dated 1919, shows an engineering congress group at Kalyan, Uttar Pradesh, a total of 90 or so European and Indian delegates, with many of the former holding pith helmets. Several of the photographs show what are captioned as 'washaways'; bridges and dams that have succumbed to the elements, and require complete rebuilding or repairs. The photographs are of excellent quality, and no doubt taken by a professional photographer, probably in the employ of the Great Indian Peninsular Railway.

These magnificent albums were once the property of F.J. Preston, and each bears his name on the front. Francis John Preston was Chief Engineer of the Great Indian Peninsular Railway, and a member of the Institute of Civil Engineers. He was made a Companion of the Indian Empire in the New Years Honours list of 1919, and the initials C.I.E. appear on the front of each album. The photographs within no doubt show projects on which he was engaged, or at least had managerial oversight, some of which appear to be completed, and others showing works ongoing.

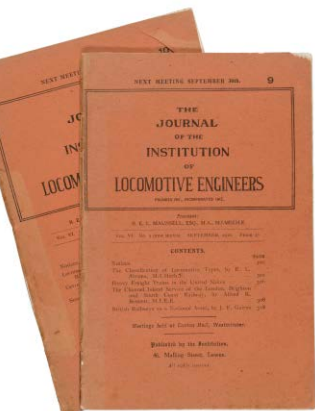
Loosely inserted is an official document, November 1910, addressed to Preston from C.A. Kincaid, secretary to government, Judicial Dept., Bombay, with a conjoined certificate, making official Preston's appointment as Justice of the Peace.

[c.1920]

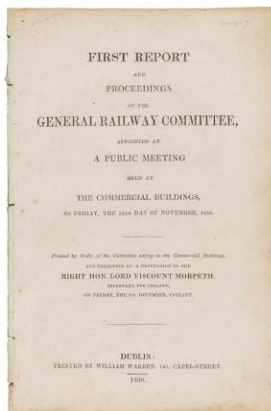
£2,250



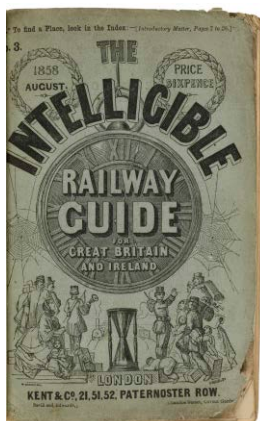




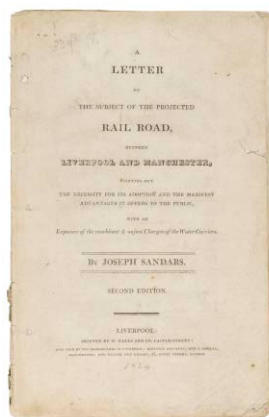
77



78



79



80

77. **INSTITUTION OF LOCOMOTIVE ENGINEERS.** The Journal of the Institution of Locomotive Engineers. No. 9, September 1916, (pp299-322) & No. 10, October 1916, (pp323-346). Lewes: Published by the Institution. Illus., ads. Sewn as issued in orig. orange printed wrappers.

¶ The Institution of Locomotive Engineers was founded in 1911, and remains active, albeit as a division of the Institute of Mechanics, with which it merged in 1967. Its president was the Irish locomotive designer Richard Maunsell, 1868-1944, chief engineer of the South Eastern & Chatham Railway, and designer of several noteworthy classes of engine, among them the Schools class and Lord Nelson class.

These two numbers of the institution's journal, printed during World War One, feature articles on the classification of locomotive types, industrial locomotives, Channel Island services of the London, Brighton & South Coast Railway, and heavy freight trains in the USA.

1916

£30

#### RAILWAY BUILDING IN IRELAND

78. **IRELAND. (BERMINGHAM, Thomas.)** First Report and Proceedings of the General Railway Committee, appointed at a public meeting held at the commercial buildings, on Friday, the 22nd day of November, 1838. Printed by order of the committee ... and presented to the Right Hon. Lord Viscount Morpeth, secretary for Ireland ... Dublin: printed by William Warren. Without the folding map. Disbound. 23pp.

¶ Otley 1667. Report, resolutions and petition, as agreed to by committee of railways in Ireland. Naming several lines under, or awaiting, construction.

1838

£65

#### INTELLIGIBLE TIMETABLE

79. **KENT, W.** The Intelligible Railway Guide, for Great Britain and Ireland. W. Kent & Co. Maps, ads. Orig. pale blue printed pictorial wrappers, neatly bound into later plain tan cloth wrappers.

¶ Not in Otley. BL only on Copac; OCLC adds Oxford. Eight issues of this supposedly easy to use timetable appeared between June 1858 and January 1859. 'In this guide the traveller has an uninterrupted table of each line, without being confused by the branches, which are inserted separately at the top or bottom, or in the adjoining pages ...' Price 3d.

1858

£65

#### LIVERPOOL & MANCHESTER RAILWAY

##### A LETTER IN SUPPORT

80. **SANDARS, Joseph.** A Letter on the Subject of the Projected Rail Road, between Liverpool and Manchester, pointing out the necessity for its adoption and the manifest advantages it

offers to the public, with an exposure of the exorbitant & unjust charges of the water carriers. 2nd edn. Liverpool: printed by W. Wales and Co. Disbound, loose, final leaf a little dusted & with repaired tear in outer margin.

¶ Ottley 6396. Sandars puts forward a strong case for the building of a railway, as an answer to the 'spirit of monopoly and extortion' fostered by the canal companies.

[1824]

£150

#### CELEBRATORY HANDKERCHIEF, 1830

81. SOUVENIR HANDKERCHIEF, PRINTED ON COTTON. Liverpool and Manchester Rail-Way. This great undertaking, at a cost of near one million pounds sterling, was opened on the 15th of September, 1830, by the Duke of Wellington, and a great number of nobility and gentry. The length of the rail-road is 31 miles; and is traversed by carriages, conveying passengers in one hour and forty minutes. n.p. 60 x 45cm. Printed in brown on white cotton handkerchief; the odd spot, but overall a very well preserved clean example.

¶ We can locate only one similar example, printed in red, in the collection of the National Railway Museum, YMS0556. A very rare and attractive souvenir handkerchief, printed for the opening of the Liverpool and Manchester Railway in 1830. The main image is of the Sankey Viaduct, shown in the middle-distance with a train passing over. The foreground shows a rather bucolic scene, with a couple taking some shade under a tree, as two barge haulers pull a vessel along the Sankey Canal. Two fully laden trains are depicted in the upper and lower borders; in the lower image the locomotive Northumbrian (with George Stephenson on the footplate) pulls the Duke of Wellington's special inaugural train, complete with a full band in the first open carriage, and the Duke's ornate carriage following after; the train in the upper margin is pulled by the locomotive William the Fourth, and consists of four open carriages full of smart passengers in Georgian dress. The left and right margins are also illustrated with trains passing over viaducts.

[c.1830]

£750 †



‘ALL THAT IS INTERESTING  
AND NECESSARY FOR BUSINESS AND PLEASURE ...’

82. **FREELING, Arthur.** *Lacey’s Railway Companion, and Liverpool and Manchester Guide: describing all the scenery on, and contiguous to, the railway; and pointing out to the visitor at both places all that is interesting and necessary for business and pleasure.* Liverpool: Henry Lacey. Sewn as issued in orig. green printed wrappers, lettered in black; small split at tail of spine. v.g. (ii), 70pp.
- ¶ Ottley 6441. BL only on Copac; Harvard on OCLC, mentioning a plate not present in our copy. A well-preserved early guide, describing places along the line, as well as important landmarks within both Liverpool and Manchester. Advertised as ‘Latest Edition, Improved’ on front wrapper. The Mechanics’ Institution’s new building on Mount Street in Liverpool is described as under construction (July 1836), helping date this edition.
- [1836] £150

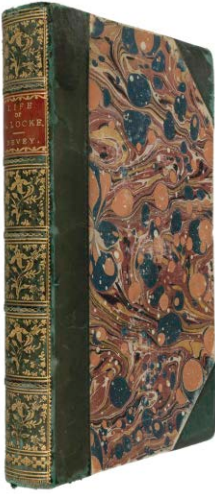
SATIRICAL PRINT

83. **HEATH, Henry.** *The Pleasures of the Rail-Road. Caught in the Railway!* S. Gans, Southampton Street. Hand coloured etching, 36.5 x 25.5cm, trimmed to plate mark, mounted. Signed with initials HH.
- ¶ No copies on Copac. OCLC lists two examples, one in Yale, the other in the Bibliotheque Nationale de France. Not recorded in George, British Museum Satires, which does however record another railway-themed satirical print by Heath, also titled *The Pleasure of the Railway*, but with the subtitle ‘Showing the inconvenience of a blow up’. Heath evidently found the railways a perfect target for his macabre satire.
- A chaotic scene in which the Northumbrian, one of the steam locomotives used on the ceremonial first day of operation on the Liverpool and Manchester Railway, ploughs into a group of fleeing bystanders. Both driver and fireman are oblivious to the carnage playing out in front of them, with one engrossed in a newspaper while the other dozes with his arms folded. The caricature was clearly inspired by the tragic demise of the M.P., William Huskisson, who was struck by the Rocket on the opening day of the line and died from his injuries later the same day. It is often regarded as the world’s first railway fatality, although earlier incidents involving less high-profile individuals are known to have occurred.

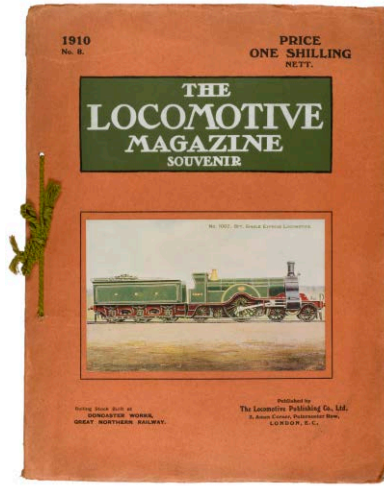
1831

£850 †





84



85



86

JOSEPH LOCKE, ENGINEER

84. **(LOCKE, Joseph) DEVEY, Joseph.** The Life of Joseph Locke, civil engineer ... FIRST EDITION. Richard Bentley. Front. port. Contemp. half dark green calf, spine gilt in compartments, maroon morocco label; extremities a little rubbed. An attractive copy.

¶ Ottley 2445. With quotation on titlepage: 'The name of Locke will be associated with the triumph of the locomotive and the marvels of the steam revolution, for all coming time.' Locke, 1805-1860, a son of Sheffield, might be considered along with Brunel and Stephenson, one of the most important pioneers of railway development.

1862

£125

85. **LOCOMOTIVE MAGAZINE.** The Locomotive Magazine Souvenir. No. 8. The Locomotive Publishing Co. Illus. with 12 tipped-in high-quality photographic plates. Sewn as issued using green cord into orig. orange printed wrappers, col. printed onlay on front; corners sl. turned, but still a nice bright copy.

¶ Ottley lists other examples, but not this number. Copac lists a run, 1908-[1915?], in the National Railway Museum. Price one shilling. Featuring 'Rolling stock built at Doncaster Works, Great Northern Railway'.

1910

£35

TUNNEL THROUGH THE ALPS

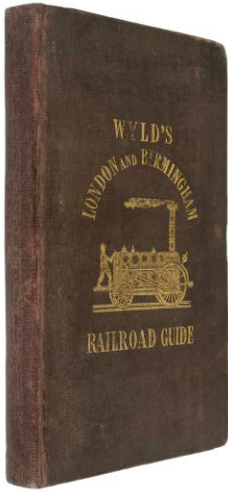
86. **(LOMMELE, G., ingénieur)** Simplon - St. Gothard - Lukmanier. Étude comparative de la valeur technique et commerciale des voies ferrées projetées par ces passages Alpains Italo-Suisses. Se vend chez les principaux libraires. Lausanne: Société Vaudoise de Typographie. Two large folding maps at end. Sewn as issued in orig. pale pink printed wrappers; sl. rubbed. Bookseller's stamp on front wrapper: Frederic Wagniere, Florence.

¶ A comparative study of three rival initiatives to build a railway through the Alps connecting Italy with Switzerland. Ultimately the westernmost of the schemes was adopted, although construction on the Simplon tunnel did not commence until the 1890s, and the tunnel did not open to traffic until 1906. The tunnel proved a colossal feat of engineering, with teams of up to 3000 men working daily for seven and a half years to blast through over twelve miles of Alpine rock. Upon completion it was the longest tunnel in the world, a record it held until the opening of the Daishimizu tunnel in Japan in 1982.

1865

£85

GUIDE & COMPANION



87. **(LONDON & BIRMINGHAM RAILWAY) WYLD, James.**  
 The London and Birmingham Railway Guide, and Birmingham and London Railway companion: containing a minute description of the railroad, and every object worthy of notice; an antiquarian and topographical account of the towns, villages, noblemen and gentlemen's seats, within ten miles of the railroad. James Wyld. Folding map, charts & diagrams in text, 4pp ads. Orig. brown fine-diaper cloth, front board lettered & pictorially blocked with an image of an early steam locomotive in gilt; professionally rebacked with appropriate brown cloth spine. Contemp. signature of J. Watson on leading f.e.p.

¶ Ottley 6463, mentioning a frontispiece map, which is not present in this copy. The author's preface only mentions the presence of a single small map showing 'the chief attractions of the Metropolis', which is here bound after the 'Preliminary Account'. Although parts of the line opened in 1833, the complete line from London to Birmingham was not finished for another five years, the first services taking passengers on the entirety of the route in September 1838.

1838

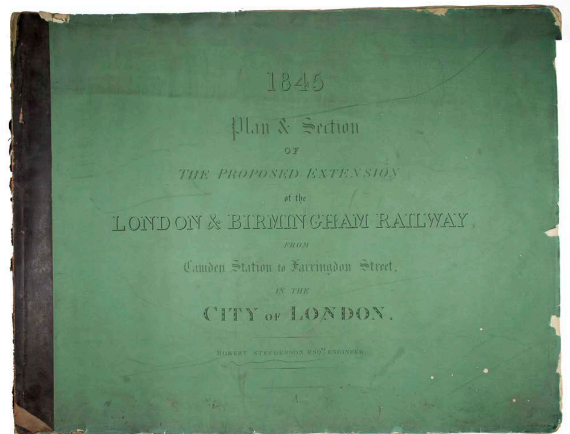
£280

PLANNED EXTENSION

88. **(LONDON & BIRMINGHAM RAILWAY) ROBERT STEPHENSON & CO.** Plan and Section of the Proposed Extension of the London & Birmingham Railway, from Camden Station to Farringdon Street, in the City of London. 1845. Oblong folio. Engraved by Dixon & Ross. Engr. title, 7 engr. plans & 7 corresponding engr. cross-section diagrams. Orig. blue-green printed wrappers, roan spine; spine defective, edges a little chipped.

¶ No copies recorded on Copac or OCLC; not listed in the collection of the National Railway Museum. A very large format, 75 x 59cm, set of plans for a proposed extension of the London & Birmingham Railway. The detailed diagrams, drawn to a scale of 100 feet to an inch, show the line heading east from the London & Birmingham Railway's depot at Camden, through the parishes of St Pancras, St Marys Islington, St James Clerkenwell, St John Clerkenwell, St Sepulchre London, before reaching a terminus on the site of the Fleet Prison in the Parish of St Brides, a distance of 3 miles 4½ chains. The western end of the route shows the line conveyed above ground level, on a succession of bridges and raised embankments, while the eastern end shows the line dropping into a tunnel of almost two miles in length.

The plans were never realised, and the following year the London & Birmingham Railway was absorbed into the newly formed London & North Western Railway. A line was eventually constructed heading east from Camden Town, but it followed a more northerly route. Opened in 1850 as part of the East & West India Docks & Birmingham Junction Railway, it was soon renamed the North London Line, and is still in use as part of the London Overground network.



1845

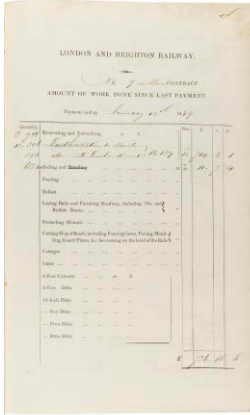
£550

EXPENSES FOR BUILDING A RAILWAY: ORIGINAL ACCOUNT BOOK

89. **LONDON & BRIGHTON RAILWAY.** Logbook of Contracts. Amount of work done since last payment. London & Brighton Railway. A full folio volume of bound contracts, each of

LONDON & BRIGHTON RAILWAY

4pp, printed in tabulated columns with details added in neat MS, printed docket title on p.4 of each contract; v. sl. worm damage in upper corner of first few leaves, not affecting text. Very handsomely bound in early 20thC half dark maroon morocco by Riviere & Son, spine with raised gilt bands & directly lettered in gilt. a.e.g. A splendid volume.



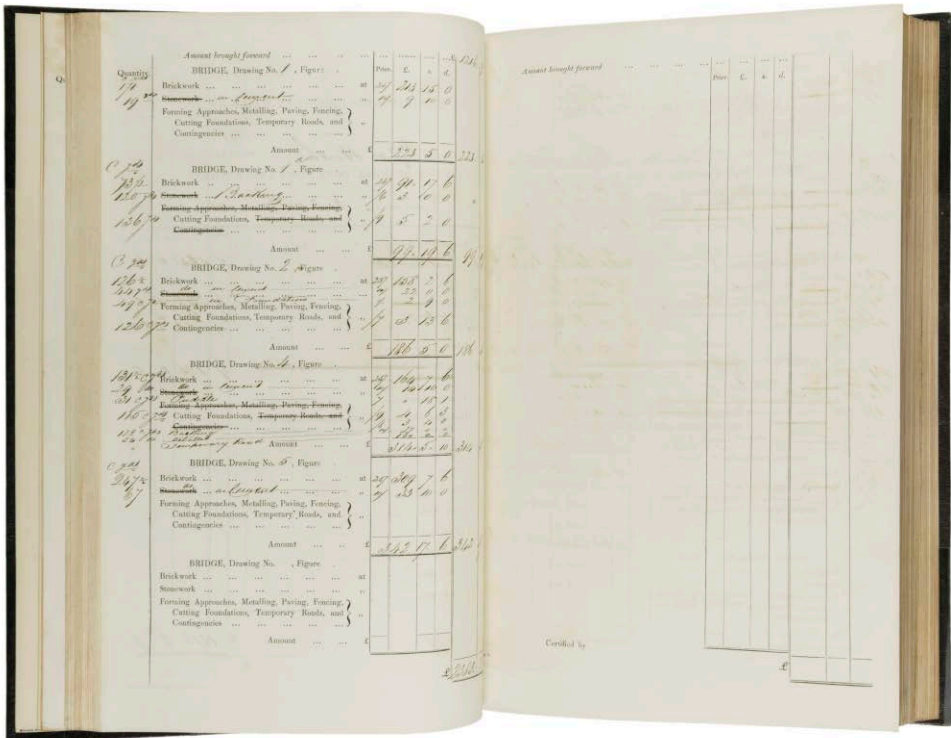
¶ A remarkable volume of works contracts, issued monthly by the London & Brighton Railway between January 1839 and July 1841, detailing the 'Amount of work done since last payment' during the construction of the line. Labelled on the spine, 'London and Brighton Railway, 1839-1841. The Original Account Book for the Making of the Railway'.

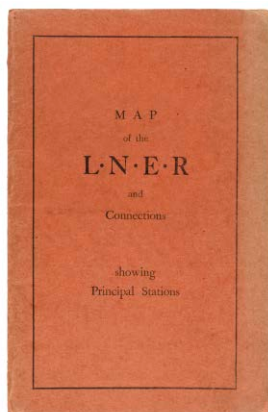
The contracts are divided into five numbered sections: Contract No. 7, Worth; No. 9, Balcombe; No. 10, Ouse Viaduct; No. 11, Cuckfield; and No. 12, Vale Bridge. These five different contracts were carried out simultaneously between January 1839 and May-June 1841, allowing for the line between London and Brighton via Haywards Heath to be fully opened in September 1841.

The monthly expenditure for all aspects of each build is carefully recorded. For contract 7 this includes: 'sawing up 40 oak permanent sleepers', 'cartage of 35 tons of temporary rails from Hooley Gate to Three Bridges, 14 miles at 9d per ton per mile'. The sums for the time are large, for example well over £50,000 is spent on the Worth contract alone between January 1839 and May 1841. A fascinating volume, providing detailed construction costs of one of the earliest and most important railways in the Southeast.

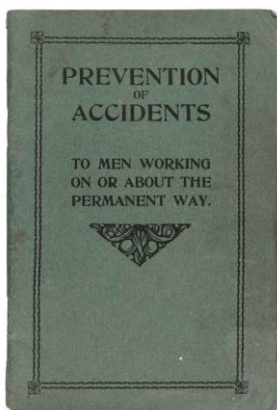
1839-41

£1,500

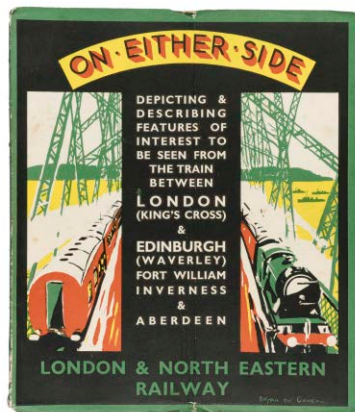




90



92



93

## LONDON & NORTH EASTERN RAILWAY

### BRITISH EMPIRE EXHIBITION

90. Map of the L.N.E.R. and connections. [London & North Eastern Railway Co.] Printed in black, blue & red on sl. glossy paper, 39 x 69cm, neatly folded into orig. pale orange printed card wrappers. A v.g. example.

¶ A nicely produced map of the UK, showing the entirety of the L.N.E.R. network, as well as 'other railways', published to coincide with the British Empire Exhibition, with local details of how to get to the venue printed on the verso. The British Empire Exhibition took place over two separate summers in 1924 and 1925.

[c.1924?]

£45

91. Holidays. London & North Eastern Railway. Illus. throughout, map on final leaf. Stapled as issued in orig. cream col. printed pictorial wrappers. A v.g. copy. 64pp.

¶ Not on Copac. Not in the 'Holidays' series, which focused on individual areas, but more of an overview of the various destinations on the LNER network. The front wrapper illustration, of a smiling little girl sitting on top of a pile of luggage, is by the illustrator Lilian Hocknell, known for her poster art in the 1920s and 30s.

[c.1925]

£25

### PREVENTION OF ACCIDENTS

92. Prevention of Accidents to Men Working On or About the Permanent Way. Published by the London & North Eastern Railway Co., King's Cross Station. Illus. with photos throughout. Stapled as issued in orig. green printed wrappers; v.g.

¶ Not in Ottley, although 11101 appears to be an identical publication, but published on behalf of the LMS. 'Every year, among the men who work on or about the permanent way, seventy or eighty are killed, mainly through mishaps and oversights that vigilance and care would prevent.' With a specific section on electrified lines.

[c.1925?]

£25

### ON EITHER SIDE: SEEN FROM A CARRIAGE WINDOW

93. On Either Side. Features of interest to be seen from the carriage windows ... London & North Eastern Railway. Printed in red & black, illus. throughout, fold. map at end. Sewn as issued in orig. col. printed pictorial wrappers; sl. rubbed, at some point folded in half vertically. Contemp. ms. notes on inside of front wrapper. (72)pp.

¶ Ottley 6273. 'It is hoped the "On Either Side" booklet will add one more comfort to the many now afforded on the popular East Coast Route.' The stylish front wrapper design showing a train crossing the Forth Bridge, is by the well-known artist Bryan de Grineau.

[1935]

£45

THE FIRST STREAMLINE TRAIN

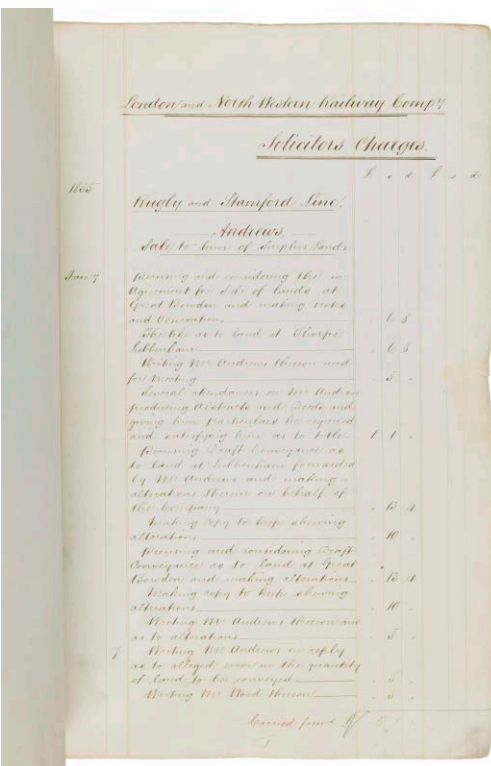
94. The Coronation. The first streamline train. King's Cross for Scotland, weekdays ... from Monday, 5th July, 1937. London & North Eastern Railway. Stapled as issued in orig. white pictorial wrappers, printed in dark & light blue. (10)pp.  
 ¶ Otley 6272. An advertising brochure and timetable for the newly introduced express service between London and Edinburgh.  
 1937 £20
95. Report of the Directors. No. 18, March, 1941. London & North Eastern Railway. Single folio sheet, 37 x 25cm; sl. creased with a few small peripheral tears not affecting text. 2pp. WITH: An 'Order of Admission' to the Ordinary General Meeting of the London & North Eastern Railway Company, March 7, 1941. Broadside. 10 x 13cm.  
 ¶ Includes a list of directors including Lord Balfour and the chairman, Sir Ronald Wilfred Matthews. The verso includes a summary of financial accounts for 1940.  
 1941 £20

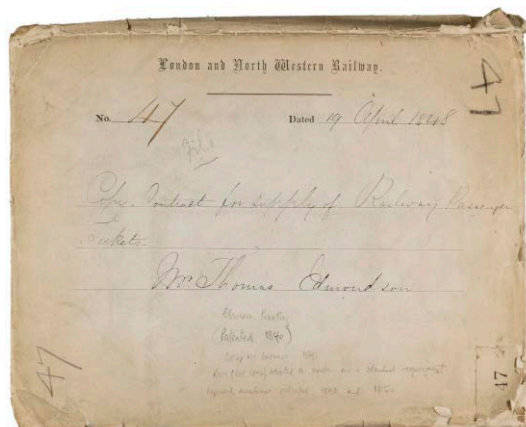
LONDON & NORTH WESTERN RAILWAY

LEGAL MANUSCRIPTS

96. **CARTER, S., solicitor.** MANUSCRIPT ACCOUNTS. London and North Western Railway Comp.y. Solicitors Charges. n.p. 4to lined ledger, approx. 200pp, fully filled out in a neat contemp. clerical hand. MS. paper label on front. Marbled paper wrappers, leather spine; binding very worn, but internally clean & fresh.

¶ A fascinating document showing legal costs accrued by the L&NWR in the mid-1850s. Titled in manuscript on the front wrapper, 'Solicitors Charges for conveyancing and sales of surplus lands, to 30 June 1855', and with the name 'S. Carter', presumably the solicitor. The content relates mostly to the sale but also to the purchase of land for the railway company, and the overseeing of contracts and agreements between the railway company and various third parties. The charges are carefully dated and itemised, with services ranging from 'perusing' and drawing up contracts, attending Chancery hearings, liaising with other lawyers, sending and receiving letters and notices, attending meetings, and paying for a lot of cab rides. On one occasion in March 1855 the solicitor advises the railway company following an 'Accident to Scotch Express'. The L&NWR was involved in numerous projects in the 1850s, extending railways and consolidating its network. Evidently the company 'overbought' when planning new railways, meaning land that was not ultimately required could be sold off on completion of a project. This document pertains to unneeded land on several recently completed construction projects, including a large amount of property purchased for the Rugby and Stamford line (opened 1850), as well as for the Birmingham Extension, the Stour Valley line, the Coventry and Nuneaton branch, the Dunstable line, and others.





97

EDMONDSON'S RAILWAY TICKETS

97. **EDMONDSON, Thomas.** Contract for the Supply of Railway Passenger Tickets, between the London & North Western Railway and Thomas Edmondson, 19th April 1848. With an exact file copy. London & North Western Railway. Two hand-drafted documents written in official legal hands, docket titles in ms., official ink stamps of the L&NWR, folded into large printed document envelope issued for the company, filled out in ms. and numbered '47'; envelope a little worn around edges, but overall v.g.

¶ A remarkable survival, in the form of the original stamped contract between the London & North Western Railway and Thomas Edmondson, for the supply of railway tickets and associated administrative assistance. Edmondson's system for printed card railway tickets, patented in 1840, revolutionised ticketing when it was first introduced, and quickly became the standard system throughout the UK. It continued to be used on British railways until the 1980s, and was also exported around the world, remaining in use in some countries well into the 21st century.

Born in Lancaster in 1792, Edmondson was a cabinet maker by trade, but took up a position as station master on the Newcastle & Carlisle Railway. He moved to the Manchester & Leeds Railway when it opened in 1839, as chief booking clerk. Around this time he developed a system for streamlining the issuing of tickets, introducing printed tickets of a uniform size that were easy to mass produce, and easy to account for. Edmondson's system proved so successful and intuitive, that the Railway Clearing House quickly adopted it as its system of choice, effectively guaranteeing Edmondson a monopoly throughout the UK. This contract would have been one of many Edmondson negotiated with the railway companies, although we have not been able to trace another similar. See also item 45.

1848

£450

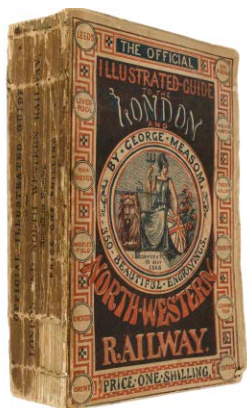
MEASOM'S OFFICIAL GUIDE

98. **MEASOM, George.** The Official Illustrated Guide to the North-Western Railway, (including the Chester and Holyhead Line), and all their branches: including descriptions of the most important manufactories in the large towns on the line. Embellished with 360 engravings. Published, under the authority of the directors, by W.H. Smith and Son. Front., illus. throughout. Commercial ads on e.ps. Orig. col. printed wrappers; head & tail of spine chipped but with no loss of lettering, a little dusted & rubbed.

¶ Otley 6558. A vast undertaking, in 574 pages, augmented by the 184-page 'Official Advertiser' bound in at the end. The L&NWR was founded in 1846, and absorbed into the LMS in 1922.

[1859]

£125



A RAILWAY AT WAR

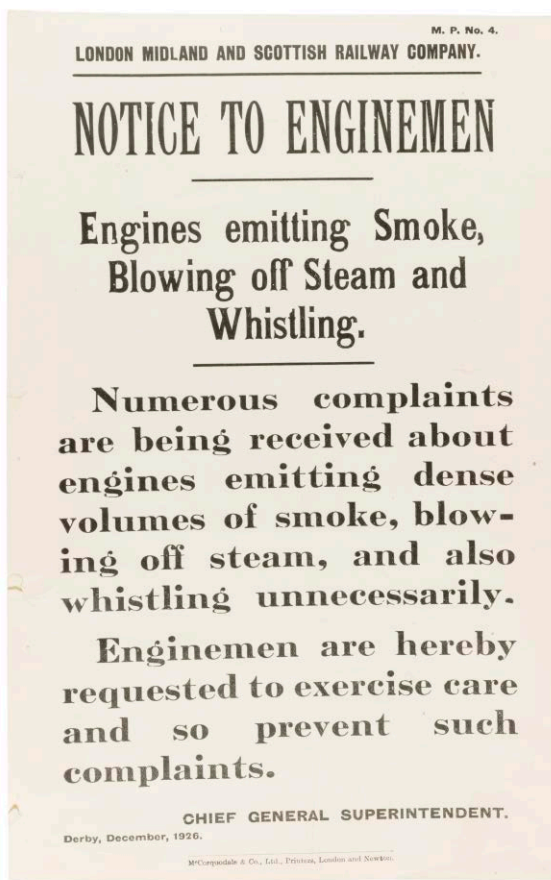
99. **PRATT, Edwin A.** War Record of the London & North Western Railway. Extracted from "British Railways and the Great War". Selwyn & Blout. Illus. with two maps, final ad. leaf; the odd spot. Sewn as issued in orig. cream textured wrappers, lettered in black; edges sl. dusted. 70pp.  
¶ Ottley 6601. Scarce in commerce.  
1922 £35

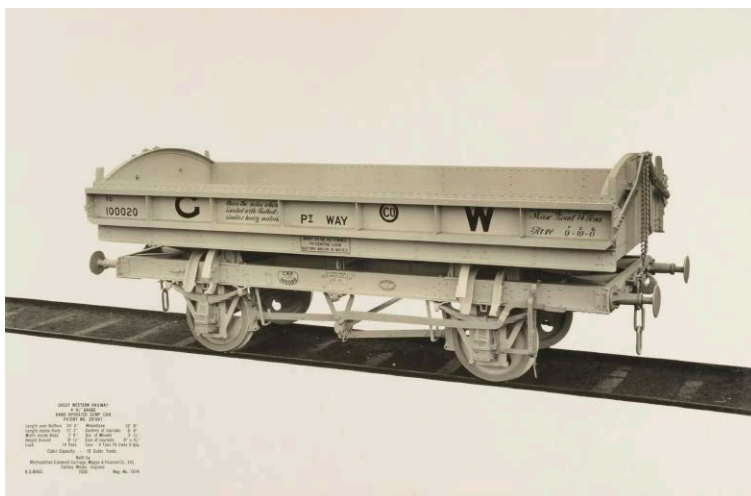
---

LONDON, MIDLAND & SCOTTISH RAILWAY

NOTICE TO ENGINEMEN: REDUCE THE SMOKE!

100. Broadside. Notice to Enginemen. Engines emitting smoke, blowing off steam and whistling. Numerous complaints are being received about engines emitting dense volumes of smoke ... Enginemen are hereby requested to exercise care and so prevent such complaints. McCorquodale & Co., printer. Single sheet broadside, 20.5 x 32.5cm, backed on to linen; one or two short marginal tears, but overall a nice clean example.  
¶ Issued by the Chief General Superintendent, Derby. The Derby Works, first opened around 1840, was one of the largest train maintenance and manufacturing facilities operated by the Midland Railway.  
1926 £50

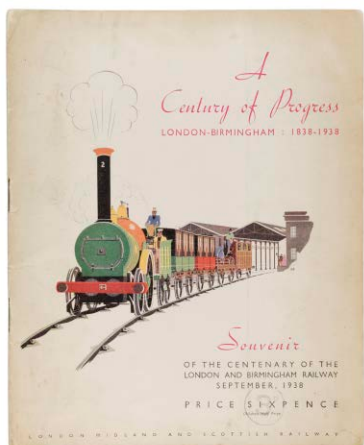




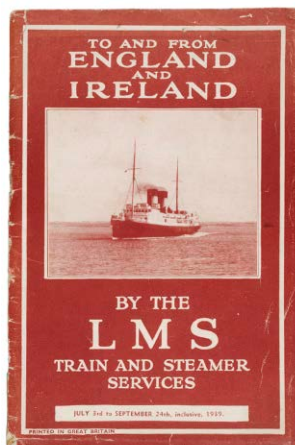
#### MANUFACTURERS' PHOTOGRAPHS

101. Album of Photographs. n.p. 44 black and white photographs, tipped on to thick card leaves in very large landscape folio album, 55 x 42cm. Overall 50pp, of which the final 10pp are blank.

¶ An album of very high quality professionally printed photographs, showcasing a variety of the latest designs in railway wagons, with the manufacturers identified as the Metropolitan-Cammell Carriage Works, London, and G.R. Turner Ltd, based in Langley Mill. 25 of the photographs are large-format, 36 x 25cm, and the others in a smaller format, approx. 23 x 17cm. Some are dated, between 1929 and 1932. All sorts of wagons are shown, including flat bed trucks, hopper wagons for minerals, tank wagons (including for the transportation of Bass Beer), and even a gunpowder van. A single railway carriage is represented, a gleaming L.M.S. steel passenger brake van, dated 1929. Indeed, a large number of the wagons bear the livery of the London, Midland & Scottish Railway, and although the album has no ownership markings, it seems possible that it was from their own works or offices.



102



103



105

102. **A Century of Progress, London-Birmingham 1838-1938.** London Midland & Scottish Railway. Illus. with b&w photographs, colour printed map. Stapled as issued in orig. white col. pictorial wrappers; sl. dusted. 44pp.

¶ Otley 6566. A souvenir publication, celebrating 'the completion 100 years ago of the first great main line between London and the industrial Midlands'. Tipped on to the inside front wrapper, a typed letter dated September 1950, on the British Rail headed paper, expressing pleasure in being able to send 'one of the few remaining copies of the booklet'.

1938

£25

#### STEAMERS TO IRELAND

103. **LMS Time Tables of the Steamship Services To and From England and Ireland.** L.M.S. Fold. map preceding text. Sewn as issued in orig. red glazed printed pictorial wrappers; sl. rubbed.

¶ Not on Copac. Services to Ireland from Holyhead, Heysham, Stranraer, and Liverpool. With connecting express passenger train services, and 'goods and livestock arrangements'.

1939

£40

#### LONDON, TILBURY & SOUTHEND

104. **LONDON, TILBURY & SOUTHEND RAILWAY. WELCH, Harold Dixon.** The London, Tilbury & Southend Railway. Tanglewood, South Godstone, Surrey: The Oakwood Press. 38pp, illus. with photographs. Sewn as issued in orig. red printed wrappers.

¶ Otley 6869. The Oakwood Library of Railway History, no. 8. With the insignia of the LT&SR printed on the front wrapper.

1951

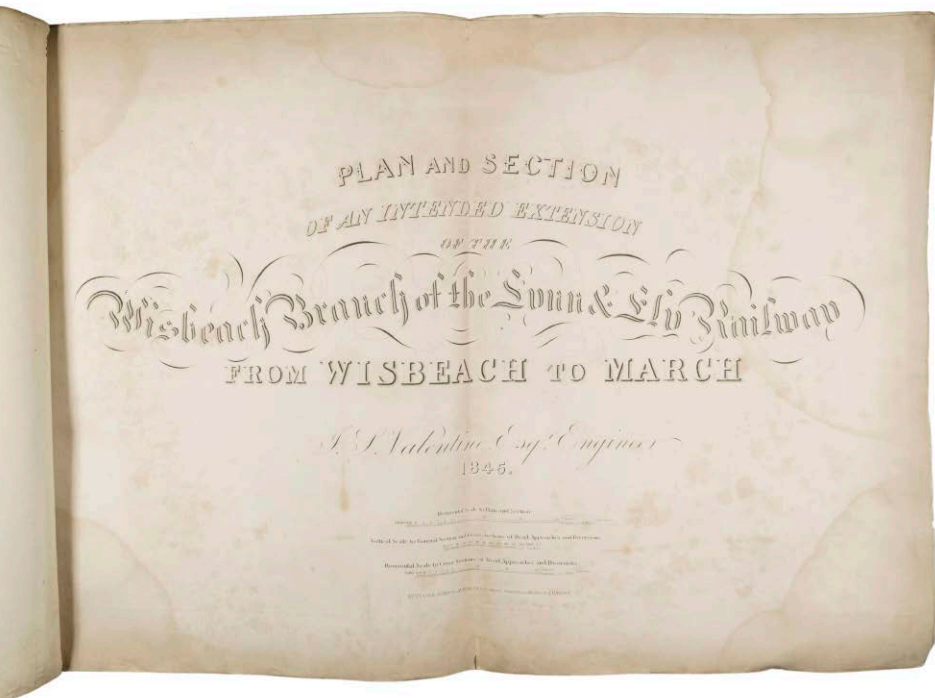
£25

105. **LONDON UNDERGROUND.** Facts Concerning London's Underground. (Five numbers in one vol.) (Curwen Press.) Illus. with photographs throughout. Sewn as issued in orig. cream col. printed pictorial wrappers, black cloth spine; sl. marked, but still a good-plus copy.

¶ Otley 1020, 1018, 1019 & 1022; as pamphlet No. 2 is dedicated solely to buses, it is not listed. LSE and Leicester only on Copac. Five separately paginated works, here collectively bound in attractive pictorial wrappers designed by Harry Southgate Sands. No. 1, The Power House, 12pp; No. 2, Chiswick Motor Omnibus Overhaul Works, 15pp; No. 3, Acton Rolling Stock Overhaul Works, 11pp; No. 4, Engineering Developments, 14pp; No. 5, Signalling, Safety, and Speed on the Underground, 8pp.

1924

£65



A RAILWAY TO WISBECH - PLAN & SECTION

106. **(LYNN & ELY RAILWAY) VALENTINE, John Sutherland, engineer.** Plan and Section of an Intended Extension of the Wisbeach Branch of the Lynn & Ely Railway, from Wisbeach to March. 1845. Zincographed by H. Martin. Large oblong folio. 6 plans, 3pp cross sections; titlepage a little damp-marked. Orig. dark blue cloth-covered wrappers, black leather spine, MS. paper label on front; a little damp mottled, spine worn but holding. Binding generally poor but internally clean & fresh.

¶ Not recorded on Copac or OCLC; not listed in the collection of the National Railway Museum. A very large format, 76 x 55cm, set of plans for a proposed railway between March and Wisbech on the Isle of Ely. The line was given royal assent in 1845, and construction began the following year. Surveyed by John Sutherland Valentine in 1845, the 7.5 mile line passed over virtually flat terrain, arriving into a site in the east of Wisbech adjacent to the River Nene. The station, initially named *Wisbeach*, opened in May 1847, but as part of the Eastern Counties Railway which had been expanding its operations in the area. The Lynn & Ely Railway, commissioner of this original plan, became a part of the East Anglian Railway in 1847. That railway established its own link into Wisbech the following year, sharing the newly opened Wisbeach station with the Eastern Counties Railway. The station was later renamed Wisbech, before becoming Wisbech East, its final iteration, in 1948. The station was closed in 1968, although the line continued to be used for freight until 2000. The route, most of which remains intact, is now the subject of a reopening campaign.

1845

£350

RAILWAY NATIONALISATION, 1898

107. **MACAULAY, John.** The Nationalisation of Railways. Liverpool: The "Journal of Commerce." Front. port. 12pp pamphlet, disbound from a volume, retaining pale green front. wrapper.

¶ Otley 4449. NLS only on Copac. By the Traffic Manager of the Mersey Railway, arguing in favour of government ownership of the railways. First published as a letter to the editor in *The Railway News*, Nov. 1897.

1898

£20

## RAILWAY SLANG

108. **MCKENNA, Frank.** *A Glossary of Railwaymen's Talk. A compendium of slang terms old and new used by railwaymen ...* Oxford: History. (History Workshop Pamphlets, No. 1.) 4to. 1p. illus. Stapled as issue in orig. yellow printed wrappers. Inscribed on foreword from the editor, Raphael Samuel, 'To Victor'. v.g.

¶ Ottley 10565. As well as the glossary, this pamphlet contains anecdotes of footplate life at Carlisle Kingmoor, Willesden Junction and Kentish Town; brief recollections of the railwaymen's hostel in Somers Town and the footplate strike of 1955; and a young man's experience of night life in Leicester Square and the Strand.

1970

£25

## ELEVEN FOLDING MAPS

109. **MANCHESTER & BIRMINGHAM RAILWAY. WHEELER, Thomas.** *Manchester & Birmingham Railway, plan of extension line.* [Manchester & Birmingham Railway] 11 folding maps, printed on paper, hand-coloured, backed on linen. Neatly bound into a contemp. custom-made maroon leather portfolio with metal clasp, lettered in gilt; a little rubbed, expertly repaired retaining orig. spine strip. Armorial bookplate of Thomas Wheeler, S.C.L., whose name also appears on binding.

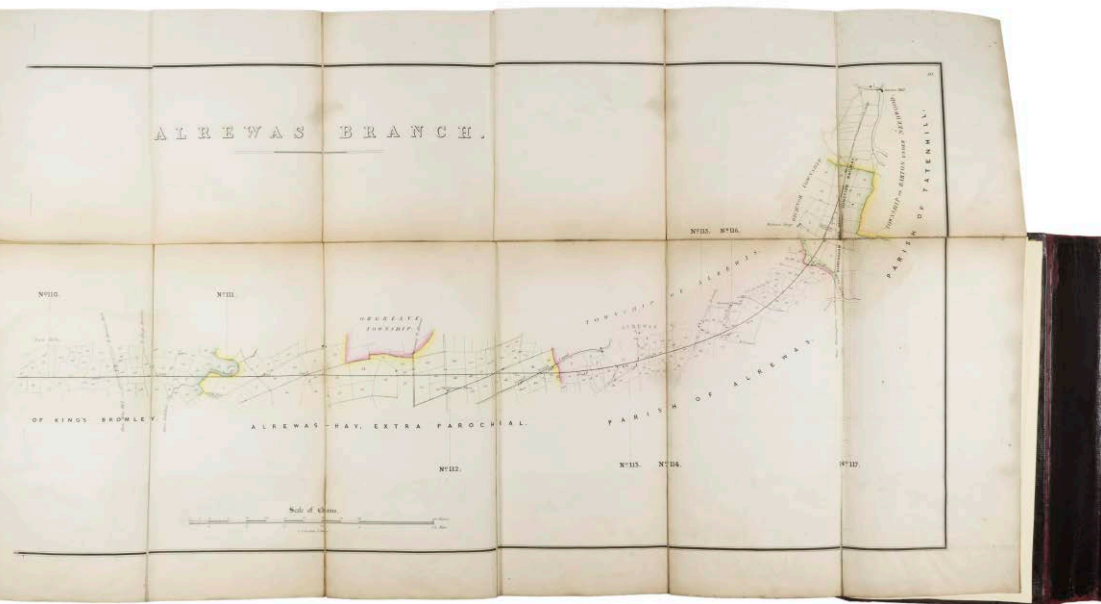
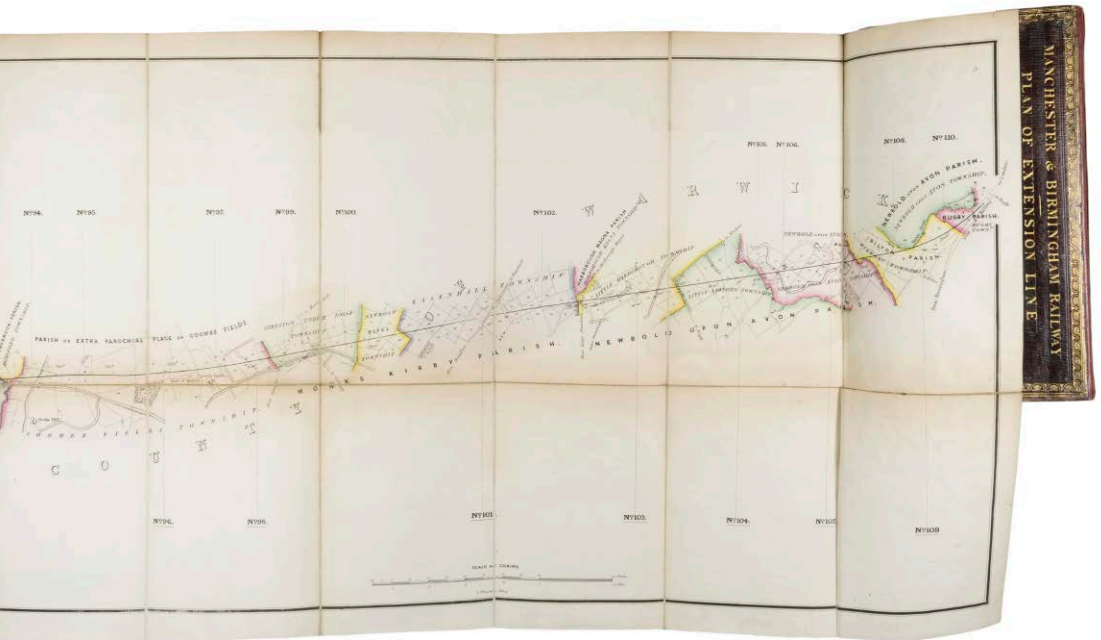
¶ Not on Copac; not in the collection of the National Railway Museum. A very nicely presented collection of scarce maps, numbered one to eleven, showing planned extensions to the Manchester & Birmingham Railway, particularly in the Lichfield valley area, through Stoke, Rugeley, and other towns and villages in the West Midlands. The maps pre-date the absorption of the M&B into the London & North Western Railway in 1846, under which company the line opened in 1847.

The maps have been handsomely bound into a leather portfolio with metal clasp, gilt-stamped with the name Thomas Wheeler, S.C.L. Identified as a fellow of St John's College Cambridge, Wheeler was possibly a financial backer of the proposed railway, or at the very least an interested party.

[c.1845]

£1,800

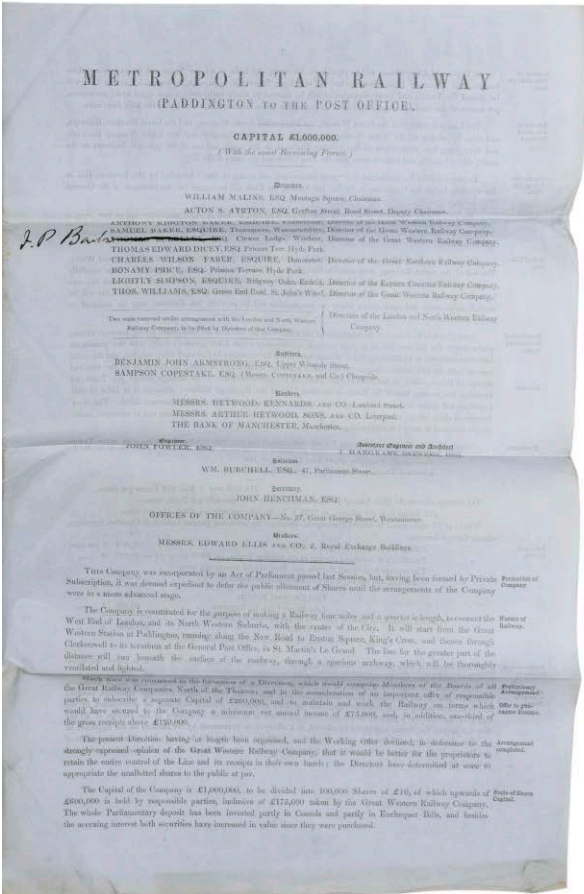




BIRTH OF THE LONDON UNDERGROUND

110. METROPOLITAN RAILWAY.

Prospectus. Metropolitan Railway (Paddington to the Post Office). Capital £1,000,000 ... J.B. Nichols & Sons, printers. Docket title, 4pp folio printed on thin blue paper, one board members name has been erased & replaced in black ink by another; edges v. sl. dusted, but overall a remarkably well-preserved copy.



¶ The Metropolitan Railway Act was passed in 1825, after which the Metropolitan Railway Company invited applications for shares in the line, planned to connect the Great Western Railway's terminus at Paddington, via Euston Square and King's Cross, with the General Post Office in St. Martin's Le Grand. The distance of four and a quarter miles would be 'for the greater part of the distance beneath the surface of the roadway, through a spacious archway, which will be thoroughly ventilated and lighted', and the cost envisaged to 'not exceed £1,200,000'. Raising the capital proved difficult, and when construction began in 1860, the route had been slightly curtailed at either end, starting at Bishop's Road rather than Paddington, and terminating at Farringdon. The construction was completed in 1862, and the world's first underground passenger railway opened to the public in January 1863. The trains were steam-hauled, using specially designed locomotives that were fitted with condensers to reduce smoke, until the line was electrified in 1905.

1854

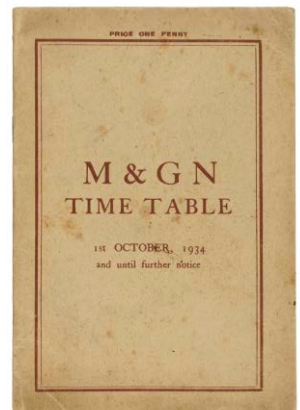
£250

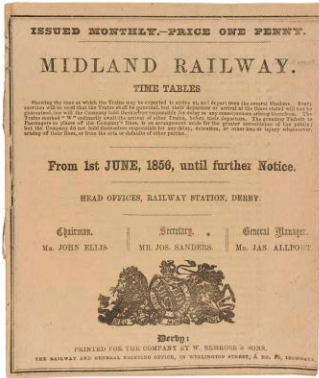
111. MIDLAND & GREAT NORTHERN JOINT RAILWAY. M & G N Timetable. 1st October, 1934. M & G N. Line diagram on first page. Stapled as issued in orig. cream wrappers, printed in maroon; a little dusted. 32pp.

¶ Not on Copac. Title taken from front wrapper. The M&GN, incorporated in 1893, operated a network of lines in Cambridgeshire, Norfolk and Lincolnshire. Its parent companies were the Midland Railway and Great Northern Railway, which were absorbed into different companies (the LMS and the LNER respectively) in the grouping of 1923. Perhaps owing to this rather odd split ownership, the M&GN continued under its own identity, operating as a distinctly separate railway until nationalisation in 1948. Profitability tanked in the post-war years, and nearly the entire network was closed in the late 1950s.

1934

£50





112



113

## MIDLAND RAILWAY

112. Midland Railway. Time Tables. From 1st June, 1856, until further notice. Head office, railway station, Derby. Derby: printed for the company by W. Bemrose & Sons. Sewn as issued in orig. pale pink printed wrappers; spine beginning to split, but still a nice clean copy. 38pp.

¶ Printed on the front wrapper: 'Issued monthly - price one penny'. Following wrapper advertisement for Pleasure Parties, 'during the summer months'.

1856

£75

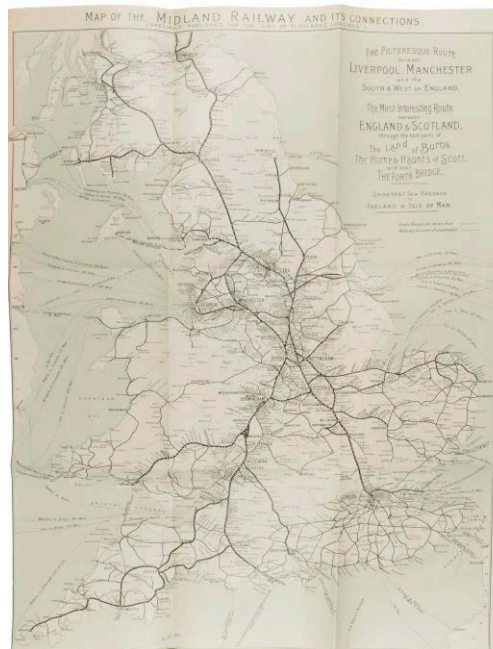
## COUNTRY AND SEASIDE HOLIDAYS

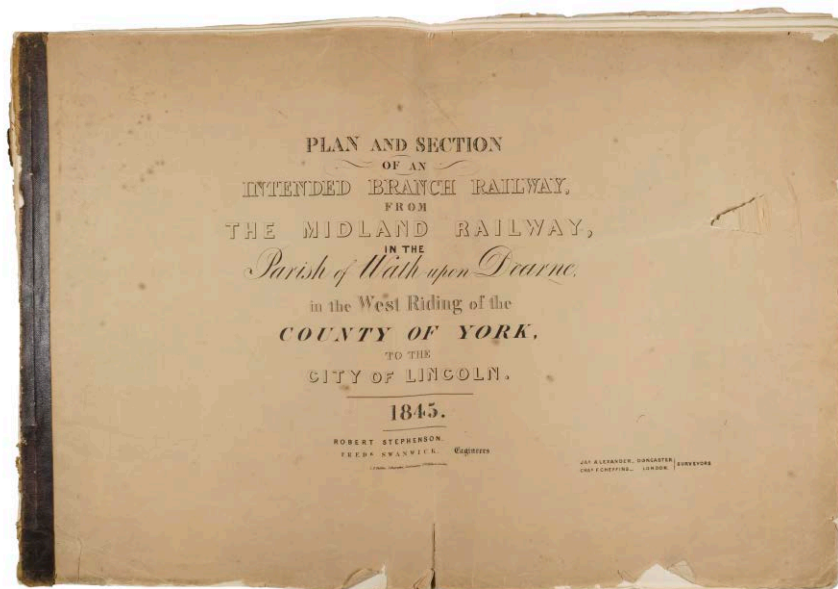
113. Midland Railway Company's Illustrated Guide and List of Furnished Lodgings for 1899. Walter Hill. Illus. throughout, folding map, commercial ads at front & rear. Sewn as issued in orig. printed pictorial wrappers; one or two tiny nicks, but overall v.g.

¶ Not in Ottley. An attractive guide to British resorts served by the Midland Railway, with names of contacts, useful remarks and hints, and booking information. The Midland Railway was formed in 1844, becoming one of the constituent parts of the LMS in 1922.

1899

£85





114

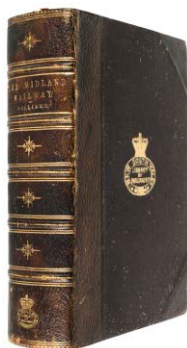
## PLAN &amp; SECTION

114. **STEPHENSON, Robert & SWANWICK, Frederick, engineers.** Plan and Section of an Intended Branch Railway, from the Midland Railway, in the parish of Wath-upon-Deerne, in the West Riding of the County of York, to the City of Lincoln. 1845. Engraved by C.F. Cheffins. Large oblong folio. Title taken from front wrapper. 1p notes, 31 plans, 1p cross sections. Orig. buff printed wrappers, maroon leather spine defective; wrappers chipped & with a few marginal tears. Binding generally poor but internally clean & fresh.

¶ Two copies recorded on Copac, NLS and Manchester; not listed in the collection of the National Railway Museum. A very large format, 75 x 51cm, set of plans for a proposed extension of the Midland Railway. The plans show the line leaving Lincoln, proceeding in a north-westerly direction, through Gainsborough, Rossington and Doncaster, before meeting up with the Midland Railway at Wath-upon-Deerne, a distance of some 44 miles. The Midland Railway was formed in 1844 following the amalgamation of several smaller railways. Although it immediately sought to consolidate its operations in the region, the railway here proposed was not authorised, and the undertaking was adopted by other railway companies. The first section of the line, between Lincoln and Gainsborough, opened in 1849, as part of the Manchester, Sheffield & Lincoln railway, which was only formed in 1847. It would be another 20 years before the line running direct from Gainsborough to Doncaster was completed, eventually opened in 1867 as part of the Great Northern Railway.

1845

£380

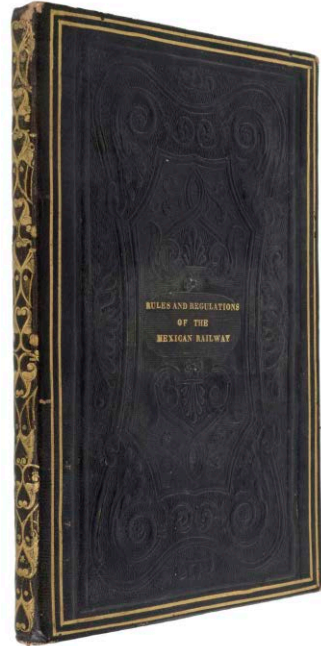
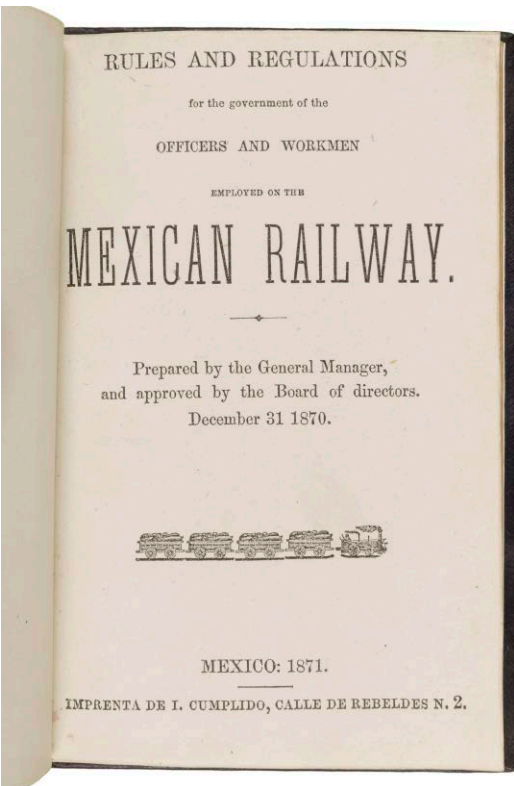


115. **WILLIAMS, Frederick Smeeton.** The Midland Railway: its rise and progress. A narrative of modern enterprise. FIRST EDITION. Strahan & Co. Half title, illus. in text throughout, maps, 3pp following ads. Contemp. half dark brown morocco over heavy boards, spine ruled & directly lettered in gilt; sl. rubbed. Booklabel of John Le Quesne.

¶ Ottley 6900. With gilt stamps on the front board and spine of the New South Wales Library of Parliament. A comprehensive history of the Midland Railway, from its inception in 1832 'at a village inn in the necessities of a few coal-owners'.

[1876]

£150



## FERROCARRIL MEXICANO

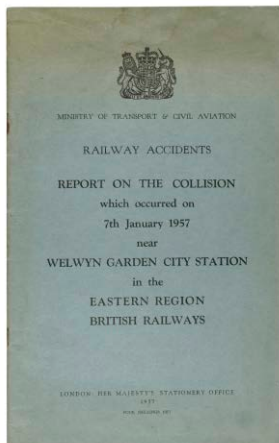
116. (MILLS, William Hemingway) Rules and Regulations for the Government of the Officers and Workers Employed on the Mexican Railway. Prepared by the General Manager, and approved by the board of directors, December 31 1870. Mexico [City]: imprenta de I. Cumplido, ... Attractively bound in contemp. dark purple embossed calf, boards double-ruled in gilt, spine dec. in gilt, front board directly lettered in gilt. a.e.g. v.g. 115, [3]pp.

¶ Not on Copac; one copy only on OCLC at Columbia University With a charming wood engraved vignette on titlepage of a primitive steam locomotive hauling four wagons. A very scarce publication, printed in English and Spanish, on the governance and safety of the Mexican rail network, which was still under construction at the time of publication. Various attempts had been made to introduce railways to Mexico earlier in the 19th century, but although the odd branch or short line was in operation, war and civil unrest had stymied progress, and the first main line, between Mexico City and the port city of Veracruz, was not officially opened until 1873.

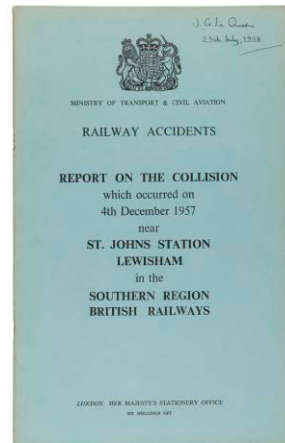
These rules and regulations were written by the general manager and chief engineer of the British-owned Imperial Mexican Railway Company, William Hemingway Mills. Mills, 1834-1918, was a Yorkshire-born itinerant railway engineer, who worked on railways in Scotland, Spain, and Mexico, before becoming the chief engineer of the newly formed Great Northern Railway (Ireland) in 1876, a post he held until his retirement in 1910.



117



118



119

**MINISTRY OF TRANSPORT (& CIVIL AVIATION), Railway Accidents**

**DOUBLE COLLISION**

117. Report on the Double Collision which occurred on 8th October 1952, at Harrow and Wealdstone station in the London Midland Region, British Railways. 4to. H.M.S.O. Photographic plates, 2 fold. diagrams. Stapled as issued in orig. blue printed paper wrappers. Signature on front wrapper of J.G. Le Quesne, 2.7.53. 37pp.
- ¶ The official government report on the worst peacetime rail accident in British history. The crash, which happened in heavy fog and involved three trains, resulted in the loss of 112 lives, with scores others injured.
- 1953 £25
118. Report on the Collision which occurred on 7th January, 1957, near Welwyn Garden City in the Eastern Region, British Railways. 4to. H.M.S.O. 1 photographic plate, 2 fold. diagrams. Stapled as issued in orig. blue printed paper wrappers; a little faded. 27pp.
- ¶ The accident, which resulted in a single fatality, occurred when a London-bound express train, ploughed into the back of a slower moving commuter train, having passed a signal at caution. Despite a large disparity in the speed of the two trains, the report notes that carriages of the second train 'kept in remarkably good line' thanks to their central Buckeye couplings.
- 1957 £25
119. Report on the Collision which occurred on 4th December, 1957, near St. Johns Station, Lewisham, in the Southern Region, British Railways. 4to. H.M.S.O. 2 photographic plates, 4 fold. diagrams. Stapled as issued in orig. blue printed paper wrappers. Signature of J.G. Le Quesne, July 1958, on front wrapper. 27pp.
- ¶ The second worst accident, in terms of fatalities, to occur in Britain in peacetime. 90 people lost their lives when a steam-hauled express passenger train from London to Ramsgate, passed a red signal in heavy fog, and struck the back of a heavily-laden electric commuter train that was stopped beneath a bridge carrying another railway. The impact caused the bridge to collapse, but an approaching train was sufficiently warned to effect an emergency stop and narrowly avoid compounding the impact.
- 1957 £25
120. Report on the Collision which occurred on 30th January, 1958, at Dagenham East Station in the Eastern Region, British Railways. 4to. H.M.S.O. 2 fold. diagrams. Stapled as issued in orig. blue printed paper wrappers. Signature of J.G. Le Quesne, July 1958, on front wrapper. v.g. 18pp.
- ¶ 'In dense fog, the 6:35 p.m. 11-coach steam passenger train from Fenchurch Street

to Shoeburyness, whilst travelling at about 25 m.p.h. on the Down Through line, ran into the rear of the 6.20 p.m. 11-coach steam passenger train from Fenchurch Street to Thorpe Bay which was moving slowly forward towards the Dagenham East Down Home Signal.' The crash resulted in ten fatalities.

1958

£25

121. Report on the Collision that occurred on 26th December, 1962, between Winsford Station and Coppenhall Junction in the London Midland Region, British Railways. 4to. H.M.S.O. 1 photographic plate, 1 fold. diagram. Stapled as issued in orig. blue printed paper wrappers. 11pp.

¶ Driver error resulted in a diesel express train running into the rear of a stationary electric train, with the loss of eighteen lives. As with most of the fatal accidents here described, a contributing factor was inclement weather, in this case freezing conditions resulting in frozen points and reduced headway.

1963

£25

TEN ILLUSTRATED TOURIST GUIDES

122. **MORTON & CO.** Illustrated Tourist-Guides. Published by Authority. [Ten uniform titles bound in one volume] Morton & Co. Ten illus. guides, each in orig. wrappers of different colours, bound into contemp. half brown calf, spine gilt in compartments, maroon morocco label; sl. rubbing to extremities. a.e.g. An attractive copy.

¶ Mentioned in the Ottley index, but out of sequence. Some individual titles on Copac, mainly in National Railway Museum, Leeds, and Cambridge. A nicely bound collection of ten scarce route guides, with black and white illustrations, retaining attractive pictorial wrappers, each issued in a different colour. Lettering on spine reads 'TOURIST / GUIDES.' Contents as follows:

- Great Northern Railway. Kings Cross & East Coast Route to Scotland. Blue wrappers. 1880.
- London, Brighton & South Coast Railway. Lilac wrappers. Half of this issue is devoted to Paris and the continent. 1881.
- London, Chatham & Dover Railway. Blue wrappers. Includes sections on Brussels (with a map) and the Field of Waterloo. n.d.
- Great Eastern Railway. Yellow wrappers. Includes sections on Rotterdam, Antwerp and the Rhine. Also 'Hints on Sea-Bathing, by a physician'. n.d.
- South Eastern Railway. Pale pink wrappers. Includes a section on Paris (with a map).
- London & North Western Railway. Pale purple wrappers. n.d.
- Metropolitan Railway. Pale peach wrappers. n.d.
- London & South Western Railway. Blue wrappers. Includes sections on the Channel Islands. n.d.

- Great Western Railway. Yellow wrappers. n.d.

- Midland Railway. Pale peach wrappers. 1881.

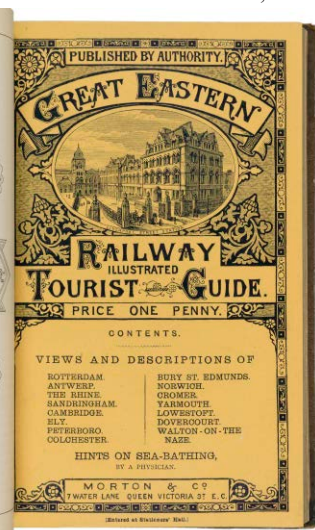
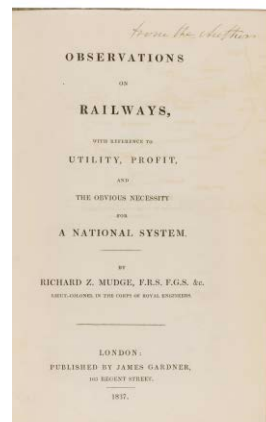
1880-1881

£750

NECESSITY OF A NATIONAL SYSTEM: 1837

123. **MUDGE, Richard.** Observations on Railways, with reference to utility, profit, and the obvious necessity of a national system. James Gardner. Large folding engr. map & 1 folding table. Orig. embossed purple cloth, spine uplettered in gilt; spine a little faded, otherwise a v.g. copy.

¶ Ottley 408. Mudge, 1790-1854, was a surveyor and army officer in the Royal Engineers who served for a time with Wellington in Portugal and Spain. Here he sets out the case for a national railway system, while considering some of the associated problems of construction costs and proper policing. The final four leaves comprises a list of all the proposed railways put before the House, a total of 101; 80 in England, seven in Scotland, and 14 in Ireland.



These are also shown on the large engraved map. The author is at pains to point out that he is not a railway speculator or lawyer, but rather a disinterested party keen to suggest 'the best means for securing to the public all the advantages that may be derived from this newly adopted mode of conveyance'.

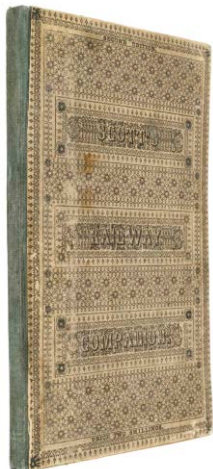
Inscribed 'From the Author' on titlepage.

1837

£350

## PRINTED IN CARLISLE

124. **NEWCASTLE & CARLISLE RAILWAY. SCOTT, H.** Scott's Railway Companion, describing all the scenery on and contiguous to the Newcastle & Carlisle Railway, with a short sketch of Newcastle and Carlisle, pointing out to the visitor at both places all that is interesting and necessary to be known for business and pleasure. 2nd edn. Carlisle: printed and published by H. Scott. Folding map preceding text, sl. torn at edges without loss, 4pp ads. E.ps neatly replaced. Orig. cream printed wrappers; rebacked with appropriate green cloth spine. v.g. 11pp.



¶ Otley 7097. A scarce early companion, seldom seen in commerce. The Newcastle-upon-Tyne & Carlisle Railway Act was passed by parliament in May 1829, and work on the route began the following year. It was originally conceived as a horse-drawn line, but as other lines began to favour steam, and observing the success of the nearby Stockton & Darlington Railway, the shareholders decided to switch to steam power. However, the Act of Parliament was granted for horse traction only. Several landowners objected to steam, but eventually they acquiesced, and the first portion of the line began operation in 1834. Passenger traffic commenced in 1835. The line continued to open in stages, with trains finally able to travel the extent of the line in June 1838. This second edition of Scott's *Companion*, is therefore the first to be issued following the completion of the railway, an earlier edition having appeared in 1837.

1839

£375

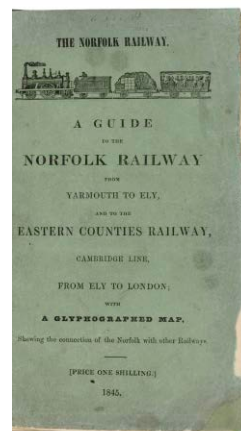
## FROM YARMOUTH TO ELY

125. **NORFOLK RAILWAY.** A Guide to the Norfolk Railway from Yarmouth to Ely, and to the Eastern Counties Railway, Cambridge line, from Ely to London. Printed & published by Stevenson and Matchett, Norfolk Chronicle office, Market-Place, Norwich. Folding map preceding text. Retaining the orig. pale green printed front wrapper, bound into attractive half dark maroon crushed morocco, matching morocco cloth boards, spine directly lettered in gilt & with raised gilt bands. t.e.g. v.g. [4], 92pp.

¶ Otley 5805. Not in National Railway Museum. Not in BL or listed on Copac. OCLC records a single copy, in Philadelphia. A very rare and early guide to the Norfolk Railway, in particular the newly opened line between Norwich and Ely, the completion of which in 1845 allowed passengers to travel by rail all the way from Yarmouth on the Norfolk coast, via Norwich, Ely, and Bishop Stortford, through to London. The front wrapper proclaims, 'With a glyphographed map, shewing the connection of the Norfolk with other railways'.

1845

£650



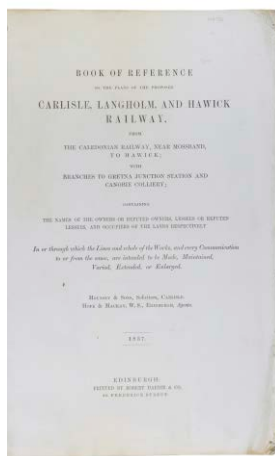
## LAND OWNERSHIP IN THE SCOTTISH BORDERS

126. **(NORTH BRITISH RAILWAY)** Book of Reference to the Plans of the Proposed Carlisle, Langholm, and Hawick Railway, from the Caledonian Railway, near Mossband, to Hawick; with branches to Greta Junction station and Canobie Colliery; containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands respectively. In or through which the lines and whole of the works, and every communication to or from the same, are intended to be made, maintained, varied, extended, or enlarged. Edinburgh: printed by Robert Hardie & Co. Folio. Sewn as issued in orig. plain blue wrappers; tail of spine split, the odd mark, corners sl turned. 53pp.

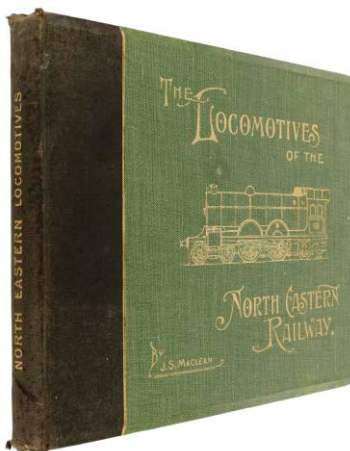
¶ Not recorded on Copac or OCLC. A fascinating document, showing land types and their ownership in the various parishes of Cumberland, Dumfries and Roxburgh as identified by solicitors acting on behalf of the North British Railway for a proposed line linking Carlisle with Hawick. A railway in this region had been long planned, but neither the Caledonian Railway nor the North British Railway, the two dominant companies in Scotland at this time, managed to agree on proposals, and their competing plans were rejected by parliament. Eventually, in 1859, a line was authorised, under the auspices of the Border Union Railway, but in fact heavily backed by the North British Railway which would ultimately absorb the line into its expanding enterprise.

1857

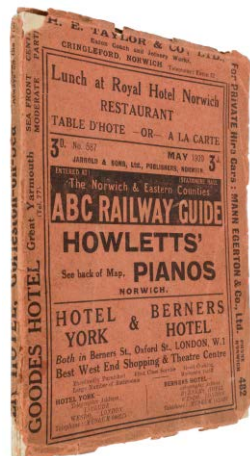
£85



126



127



128

N.E.R. LOCOMOTIVES

127. **(NORTH EASTERN RAILWAY) MACLEAN, John S.** The Locomotives of the North Eastern Railway. 1854-1905. Introduced by a sketch of the formation of the company, and an account of some of the early famous locomotives on the lines now merged in its system. Newcastle on Tyne: R. Robinson & Co. Oblong 4to. Printed on plate paper, front. & illus. with 62 photographs and technical drawings throughout. Orig. olive green cloth, pictorially blocked & lettered in gilt, brown cloth spine uplettered in gilt; spine sl. rubbed at tail, otherwise v.g.

¶ Ottley 7024. The North Eastern Railway was incorporated in 1854. It operated until 1922, when under the terms of the Railway Act of 1921, it became one of the constituent parts of the newly formed London and North Eastern Railway.

[1905]

£75

NORWICH ABC

128. **NORWICH.** The Norwich and Eastern Counties ABC Railway Guide. No. 587. Norwich: Jarrold & Sons. 144pp, commercial ads, folding map at end. Stapled as issued in orig. dark pink printed wrappers; edges a little chipped.

¶ Not on Copac. A scarce small format timetable for the East Anglia region.

1930

£30

SPOOF IRISH PROSPECTUS FOR A 'GRAND JUNCTION RAILWAY'

129. **(O'CONNELL, DANIEL)** Prospectus. Grand Junction Railway, between Derrinane and Downing Street, via Dublin, with a branch to Carlow, capital £900,000,000 ... Acting Manager, Daniel O'Connell ... n.p. Single leaf broadside, 20 x 33cm, printed on both sides; one tiny marginal tear, but overall v.g.

¶ No copies traced on Copac or OCLC. A very scarce political broadside, obliquely critical of Irish politician Daniel O'Connell and his associates, presented in a format that was highly representative of the age, a prospectus for shareholders in a 'Grand Junction

Railway'. The spoof prospectus hints at the corruption and self interestedness of O'Connell and his committee, naming several Irish politicians who were embroiled in an election scandal in the seat of Carlow in 1835. Shares in the line, which is advertised as connecting Derrinane, O'Connell's family seat in southwest Ireland, with Dublin and London, are fixed at £2000, coincidentally the amount O'Connell was said to have received for secretly supporting his rival Alexander Raphael. Raphael is listed among the Carlow committee, and described as 'M.P. pro. tem.', i.e. 'for the time being'. He was in fact unseated at a hastily convened by-election later in 1835. Further details of the spurious endeavour are given, including the prospect of an extension, 'by means of inclined planes, "smooth, easy, inoffensive, down to Hell", thus realising the "glorious work" of the first great railroad projector, and make "Hell and this world, one realm, one continent of easy thoroughfare".' Those seeking further particulars are encouraged to apply directly to 'Daniel O'Connell, Esq., M.P. Death's Head and Cross Bones, Pell Mell, ...'. Overall a wonderful example of 19th political satire, lampooning both contentious election practices, and the mania for railway prospecting.

[1835]

£480

**GRAND JUNCTION RAILWAY,**  
BETWEEN  
**DERRINANE AND DOWNING STREET,**  
via **DUBLIN**, with a branch to **CARLOW,**  
**CAPITAL £900,000,000,**  
In Shares of £2000 each, Deposit, £1000.

ACTING MANAGER, DANIEL O'CONNELL, Esq. M.P.

CENTRAL COMMITTEE.

<p>The Right Hon. VISCOUNT MELBOURNE, The Right Hon. LORD JOHN RUSSELL, M.P. The Right Hon. LORD HOLLAND, — HETHERINGTON, Esq.</p>	<p>DANIEL O'CONNELL, Esq. M.P. — MURPHY, Esq. JOSEPH HUME, Esq. M.P. J. ROEBUCK, Esq. M.P.</p>
--	--

DUBLIN COMMITTEE.

<p>His Excellency the Earl of MULGRAVE, K.P. The Right Hon. LORD MORRETH, M.P. The Right Hon. LORD CLOONEY, The ARCHBISHOPS of DUBLIN. Reverend Father Mr. HALE, — O'TOOLE, — O'HARNEY.</p>	<p>DANIEL O'CONNELL, Esq. M.P. JOHN O'CONNELL, Esq. M.P. MAURICE O'CONNELL, Esq. M.P. MORGAN O'CONNELL, Esq. M.P. M. JOHN O'CONNELL, Esq. M.P. E. BUTHVEN, Esq. M.P. D. RONAYNE, Esq. M.P.</p>
---	--

ACTING SECRETARY, LIEUTENANT DRUMMOND.

CARLOW COMMITTEE.

<p>DANIEL O'CONNELL, Esq. M.P. N. A. VIGORS, Esq. M.P.</p>	<p>JOHN O'CONNELL, Esq. M.P. J. RAPHAEL, Esq. M.P. (PRO. TEM.)</p>
--	--

PROVISIONAL COMMITTEE.

<p>The Right Hon. the EARL of SEFTON, — CROCKFORD, Esq.</p>	<p>— UDE, Esq. — SAVAGE, Esq.</p>
---	---------------------------------------

BANKERS.

London: Messrs. GIBBE, PATTERSON, and Co.  
Dublin: NATIONAL BANK OF IRELAND, and the "BREWERS."

TREASURERS AND MANAGERS.

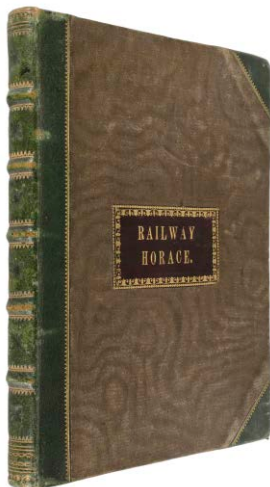
<p>DANIEL O'CONNELL, Esq. M.P. JOSEPH HUME, Esq. M.P.</p>	<p>DANIEL WHITTLE HARVEY, Esq. M.P. The Right Hon. LORD TEYNHAM, THOMAS DUNCOMBE, Esq. M.P.</p>
---	---

Standing Counsel, DANIEL O'CONNELL, Esq. M.P.  
Solicitors—Messrs. HARRIS, HENRY BROGHAM, ADV. PEARSON, and Co.  
Patronising Agents—Mr. BAKER, and the Right Hon. LORD DUNCANNON.  
Engineer (and Foreman) THOMAS WAKLEY, Esq. M.P. Surveyor—JOHN BULL, Esq.  
Agent at New Richmond—The Right Hon. the EARL of DUBLIN.  
Ditto at Van Diemen's Land, IRLEY SOLOMONSON, Esq.

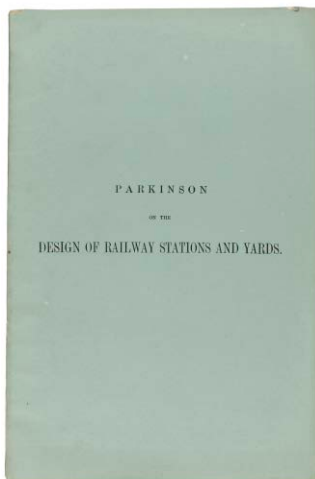
In consequence of the great increase of traffic between the two first mentioned places, and the great probability of their more intimate union, the Directors feel authorized in recommending the present scheme, as a "safe speculation" to the public.

The Act which obtained the concurrence of the Lower House of Parliament during the last Session in spite of unexampled opposition, and which was ultimately thrown out, whether from prejudice or interest, by the House of Lords, will be again applied for next Session, and from the weight of the names on the Committee, the Directors feel convinced that it only requires a repeated and determined application to carry their point.

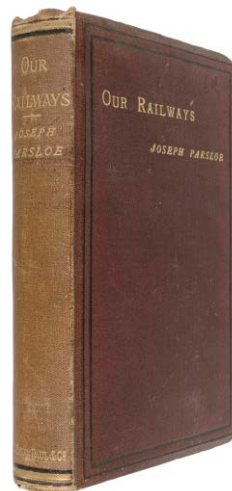
The line has been selected on the level principle, in order to avoid as much as possible the necessity of PIERS, and there will be but one Great Bore during the whole line.



130



131



132

HORACE FOR THE RAILWAY AGE: AUTHOR'S COPY

130. **OXENDEN, George Chichester.** *Railway Horace.* FIRST EDITION. Upham & Beet. Rubricated text; some foxing in earlier leaves. Contemp. half dark green morocco, spine dec. in gilt & blind, brown cloth sides, maroon leather label on front board; a little rubbed. Booklabel of Henry Chudleigh Oxenden.

¶ Mentioned in the Ottley index, but not in sequence. A satire based on Horace, inspired by the railway age. With a manuscript rhyme on the leading f.e.p., presumably authorial: 'Francis & Co. translates Horace, in a dull and stale way / And thus left room for Me of Broome, to hit upon the "Rale Way".' At the end of the volume are numerous blank leaves, into which are added some verse poems in neat MS. They are in the same hand as the authorial inscription in the leading prelims. Among the poems here are 'A Warning to Snails', and various 'Romances' imitating classical works. Signed with initials.

1862

£120

STATIONS AND YARDS

131. **PARKINSON, Richard Marion.** *The Design of Railway Stations and Yards.* By permission of the Council. Excerpt Minutes of Proceedings of The Institution of Civil Engineers. Vol. CII. Session 1889-90. Part iv. Edited by James Forrest, Secretary. Published by the Institution. Tables, folding chart at end. Sewn as issued in orig. pale green printed wrappers. 24pp. v.g.

¶ Not in Ottley. From a paper given before the Institution of Civil Engineers. 'Few things have more influence on the punctual and economical working of a railway than the careful laying out of the stationyards.' The folding chart shows designs for track layout, as well as station buildings and architectural detail.

1890

£35

132. **PARSLOE, Joseph.** *Our Railways.* Sketches historical and descriptive, with practical information as to fares and rates, etc., and a chapter on railway reform. FIRST EDITION. C. Kegan Paul & Co. Half title, 32pp cata. Orig. maroon cloth, bevelled boards, ruled borders in black, lettered in gilt; spine a little faded, sl. rubbed. Signature on leading f.e.p. of J.G. Le Quesne.

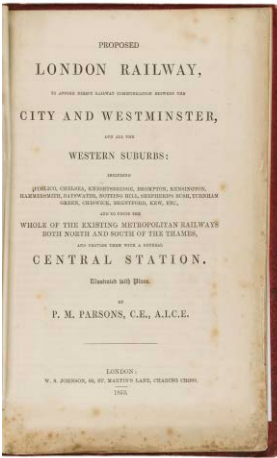
¶ Ottley 33.

1878

£30

A RAILWAY TO CONNECT THE LONDON TERMINI

133. **PARSONS, Perceval Moses.** Proposed London Railway, to afford direct railway communication between the City and Westminster, and all the Western suburbs: including Pimlico, Chelsea, Knightsbridge, Brompton, Kensington, Hammersmith, Bayswater, Notting Hill, Shepherd's Bush, Turnham Green, Chiswick, Brentford, Kew, etc. And to unite the whole of the existing Metropolitan Railways both North and South of the Thames, and provide them with a general Central Station. Illustrated with plans. W.S. Johnson Two large folding maps, back on linen, with a 29pp printed report, bound together into contemp. binder's cloth, front board lettered in gilt.



¶ Ottley 764. Scarce. We have not been able to trace a copy in auction records. A handsomely produced prospectus, including two large folding hand-coloured maps, for a grandiose railway engineering project to connect all the major railway termini in London. As Parsons explains in his opening statement, 'The great desideratum of a connecting link to unite the termini of the various metropolitan railways, and at the same time afford them access to the heart of London, has long been admitted, and a line that would effect this, and at the same time give a like accommodation to the principal suburbs, would be of still greater importance'. In this scarce pamphlet, Parsons outlines the railway and its likely route, and provides a

rough estimate of the costs. The intention was for an entirely new terminus at Great Scotland Yard, partially built on an embankment, and with a main ornamental frontage some 800 feet in length. The project was by all accounts favourably regarded (Robert Stephenson was supposedly keen to tender his services), but was never realised, due in part to the onset of the Crimean War. After the end of hostilities, less costly alternatives had been put forward, and Parsons' great vision was quietly forgotten.

1853

£1,450





CHRONICLES OF A CONTRACTOR

134. **PAULING, George.** The Chronicles of a Contractor: being the autobiography of the late George Pauling. Edited by David Buchan with an introduction by J.O.P. Bland. FIRST EDITION. Constable & Co. Half title, front. port. Untrimmed in orig. blue cloth, spine lettered in gilt. With a presentation business card of John Scott laid down on leading f.e.p. t.e.g. A nice bright copy.

¶ Ottley 1482. The life of the English engineer and contractor who worked on railways and mining predominately in southern Africa.

1926

£60

FAMILY COPY

135. **(PEASE, Henry) PEASE, Mary H.** Henry Pease. A short history of his life. With five illustrations. Headley Brother. Half title, front., plates. Leading f.e.p. removed. Untrimmed in orig. green cloth, bevelled boards, front board & spine lettered in gilt. t.e.g. A v.g. bright copy.

¶ Ottley 371. Written by Pease's wife. With numerous annotations and amendments in pencil. These appear to be in an authorial hand, or by someone with connections to the Pease family. A fascinating account of this important railway pioneer.

1897

£65



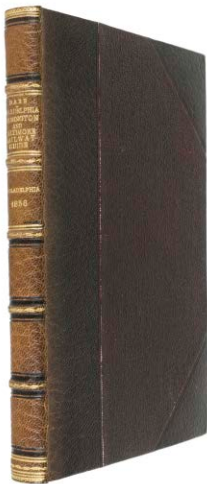
PENNSYLVANIA, DELAWARE, MARYLAND

136. **(PHILADELPHIA, WILMINGTON & BALTIMORE RAILROAD) DARE, Charles P.** Philadelphia, Wilmington and Baltimore Railroad Guide: containing a description of the scenery, rivers, towns, villages, and objects of interest along the line of road; including historical sketches, legends, &c. Embellished with four maps, and sixty illustrations engraved by Baxter from his original photographs. Philadelphia: Fitzgibbon & Van Ness. Front., four folding maps, illus., 17pp commercial ads at end. Handsomely bound in early 20thC half dark maroon morocco by Riviere & Son, spine ruled & directly lettered in gilt; spine v. sl. faded. a.e.g. v.g.

¶ A very nice copy of a scarce American guide, retaining the four folding maps (often missing). Established in 1836, the PW&B Railroad operated in Pennsylvania, Delaware and Maryland, on an alignment which now forms the main part of Amtrak's Northeast corridor. It continued in operation until 1902, when it merged with the Baltimore & Potomac Railroad, to form the Philadelphia, Washington & Baltimore Railroad.

[1856]

£425



LARGE SCALE RAILWAY MAP, 1944

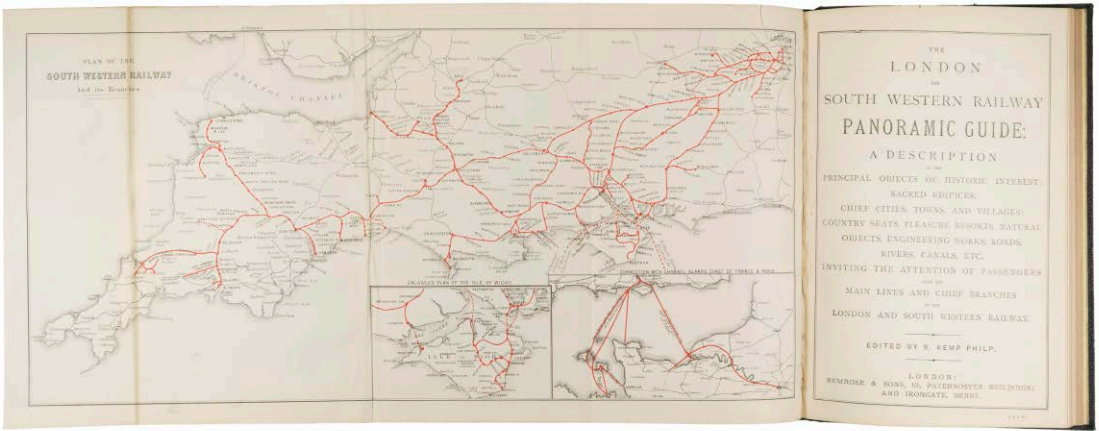


137. **PHILIP, George.** Philips' Railway Map of the British Isles. Showing the grouping system (according to "The Railway Act, 1921"). With large scale inset maps of the principal industrial centres. George Philip & Son Ltd. Large map, 90 X 111.5cm, printed in colour on sl. glossy paper. Folded into 35 panels in orig. manilla wrappers, lettered & pictorially printed in dark blue. v.g.

¶ A very nice large scale map, 18 miles to the inch, showing the entire British Isles including Ireland, with the different railway companies' networks printed in contrasting colours. Attractive wrappers, illustrated with a stylised image of a speeding LMS Coronation Class locomotive.

1944

£65



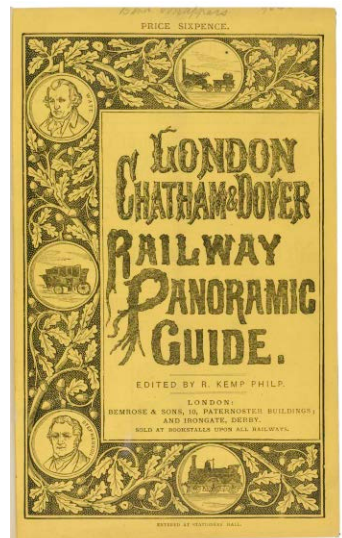
FIVE PANORAMIC GUIDES

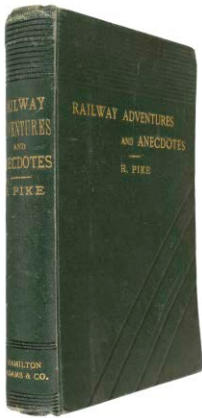
138. **PHILP, Robert Kemp, ed.** The London, Chatham & Dover Railway Panoramic Guide: a description of the principal objects of historic interest; sacred edifices, chief cities, towns, and villages; country seats, pleasure resorts, natural objects, engineering works, roads, rivers, canals, etc., inviting the attention of passengers over the main lines and chief branches of the London, Chatham & Dover Railway. Bemrose & Sons. 4to. Folding map, 2pp initial & 6pp following ads. 32pp. BOUND WITH: four additional sister publications for; The South Eastern Railway ... 48pp; The London, Brighton, & South Coast Railway ... 44pp; The London and South Western Railway ... 54pp; The Midland Railway ... 64pp. Five vols in one, each bound with orig. yellow printed pictorial wrappers, in sl. later dark blue cloth, spine uplettered in gilt '5 Railways'. v.g.

¶ Otley 7302; 7300; 6743; 6657; 6953. Five scarce, very nicely produced, line-side guides, showing all points of interest on any given journey. Each bound with a map and commercial advertisements. The editor, Robert Philp, 1819-1882, was a prominent Chartist in his younger days, and rather fittingly went on to pursue a career in journalism and publishing, specialising in informative and inexpensive editions for the working classes.

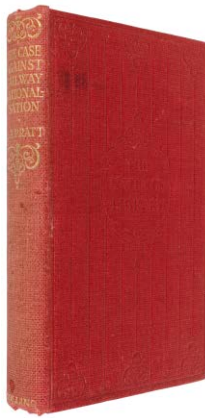
[1874-1876]

£950

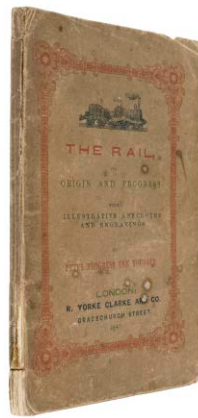




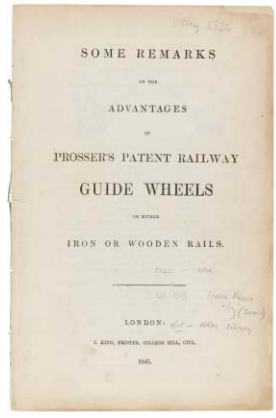
139



140



141



142

ANECDOTES

139. **PIKE, Richard, ed.** *Railway Adventures and Anecdotes: extending over more than fifty years. FIRST EDITION.* Hamilton, Adams, & Co. Sl. spotting in preface. Orig. dark green cloth, lettered in gilt; sl. rubbed.  
 ¶ Ottley 7675. An impressive compendium, covering all aspects of railways life, selected from contemporary publications.  
 1884 £35

ANTI-NATIONALISATION

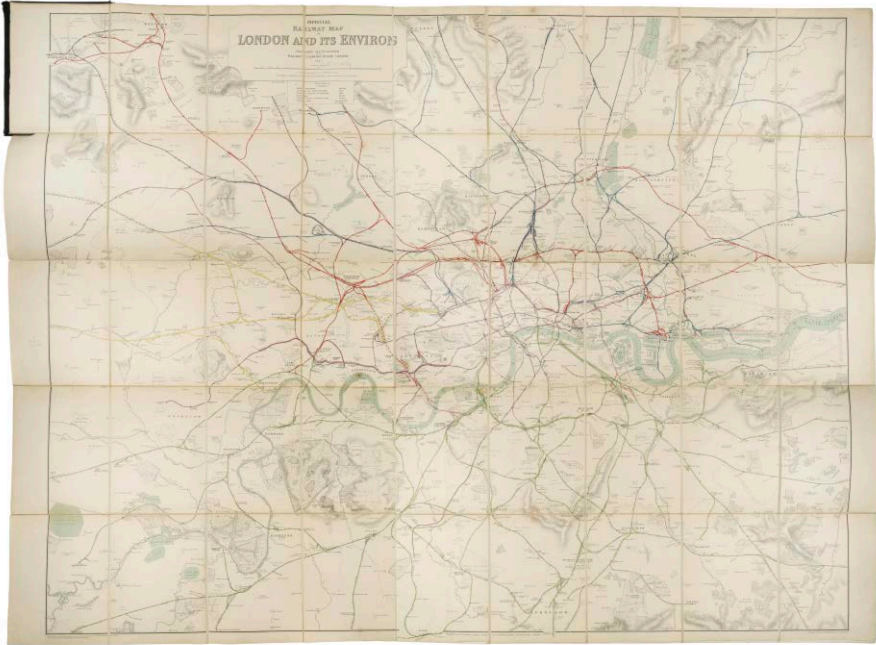
140. **PRATT, Edwin A.** *The Case Against Railway Nationalisation.* London & Glasgow: Collins' Clear-Type Press. (The Nation's Library.) Ad. leaf preceding half title, front. port. Orig. scarlet cloth, lettered in blind & gilt. v.g.  
 ¶ Ottley 4494. Pratt, 1854-1922, wrote several book on railways and canals, and was a firm believer in railways remaining private enterprises, so as not to become a burden on the state. '... the project [nationalisation] must be regarded as injudicious, undesirable, and wholly impracticable'.  
 [1913] £25

'DIVESTED OF ALL SCIENTIFIC VERBIAGE'

141. **PROGRESS, Peter, pseud.** *The Rail, its origin and progress: with illustrative anecdotes and engravings.* By Peter Progress the Younger. R. Yorke Clarke and Co., successors to Harvey & Darton. Front., vignette title, illus., 24pp cata. for Harvey & Darton's publications. Sewn as issued in drab wrappers, pictorially printed in red & blue; a little dusted, spine chipped at tail. 60, 24pp.  
 ¶ See Ottley 12. A scarce account of 'the rise, progress, use and advantages of "The Rail"', divested of all scientific verbiage, and rendered interesting and perfectly intelligible to all'. Two companion volumes are advertised on the back wrapper, *The Electric Telegraph* and *The Locomotive*, both by (not further identified) Peter Progress the Younger.  
 1847 £125

GUIDE WHEELS

142. **(PROSSER, Thomas)** *Some Remarks on the Advantages of Prosser's Patent Railway Guide Wheels, on either iron or wooden rails.* J. King, printer. 8pp pamphlet, disbound.  
 ¶ Ottley 2326. Science Museum Library only on Copac. With a wood-cut cross-section diagram on the first page of text.  
 1845 £65



143

## LONDON &amp; ENVIRONS MAP

143. **RAILWAY CLEARING HOUSE.** Official Railway Map of London and its Environs. Railway Clearing House. Drawn & engr. by J & W. Emslie. Col. printed & backed on linen, approx. 130 x 90cm, 35 panels folding into orig. maroon faux leather, lettered in gilt. v.g.

¶ A very well-preserved large map, fully printed in colour with a scale of 2 inches to the mile, showing all operational railway lines in the London area, including the Underground network.

The Railway Clearing House was formed in 1842, primarily to oversee the allocation of revenue collected by Britain's vast number of competing rail companies. Long before the railways operated as a single homogeneous network, a system was needed whereby revenue could be fairly apportioned to all companies that had a part in the conveyance of goods or passengers over a specific journey. A parcel, for example, might be sent from Penzance to Edinburgh, and during its journey would be handled by several different companies. Similarly, wagons belonging to one railway company, might be used in a train running over the lines of another company. The Clearing House kept track of all these different movements, and worked out who owed what and to whom. It became the major regulatory body for railways in Britain, helping standardise accounting, ticketing and timetabling, and facilitating the smooth conveyance of people and freight throughout the country.

Official Clearing House maps were the most detailed available maps of the national system, recording ownership of every stretch of line in the country.

1935

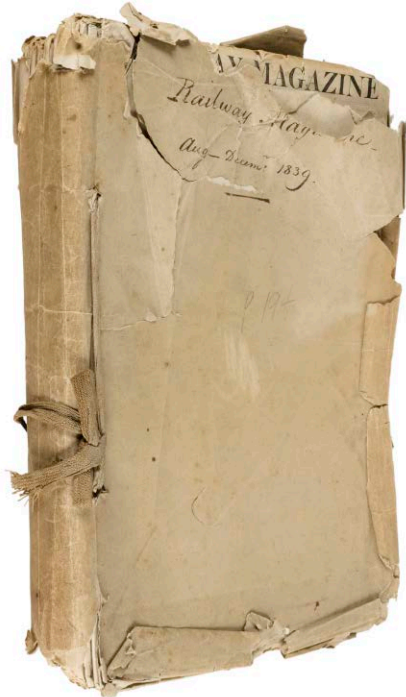
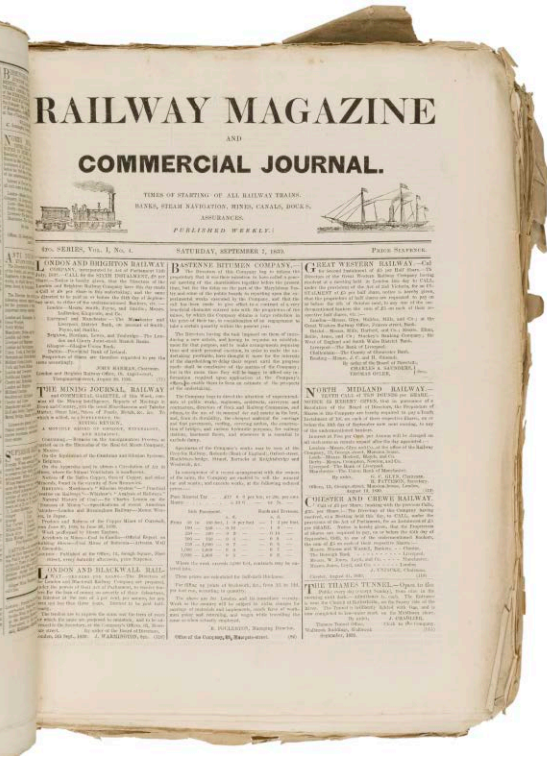
£225

144. **RAILWAY HERALD.** The Railway Herald Locomotive Album. A series of superior illustrations, specially prepared from photographs of locomotive engines in use on the following railways, with principal dimensions. Published at 81 to 83, Temple Chambers. Title from front wrapper, 20 landscape illustrated pages, ad. on verso of final leaf. Stapled as issued in orig. buff printed wrappers. v.g.

¶ Not in Ottley, who did however list the *Railway Herald Station Album* (2723). Good quality reproductions of black and white photographs, showing the latest locomotives in use by the major railway companies in the UK, and also three in America.

[1898]

£60



THE RAILWAY MAGAZINE, 1839

145. **RAILWAY MAGAZINE.** Railway Magazine and Commercial Journal. 27 issues, Saturday August 17, 1839 - Saturday, December 28, 1839. Quarto series, Vol. I, nos 1-27. Printed by Augustus Whelde Evans ... and published by him at the Railway Magazine office. The first 27 issues of the 4to series, pp 1-472, untrimmed, neatly sewn into contemp. protective plain paper wrappers. A very well preserved run.

¶ 27 issues of this important railway periodical, covering the second half of the year 1839. The journal was founded in 1835 as *The Railway Magazine*, the first such journal in the world, by the radical publisher and bookseller Effingham Wilson, who had been interested in railways since their earliest days, and was reportedly on the first passenger train to pull into London. This run of 27 issues represents the first half year of the journal under its new title, and now under the stewardship of the noted physicist John Herapath. That Herapath was primarily a scientist lent credence to the publication. While the established press often played up the dangerous side of an industry in its infancy, and sensationalised beyond all proportion any accident that might occur, *The Railway Magazine* was keen to emphasise scientific rationality, and presented the railways as modern, practical, and above all safe. Herapath would often reprint the sensational reports found in other publications in order to question their validity, in the process stamping his own authority on railway matters and promoting a sense of confidence amongst his readers. It was often at odds with *The Railway Times*, with each publication influenced by rival rail companies.



146. **RAILWAY MISSION.** The Railway Signal; or, Sights along the line. A monthly journal for railway men. [Vol. II, Nos 1-12, Jan. - Dec. 1884.] Publishing Office, 186 Aldersgate Street. (Printed by Unwin Brothers.) Illus. & ads. Twelve nos, each 24pp, bound into publisher's dark green cloth, lettered & pictorially blocked in gilt; corners a little worn. Contemp. gift inscription on leading f.e.p.

¶ Not in Ottley. The full second year of *The Railway Signal*, the official organ of the Railway Mission, 'advocating Christian life and Christian work on the railways of Great Britain'. Under the editorship of George Clarke, the journal provided a mix of practical and spiritual advice for the railway worker, as well as stories, poetry, and anecdotes.

1884

£150

## THE RAILWAY TIMES, 1838-39

147. **RAILWAY TIMES.** The Railway Times. 69 issues, January 20, 1838 - August 17, 1829. Nos 2-85, New Series. Printed & published by Thomas Ritson at the "Railway Times" office. 69 issues, untrimmed. Occasional dusting or creasing to wrappers, but overall a very well preserved run.

¶ An excellent run of this pioneering railway periodical, with only a few omissions, covering all of 1838, and the first seven and half month of 1839. *The Railway Times*, published weekly, was devoted to all aspects of the railway industry, reporting on newly opened lines, proposed lines and extensions, the progress of bills through parliament, innovations in railway technology, dividends and share values, and more philosophical matters, such as the gauge controversy. It was no stranger to criticism and disapproval, as it unashamedly promoted specific rail companies, while using its editorials and letters pages to excoriate others. Ownership of the paper was always rather opaque, but it was known to have financial backing, if not the complete control, of some of the larger more aggressive companies. It was often at odds with *Railway Magazine*, which served as a mouthpiece for other, but no less forthright, railway companies.

1838-1839

£750



## RECEIPT

148. **RAILWAY WHARF COMPANY, SUNDERLAND.** Made out to Capt. James Duff, for discharging 32 tons of ballast, at 10 per Ton, ... £1 s.6 d.8. Printed receipt on headed paper, 11 x 19cm, filled out in neat contemp. hand. With a small woodcut vignette of a sailing ship in left margin. Lightly folded. v.g.

¶ Filled in at the bottom, 'Settled A. Hardy per P. Wood'. A nice ephemeral piece, giving an idea of the costs of transacting business in the industrial northeast in the mid-19th century.

1852

£25 †

## 'OUSTED FROM THE RAILWAY ...'

149. **(RASTRICK, John) MAUDE FAMILY.** ALS from Arthur Maude to his brother Ned Maude, apprentice to the engineer John Rastrick, from Knostrop, 4th July, 1833. WITH A SECOND ALS to Ned, written four weeks later by Arthur & his father William, Leeds, 31st July, 1833. '... I am truly sorry to have it confirmed by you that you are likely to be ousted from the Railway.' First ALS written across all four sides of 4pp 4to, integral address leaf; tear to address leaf causing loss of up to 5 words. Second ALS: 36 lines by William Maude & 52 by Arthur Maude across three sides of 4pp 4to, with integral address leaf adorned with three rough pencil sketches of a beam engine & other various engineering designs; sl. damp marked in one corner, but for the most part clean & readable.

¶ Two letters written by William Maude and his son Arthur, to Arthur's brother Ned, apprenticed for a time to the civil engineer and builder of steam locomotives John Rastrick. The first letter is solely from Arthur, and is warm and familial, full of family

news and affectionate confidences. Arthur gives the sense that his father is a hard man to please, telling his brother, 'He told me that I was a useless article and would only be in the way of "our railway"'. This likely refers to Arthur's desire to follow in his brother's footsteps and pursue a career in engineering, apparently before his father thought he was quite ready. Elsewhere in the letter, Arthur hints at his love of music and art, and his pleasure at being on holiday.

The second letter is started by William Maude, and is rather more formal in tone. It seems Ned is obliged to end his position under Rastrick, and this is evidently of great regret for Maude senior. He tells his son, 'I am truly sorry to have it confirmed by you that you are likely to be ousted from the railway.' He continues, 'this result is particularly to be dreaded, for it goes to the very life's blood of our arrangements: it was on the strength of this practice for you that I subscribed at once to Mr Rastrick's heavy demand in the way of Premium, and it is now necessary to ask you whether in case of your losing this appointment there will be such a field for you under him as is essential to qualify you for the profession which you have embarked in'. We cannot be certain what caused the change in arrangements for Ned Maude, but the expertise

he was hopefully gaining was vital for some continuing concern of Maude senior. Perhaps he was also involved in an engineering project, and was hoping to bring his son in on the project? Perhaps this is the railway referred to by Arthur in the first letter?

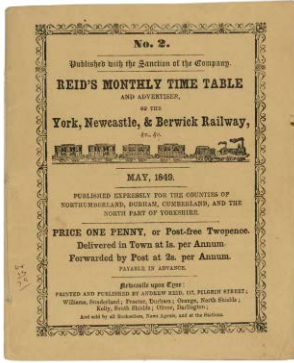
As well as the Maudes' connection with Rastrick both William and Arthur refer to a family connection with John Leather. It is likely that this is John Wignall Leather, a Leeds engineer who constructed numerous reservoirs and, in the late 1830s, several railways. He was apprenticed to his father George Leather. William, in his half of the second letter, refers to John being 'the only representative of his father's office'.

In July 1833 Rastrick was employed in the construction of the Grand Junction Railway. In September of that year he resigned from the commission, having fallen out with George Stephenson and Joseph Locke, his fellow engineers on the project.

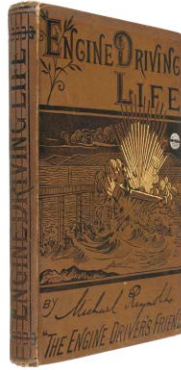
1833

£150 †

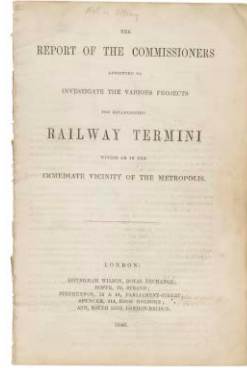




150



151



152

150. **REID, Andrew.** Reid's Monthly Time Table and Advertiser, of the York, Newcastle, & Berwick Railway, &c., &c. May 1849. Published expressly for the counties of Northumberland, Durham, Cumberland, and the North part of Yorkshire. Newcastle upon Tyne: printed and published by Andrew Reid. Map. Sewn as issued in orig. printed yellow wrappers. v.g.

¶ Apparently a reprint, done as a souvenir for the one hundredth anniversary of the Stockton & Darlington. With a nice vignette of a train on the front wrapper.

1849 [1925?]

£30

BY THE 'ENGINE DRIVERS' FRIEND'

151. **REYNOLDS, Michael.** Engine-Driving Life, or Stirring adventures and incidents in the lives of locomotive engine-drivers. FIRST EDITION. Crosby Lockwod & Co. Front., 10pp Opinions of the Press. E.ps browned. Orig. brown cloth, pictorially blocked & lettered in black with some gilt & silver highlights. v.g.

¶ Ottley 4042. Fifteen chapters, 'giving the public an insight into the life of our locomotive drivers'. The front cover illustration depicts a dramatic scene from the Tay Bridge disaster.

1881

£85

RAILWAY TERMINI IN LONDON, 1846

152. **ROYAL COMMISSION.** The Report of the Commissioners ... for Establishing Railway Termini, within or in the immediate vicinity of the metropolis. Effingham Wilson, ... 16pp pamphlet, disbound.

¶ Not in Ottley. The commissioners' report considers 19 different projects, and their potential impact on London. '... we have especially considered whether the extension of railways into the centre of the metropolis is calculated to afford such additional convenience or benefit to the public as will compensate for the sacrifices of property, the interruption of thoroughfares, and the interference with plans of improvement already suggested'.

1846

£120

153. **ROYAL STATION HOTEL, YORK.** Manuscript receipt. Royal Station Hotel, York. Printed letterhead on tall thin piece, 13.5 x 41.5cm, filled out in neat MS. v.g.

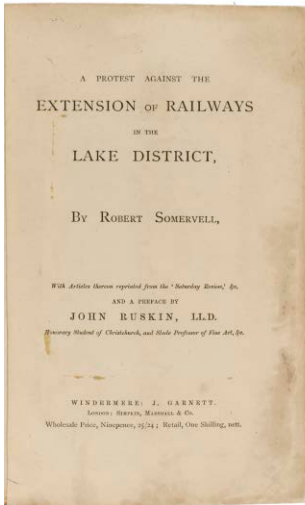
¶ A single receipt on the letterhead of the Royal Station Hotel, York, 'John Holliday, proprietor'. The hotel was opened in 1853, adjacent to the old York Railway station. Queen Victoria stayed there in 1854. It was closed in 1877, following the opening of the new (and current) York station, and the building of a new Royal Hotel. This receipt was either for a large group, or an extended stay, as it includes 10 dinners, 19 breakfasts, and the hire of a sitting room. Total expenditure £13.14.6d. Paid and endorsed with a 1d stamp.

1858

£30 †

LAKE DISTRICT PROTEST

154. **(RUSKIN, John) SOMERVELL, Robert.** A Protest Against the Extension of Railways in the Lake District, with articles thereon reprinted from the 'Saturday Review,' &c. and a preface by John Ruskin. Windermere: J. Garnett. Titlepage sl. marked in outer margin, final leaf a little oxidised. Bound into neat modern wrappers with portion of orig. wrapper retained as label. 78pp.



¶ Ottley 4854. Wise (Ruskin) 314. Scarce in commerce. Impressed by the zeal of Somervell's opposition to the development of the railway through the Lake District, Ruskin assisted his friend both by writing the nine-page preface to this pamphlet and introducing Somervell to his extensive network of correspondents. Ruskin's support did not arise from any personal desire or passionate interest in the subject at hand, but more from the 'temperate mastery' of Somervell's argument. As he writes in his opening statement, 'I am far less interested than my friend in this local and limited resistance to the elsewhere fatally victorious current of modern folly, cruelty, and ruin'. He continues, 'When the frenzy of avarice is daily drowning our sailors, suffocating our miners, poisoning our children, and blasting the cultivable surface of England into a tree-less waste of ashes, - What does it really matter whether a flock of sheep, more or less, be driven from the slopes of Helvellyn, or the little pool of Thirlmere filled with shale, or a few wild blossoms of St. John's vale lost to the coronal of English Spring? ... But it is no less my duty, in the cause of those to whom the sweet landscapes of England are yet precious, and to whom they may yet teach what they taught me, in early boyhood, and would still, if I had it now to learn, - it is my duty to plead with what earnestness I may, that these sacred sibylline books may be redeemed from perishing.'

In the end, due either to Somervell's campaign or, more likely, the lack of any economic benefit to the proposed projects, no railway line was built into the centre of the Lake District. (Albritton, *Green Victorians: The Simple Life in John Ruskin's Lake District*.) An eight line extract from *The Poems of Elizabeth Barrett Browning*, 1844, precedes the work: 'The age culls simples / Will a broad clown's back turned broadly to the glory of the stars ...'

[1876]

£480

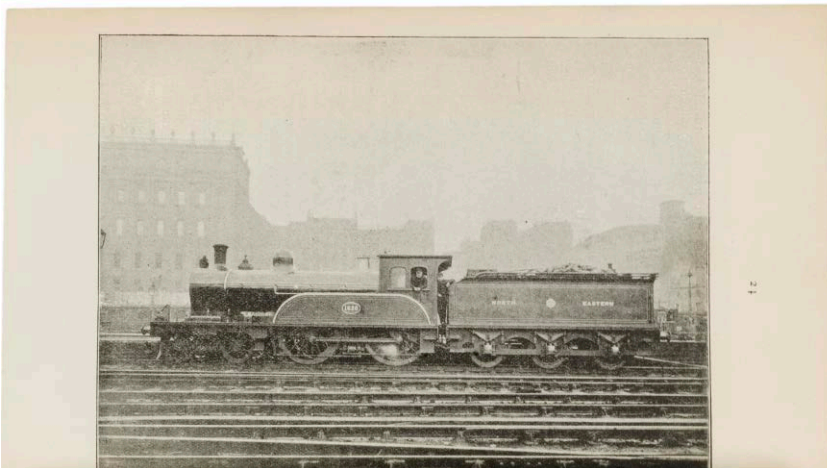
THE RACE FROM LONDON TO ABERDEEN

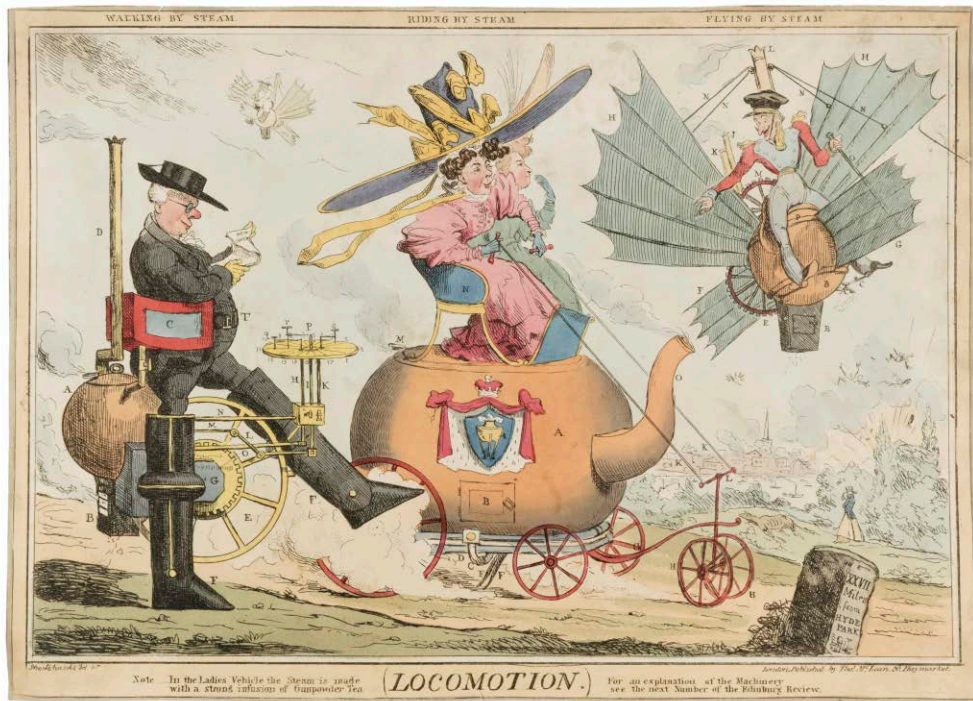
155. **SCOTT, W.J.** Kinnaber, or, The great railway race of 1895, with notes on Scottish train speeds, etc. Illustrated. Kegan Paul, Trench, Trubner & Co. Illus. with photos. Stapled as issued in orig. dark pink printed pictorial wrappers; sl. uneven fading. 46pp.

¶ Ottley 1494; 'record of the five weeks' struggle between the L&NWR and Caledonian (West coast route), and the GNR, NE and NB (East coast route) for the quickest journey from London to Aberdeen via Kinnaber Junction, 15 July, to 22 August, 1895'.

1895

£40





## CARICATURE - STEAM POWERED LOCOMOTION

156. **(SEYMOUR, Robert)** (Locomotion.) Walking by Steam. Riding by Steam. Flying by Steam. Tho.s McLean, Haymarket. Hand coloured etching, 36.5 x 25.5cm, trimmed to plate mark. Signed Shortshanks Del. Scp.

¶ No copies on Copac. OCLC lists two examples, one in Yale (dated 1830), the other in the Bibliotheque Nationale de France (1835). Not recorded in George, British Museum Satires.

A single print depicting three humorous modes of travel in the steam age. To the left of the image, a friendly parson is conveyed along in a pair of steam-powered mechanical trousers; in the middle, two fine ladies in large hats ride along on a six-wheeled teapot; to the right, a liveried young man is precariously perched on a four-winged flying machine. A milestone in the foreground shows the unlikely travellers to be 27 miles from Hyde Park.

[1830]

£750 †

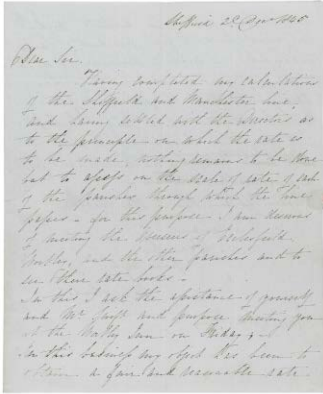
## PURCHASING LAND FOR A RAILWAY

157. **SHEFFIELD, ASHTON-UNDER-LYNE & MANCHESTER RAILWAY.** ALS from Messrs Parker & Smith of the Sheffield, Ashton Under Lyne & Manchester Railway Company & Greave's Trustees, to John Dransfield Esq, Solicitor, Peniston. Sheffield, 16 June 1843. 'We have had Mr. Nicholson the Contractor over here & he wishes us to obtain immediate possession of the land taken from these parties ...' 24 lines on 2 sides folded 4to sheet with integral blank & address leaf; sl. tear to address leaf without loss of text.

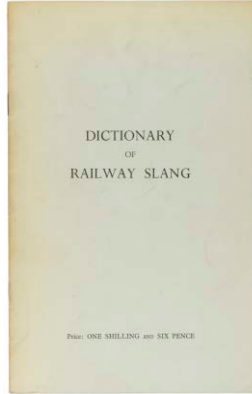
¶ An early British railway company, the Sheffield, Ashton-Under-Lyne and Manchester Railway received parliamentary approval in 1837, and was opened in stages between 1841 and 1845. In 1847 it became part of the Manchester, Sheffield & Lincolnshire Railway and was eventually absorbed into the LNER. Parker & Smith are here writing to John Dransfield, solicitor, to request the Abstract of Title for recently acquired land in order to prevent any delay in the works. With a copy of Dransfield's reply on integral blank.

1843

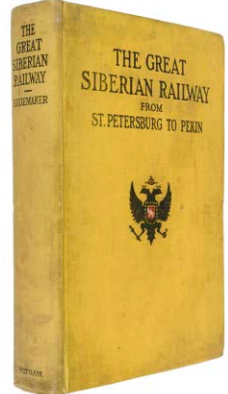
£75 †



158



159



160

158. **SHEFFIELD, ASHTON-UNDER-LYNE & MANCHESTER RAILWAY.** ALS from G.W. Crosland to J. Dransfield. Sheffield, 2nd December 1845. ‘Having completed my calculations of the Sheffield and Manchester line ...’ 26 lines on 2 sides of folded 4to sheet, with integral blank & address leaf; sl. tear to address leaf without loss of text.

¶ Crosland, working on behalf of the railway, writes to Dransfield, for assistance in negotiating rates with the overseers of Ecclesfield, Wortley and other parishes through which the railway passes.

1845

£65 †

SLANG TERMS OLD & NEW

159. **SHEPPARD, Harvey.** Dictionary of Railway Slang. A compendium of slang terms old and new used by railwaymen ... Ilminster, Somerset: Somerset Education Committee. 11pp. Stapled as issue in orig. pale green printed wrappers. v.g.

¶ Ottley 12914. A short dictionary, inspired by the railwayworkers who attended courses and conferences at Dillington House, an adult education college in Somerset.

[1965]

£10

ST. PETERSBURG TO PEKIN

160. **SHOEMAKER, Michael Myers.** The Great Siberian Railway: from St. Petersburg to Peking. FIRST EDITION. G.P. Putnam’s Sons. Ad. preceding front., title printed in red & black, illus. with b&w photographs (one sl. worn at edges), folding map, final ad. leaf; careless opening in one or two places. Orig. yellow cloth, lettered & blocked in black; spine dulled, a little marked. Later signature of J.G. Le Quesne on leading f.e.p. t.e.g.

¶ The record of a journey taken in the spring of 1902 ‘from Petersburg to Peking with a detour to Korea’.

1903

£45

A RAILWAY DIRECTOR’S DIARY, 1847

161. **(SIDEBOTTOM, M.A.) MANUSCRIPT.** [Written into a copy of] Harwood’s Diary, Containing an Almanac for 1847, with a useful compendium of commercial information. J. Harwood, 26, Fenchurch Street. 34pp, 105pp ms. diary entries with additional 25pp left blank, 8pp Harwood ads. Orig. purple cloth faded to brown, small repair to leading hinge.

¶ Harwood’s Diaries and Almanacs are relatively scarce; the BNF lists a single example for 1863; the BL lists copies for 1865 & 1866, and 1873. No other years recorded by Copac or OCLC. John Harwood, John & Frederick, then son John, operated from the Fenchurch Street address from around 1822.

This copy was used by a busy railway man with the surname of Sidebottom, identified in a modern hand as ‘M.A. Sidebottom’. If the initials are correct, he lived at Broadbottom, near Ashton-under-Lyne, on the Manchester, Sheffield and Lincolnshire

Railway - which is particularly appropriate as Mr Sidebottom was a director of the 'South Junction', more properly the 'Manchester, South Junction & Altrincham Railway' which opened on 20th July 1849, owned by the M.S.L. & the London & North Western Railway.

Mr Sidebottom enjoys a sherry, a dance and a spot of shooting, but is generally a home-loving man with his wife Anne. The diary is mainly concerned with his working life as a railway company director with many board, finance, traffic and land severance meetings - and as a magistrate.

The first board meeting held at Sheffield in January is to meet a deputation from Huddersfield Rail & Canal Co. who want to run 'over our line from Stalybridge to Manchester'. He attends a meeting in London of railway directors opposing Mr Strutt's bill for regulating railways, the first meeting of the new directors of the M.S.L and a finance meeting in Manchester to approve a tender for the Woodhouse tunnel - the lowest being by G. Pauling for £147,680. In March there is a special meeting of the Sheffield Railway.

In May there is a trip to London and the House of Commons concerning the Ashton Canal amalgamation and the Barnsley branch line. Sidebottom combines business with pleasure - seeing the Queen depart from Nine Elms station to Osborne House, and in a second trip in May, Jenny Lind at the Haymarket as well as gallery visits and the Tower of London. In June the House of Commons approves the preamble of Sheffield station purchasing the Sheffield canal.

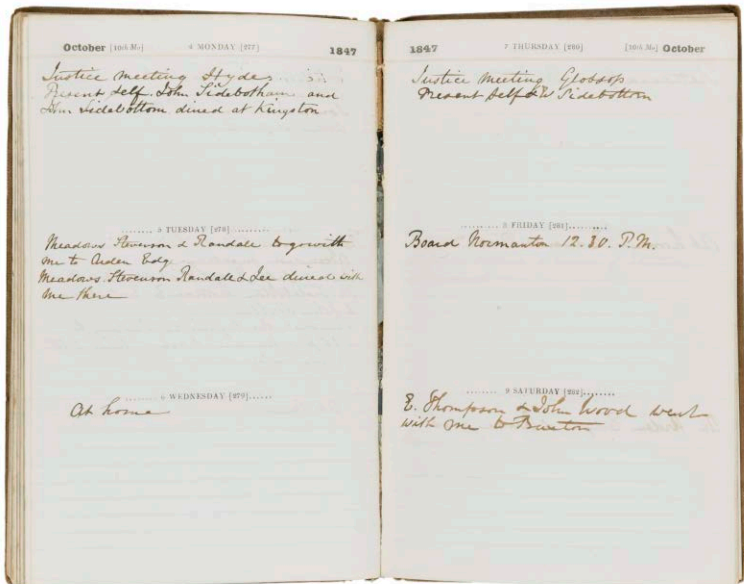
After Sidebottom presides at a meeting when Lord Ellesmere's shares in the South Junction are purchased back on the 10th June, he is back in London again when the Barnsley bills are postponed, but attends a meeting where it was 'agreed to oppose the South Yorkshire & Oldham alliance'.

On 22nd July the meeting at Sheffield decides on the fate of the Station: 'Mr Fowler's station (to be) on site of canal land'. (This refers to John Fowler, later knighted, the famous railway engineer and designer of Sheffield Victoria.) In November the Thurgoland (Barnsley) branch is opened and on 14th December various contracts are signed, including the Humber Ferry, for a total of £28,695.15s.6d. On Christmas Eve, in Manchester, 'signed Deed for South Junction Application to Parliament ...'

The entries are generally quite short and to-the-point, but the diary gives a clear picture of the working life of a railway director at the peak of the railway boom.

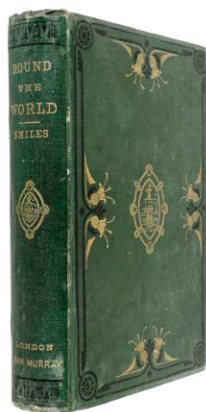
1847

£350

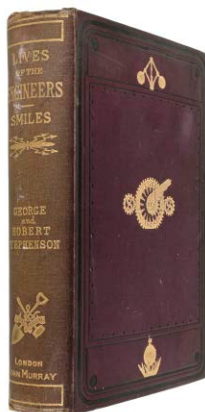




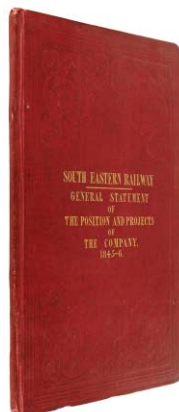
162



163



164



165

GAUGE EVIDENCE

162. **SIDNEY, Samuel.** Gauge Evidence. The History and Prospects of the Railway System, illustrated by evidence given before the gauge commission. With a map. Edmonds. 4to. Col. map. Orig. dark green cloth, lettered in gilt; v. sl. rubbed but a nice copy.

¶ Otley 3661. Samuel Sidney, 1813-1883, English lawyer and author who wrote authoritatively on railways and especially the gauge controversy, as well as books about agriculture, husbandry, and emigration to Australia. He was a leading proponent of broad gauge.

1846

£280

VOYAGE ROUND THE WORLD

163. **SMILES, Samuel.** A Boy's Voyage Round the World; including a residence in Victoria and a journey by rail across North America. John Murray. Half title, front. Small tears in contents from careless opening. Orig. green dec. cloth; a little dulled.

¶ Not in Otley. A scarce title in first edition.

1871

£110

GEORGE & ROBERT STEPHENSON

164. **SMILES, Samuel.** Lives of the Engineers. The Locomotive. George and Robert Stephenson. A new & revised edition. John Murray. Front. port & illus, 16pp ads; the odd spot. Untrimmed in orig. purple cloth, blocked & letteed in black & gilt; spine a little faded. Prize label on leading pastedown. v.g.

¶ See Otley 2472. First published in 1862 as the third volume of a broader work of engineering biographies. This later edition was published separately.

1879

£35

165. **SOUTH EASTERN RAILWAY.** General Statement of the Position and Projects of the Company. 1845-6. Printed by C. Roworth & Sons. Folding map bound in at end. Orig. red embossed cloth, front board lettered in gilt. A v.g. bright copy.

¶ Otley 7269. The case for the railway and ongoing investment, deemed necessary by the directors in the face of stiff opposition from other companies. With a large folding map, printed in colour, showing the South-East Company's Lines of Railway, 'made, making, and projected'.

[1846]

£180

LONDON BRIDGE STATION

166. **SOUTH EASTERN RAILWAY.** South Eastern Railway Station. London Bridge. Printed by C. Roworth & Sons. Small b&w engr. print, image 13 x 8cm, card mounted; sl. marginal spotting.

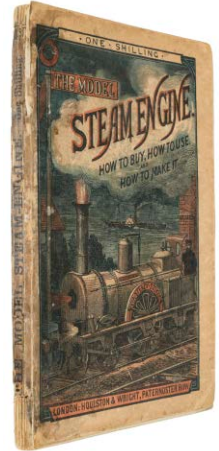
¶ A nice engraving, unsigned, showing the London Bridge terminus station of the South Eastern Railway in around 1850. The station forecourt shows a hive of activity, with numerous carriages, pedestrians, and even dogs, adding to the general hubbub. London Bridge station was first opened by the London & Greenwich Railway in 1836, with the South Eastern Railway using it as a tenant company from 1842. It is the oldest surviving continually-in-use terminus station in the capital.

[c.1850]

£25 †



166



167

MODEL ENGINES

167. **STEADY STOKER, pseud.** The Model Steam Engine. How to buy, how to use and how to construct it. By "a steady stoker". 20th thousand. Houlston & Sons. (Houlston & Wright's Popular Scientific Works.) Front., illus. throughout in text. 'Yellowback', orig. yellow printed pictorial boards; front board detached, a little dusted.

¶ Not in Ottley. A nicely illustrated manual on a broad range of steam engines, both static and moving.

1875

£50

STEPHENSON, George

THE 'RAILWAY KING' TO HIS ENGINEER SON, 1828

168. ALS addressed to 'Robt. Stephenson Esq.re, Engineer', Liverpool Jan. 31st 1828. 'My Dear Robert' 87 lines in black ink across all four side of 4pp 4to, integral address leaf. Torn at seal affecting a couple of letters but not overall sense.

¶ A remarkable letter from George Stephenson, arguably the most important railway engineer of his generation, to his son, the engineer and locomotive builder Robert Stephenson, containing detailed and technical suggestions for the design and manufacture of a new engine. This was the Liverpool Travelling Engine, ordered by the proprietors of the still under construction Liverpool and Manchester Railway. The letter is fascinating for its insight into early railway engineering, and gives a real sense of a discipline in its infancy, with trial and experimentation a feature of the design process.

Stephenson discusses the length of the boiler and the number of chimneys, noting 'with respect to the Engine for Liverpool I think the Boiler ought not to be longer than 8 feet if the Engine ought to be made light as it is intended to run fast. Mr Booth & myself think 2 chimneys would be better than one say 8 in diameter'. He considers the use



of steam pipes round the boiler as a support for a cistern as well as the diameter of pipes and the material of which they should be made. These are considered in conjunction with aspects such as the adjustments made for decreasing the level of noise and the ordering of the coach wheels.

With regard to the employment of a man for his colleague James Moss, he describes a principal difficulty: 'honestly speaking ... he is not a man to be trusted with a charge'. In concluding the letter, he comments on his poor handwriting, telling Robert 'I wish you may be able to read this scribble'.

The Liverpool Travelling Engine featured many elements that were again utilised the following year in the construction of The Rocket. The prototype was later modified and named Lancashire Witch. Although designed for the Liverpool & Manchester Railway, it saw the bulk of its service on the nearby Bolton & Leigh Railway, where it was used during the construction process.

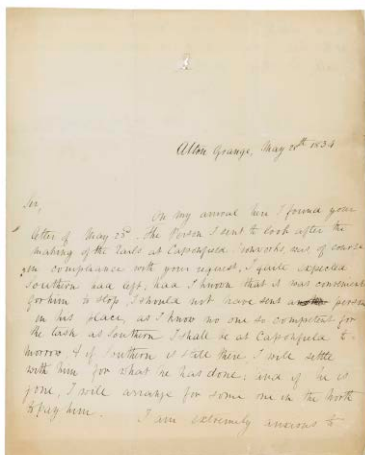
The letter is largely unpublished, with only six lines appearing in John Cordy Jeaffreson's biography of Stephenson of 1864.

1828

£2,750 †

## STEPHENSON ENGAGED ON THE WHITBY &amp; PICKERING RAILWAY

169. ALS addressed to Thomas Clarke, Railway Office, Whitby, Yorkshire. From Alton Grange, May 28th 1834. 'On my arrival here I found your letter of May 23rd. The person I sent to look after the making of the rails at Caponfield Ironworks, was, of course, in compliance with your request ...' 18 lines in black ink across first and second side of 4pp 4to, integral address leaf. Folded for posting, torn at seal with a couple of small holes, one touching a word in the final sentence, but not affecting sense.



¶ Stephenson was at this time engaged on several projects, including the Whitby & Pickering Railway, which was conceived as a horse-drawn line for the transportation of coal and timber, and also passengers. Construction was well underway by 1834, with Stephenson evidently taking a keen interest in the manufacture and delivery of the rails. He had seemingly sent someone to oversee progress, without realising another employee had already done so: 'I quite expected Southern had left; had I known that it was convenient for him to stop, I should not have sent a person in his place, as I know no one so competent for the task as Southern'. He says he is going to Caponfield the next day himself, 'and will pay Southern if he is still there or arrange for payment to be sent on'. He regrets he will not be able to meet Clarke in Whitby but hopes to be there as soon as he can.

The first parts of the line opened in 1835, with further sections opening over the next two years. It was never a particularly successful enterprise, and lasted only a decade before being taken over by the York & North Midland Railway, whereupon it was quickly converted to steam.

1834

£1,250 †

## FINE PORTRAIT

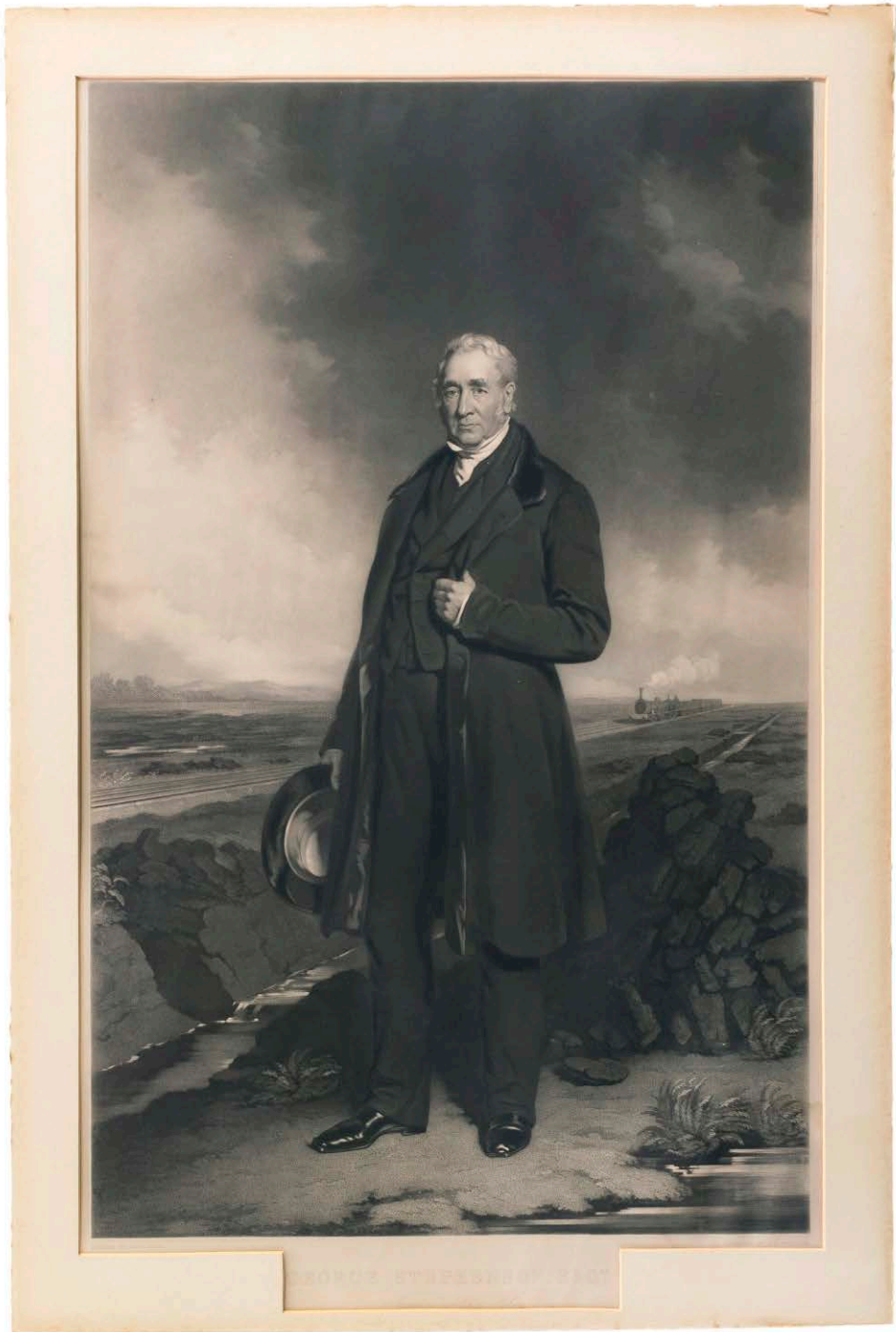
170. **LUCAS, John.** Full-Length Engraved Portrait: 'George Stephenson, Esq.re, standing on Chat Moss'. [Harry Graves & Co.] Very large eng. mezzotint portrait on thick paper, 52 x 81cm; v. sl. browning to edges. Mounted.

¶ An excellent standing portrait of a frock-coated George Stephenson, showing him at Chat Moss, just west of Manchester, scene of one of his impressive feats of engineering. The boggy area of Chat Moss was a significant hindrance to the Liverpool & Manchester Railway, as it was assumed the terrain could not support the weight of a permanent trackbed. Working with engineers who had worked on similar terrain in East Anglia, Stephenson devised an ingenious 'floating' embankment, made up of bound bundles of heather and branches topped with tar and covered with rubble stone. The scheme proved effective, and was relatively cheap, ensuring the railway did not have to make a costly detour around the area.

This handsome mezzotint engraving was made by Thomas Lewis Atkinson from a painting by John Lucas, which is now owned by the Institute of Mechanical Engineers.

[1849]

£180 †



## PRESENTED BY THE AUTHOR

171. **SMILES, Samuel.** The Life of George Stephenson, railway engineer. 4th edn, revised with additions. John Murray. Front port., 2pp ads (Nov. 1857). Orig. maroon cloth by Edmonds & Remants, borders blocked in blind, front board dec. with central vignette of a locomotive in gilt, spine lettered in gilt; extremities a little rubbed.

¶ Otley 2471. With presentation inscription on initial blank, 'To Frederick Swanwick ... with the kind regards of the Author'. Swanwick, 1810-1885, was a civil engineer who was apprenticed to George Stephenson, and was involved in several important projects in early railway history. He is mentioned in this book as Stephenson's 'pupil', but his role developed into a far more significant one, and he acted most notably as lead engineer on the Whitby & Pickering Railway, opened in 1836.

1857

£165

## STEPHENSON, Robert

## REPORT ON EXAMINATION OF THE LINSLADE TUNNEL

172. ALS to 'Dear Sir', 3rd June, 1842. 'On Saturday last I examined the Leighton Tunnel and found the whole of the work in perfect order ...' 88 lines in black ink over 7 side of 8pp 4to, ay some point conjoined with a pin, now missing. Small marginal tear to final leaf not affecting text, lightly folded for posting.

¶ A long letter from Robert Stephenson, writing in his capacity as chief engineer of the London & Birmingham Railway, providing a detailed report for the board on the Linslade Tunnel at Leighton Buzzard, evidently requested to allay fears that an ingress of water was compromising the structure. Stephenson reassures his correspondent, 'There is not the slightest symptom of movement in the brickwork, neither is there any flushing of bricks, indicative of undue pressure on any part of the arch or side walls'. He mentions that 'at four or five points water percolates rather freely', but he is not unduly worried, adding 'the slightest examination is sufficient to prove ... that the bricks are hard and sound'. Given that there is a possibility of deterioration as the years pass, he advises that 'a small drift be constructed on the west side parallel to the line of tunnel ... for the purpose of intercepting the water before it reaches the tunnel ...'

The Linslade Tunnel was a marvel of early railway engineering, and the most ambitious of the structures built for the London & Birmingham Railway.

Designed and engineered by George Stephenson, the half mile long tunnel was built on a bend, necessitated by the refusal of local landowners to allow the line to pass too close to Leighton Buzzard. Work began in 1833, and the tunnel opened for traffic in 1837. It remains in use to this day as part of the West Coast Main Line.

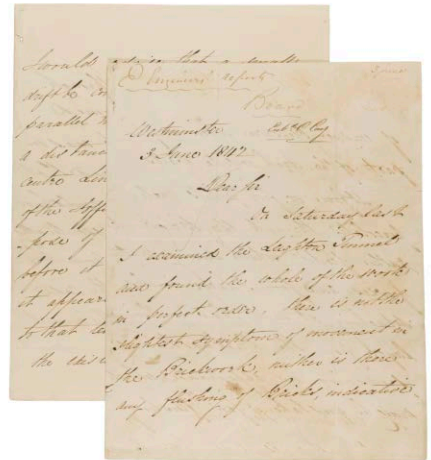
1842

£850 †

## SURVEYING THE GREAT KILSBY TUNNEL

173. ALS to Richard Creed, secretary of the London & Birmingham Railway Company, written from Great George Street, Westminster, 9th July, 1842. 165 lines in black ink over all eight sides of 8pp folio, connected with a silk tie.

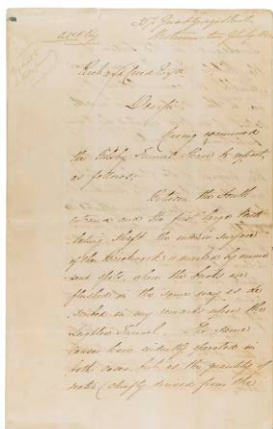
¶ Stephenson again writes in his capacity as chief engineer of the London & Birmingham Railway, this time to report on the condition of the Kilsby Tunnel, at nearly two and half thousand yards the longest tunnel in Britain at the time of its construction, and a constant thorn in the side of the railway company, largely due to the constant ingress of water. Where Stephenson was confident that the Linslade Tunnel which he



had surveyed the week before, was sound, he is less happy with the condition of Kilsby, noting 'the quantity of water (chiefly derived from quicksand) in this portion ... is very considerable'. He is not worried about the integrity of the structure in its present state, but wishes to 'impress ... the fact that so long as the causes are allowed to operate ... consequences must ensue'. He recommends, therefore, 'that all expedients within our reach should be adopted to check the progress of the decay'. A small ms. note on the first page indicates this was shown to the board, and that a copy was sent to the committee. A long and fascinating report, indicative of the Stephenson's diligence and eye for detail.

1842

£1,250 †



173



174

174. (MAYALL, John Jabez Edwin) Carte de visite portrait photograph. Head & shoulders facing left. The London Stereoscopic & Photographic Society. Inscribed in pencil on back, 'To Miss Drummond with Harry's compts'. Image approx. 10 x 7cm.

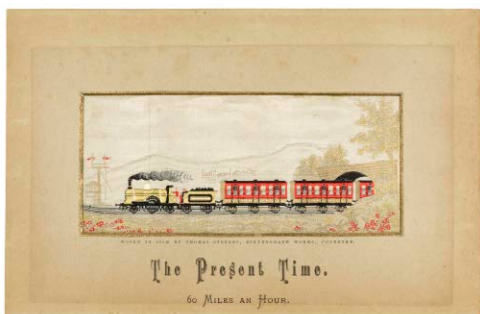
¶ A very nice portrait of Robert Stephenson, taken some time in the 1850s. Comparison with a portrait in the National Portrait Gallery, suggest this photograph was taken by the 19thC photographer John Jabez Edwin Mayall, who was known for his portraits of 'eminent men'.

[c.1858]

£125 †

#### 'STEVENGRAPH'

175. (STEVENS, Thomas) The Present Time. 60 miles an hour. Coventry: Thomas Stevens. Image woven in coloured silk, 14 x 6cm, mounted on light grey-brown board. Manufacturer's label laid down on verso. A remarkably bright example of silk illustration.



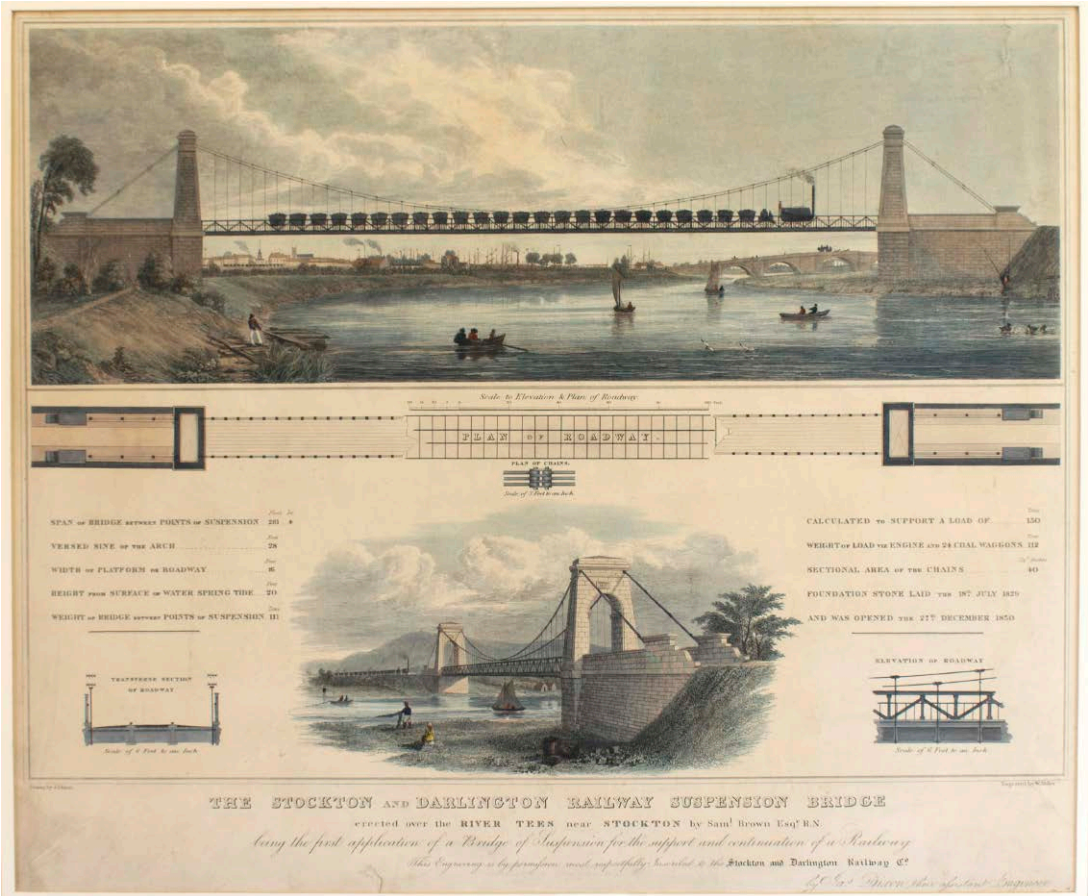
¶ A brightly coloured 'Stevengraph' image of a London and North Western Railway engine at the head of a passenger train, emerging from under a bridge. With a signal gantry to the left and red flowering shrubs in the foreground.

The Stevengraph, so dubbed by its inventor and manufacturer Thomas Stevens, was a form of machine-woven silk image that first appeared in the 1860s. The colourful images proved popular with the public, and by the end of the decade the company was producing hundreds of designs, mainly applied to bookmarks, miniature pictures, fans, badges, and similar. This example, *The Present Time*, was first produced in 1879 and appeared in numerous

different variants. The later issues had greater detail than the simpler earlier examples.

[c.1888]

£150 †



SUSPENSION BRIDGE - HAND-COLOURED ENGRAVING

176. (STOCKTON & DARLINGTON RAILWAY) **DIXON, James.** The Stockton and Darlington Railway Suspension Bridge, erected over the River Tees near Stockton by Sam.l Brown Esqr. R.N., being the first application of a Bridge of Suspension for the support and continuation of a Railway. This engraving is by permission most respectfully Inscribed to the Stockton and Darlington Railway Co. by Jas Dixon their assistant Engineer. Hand-coloured engr. by W. Miller after a design by J. Dixon, 53.5 x 44cm; with one or two unobtrusive neatly repaired closed marginal tears. Attractively mounted.

¶ We can locate a copy in the National Railway Museum only. A scarce, very nicely presented large view of Samuel Brown's impressive suspension bridge, showing a locomotive with a train of 24 coal wagons crossing the Tees, with several small boats in the foreground, and an industrial landscape behind. Beneath the main image is an 'Elevation & Plan of the Roadway', an inset view of the Bridge from the east bank, and three smaller images showing architectural and technical details. Some basic technical information is also printed.

The iron chain suspension bridge, the first such structure built specifically for a railway, opened on December 27th 1830. Unfortunately it proved something of an engineering failure, and was unable to accommodate the weight of fully laden trains without alarming movement. According to contemporary reports, when the first steam engine and train crossed the bridge on its inaugural journey, the bridge flexed so much that the deck rippled like a wave in front of the locomotive. It remained in use for the next decade, with some modifications and strict weight limits, but was eventually

replaced by a more conventional iron girder bridge designed by Robert Stephenson, which opened in 1844.

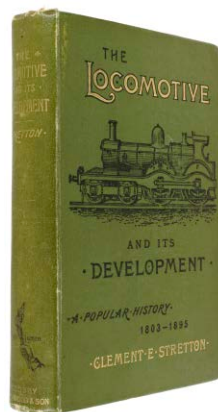
The artist 'Ja.s Dixon', described on the print as 'assistant engineer' to the Stockton & Darlington Railway, is likely James Dixon, 1810-1833. James was one of the sons of John Dixon, chief engineer of the railway, and it appears was employed in a subordinate role.

[c.1830]

£1,250 †



177



178

#### RAILWAY JUBILEE

177. **(STOCKTON & DARLINGTON RAILWAY) RICHARDSON, Samuel Tuke.** The World's First Railway Jubilee. Darlington: Bailey, Horse Market; London: Simpkin, Marshall, & Co. Large landscape folio. 21 full-page illus., each with an accompanying page of text, verso blank. Orig. printed pictorial card wrappers, dark green cloth spine. A v.g. well-preserved example.

¶ Otley 7716. Line-drawn cartoons, each with a page of description, often amusing, showing the evolution of railways from ancient times to the present day, inspired by the Jubilee of the Stockton and Darlington Railway. The author and illustrator Samuel Tuke Richardson, b.1846, was a native of Sunderland, but spent most of his life in Darlington, where he made a name as a diarist and illustrator.

1876

£175

#### LOCOMOTIVE IMPROVEMENTS

178. **STRETTON, Clement Edwin.** The Locomotive Engine and its Development. A popular treatise on the gradual improvements made in railway engines between 1803 and 1895. With numerous illustrations. 4th edn, revised. Crosby Lockwood & Son. Front., plates & illus., folding charts sl. dusted in margins, 48pp + 16pp catas (Sept. 1895). Orig. olive green pictorial cloth, lettered in black & gilt; spine a little dulled. Early pencil ownership notes in prelims, including those of the G.N.R. Joint Company. A good-plus copy.

¶ Otley 2837. First published in 1892. Attractively blocked with the image of a steam locomotive on front board.

1896

£25

#### THE WORLD'S FIRST PASSENGER CARRYING RAILWAY

179. **THE SWANSEA IMPROVEMENTS AND TRAMWAYS COMPANY.** Swansea and Mumbles Railway Centenary Souvenir 1804-1904. Swansea: The Swansea Improvements & Tramways Co. Illus. with photos. Stapled as issued in orig. white pictorial wrappers, printed in black. 37pp.

¶ Otley 7399. Issued by the Swansea Improvements and Tramways Company, lessees of the Mumbles Railway and Pier. With several photos showing the unusual double-decker carriages used on the Mumbles Railway, fully laden with Edwardian holiday

makers. Fee-paying passengers were first transported in horse pulled carriages on the line in 1807, giving the now defunct railway the distinction of being the first passenger carrying railway in the world.

1904 £25

LONDON TRAFFIC & CHARING CROSS BRIDGE

180. **SWINTON, George S.C.** London: her traffic - her improvement and Charing Cross Bridge. John Murray. Half title, loose fold. plan sl. dusted at one edge. Orig. blue paper wraps; sl. sunned & dusted. vii, 90pp.

¶ Ottley 792. An ultimately unsuccessful proposal for a new two-tier bridge with a road over the railway lines and considerable new building, to replace the railway bridge built in 1864.

1924 £45

BASEL CENTRAL RAILWAY STATION

181. **(SWISS FEDERAL RAILWAYS.)** Personenbahnhof Basel neues aufnahmsgebäude. Basel: Lichtdruckanstalt Alfred Ditisheim, nachf. v. Henri Besson. Illus. with 23 full-page photographs & a folding plan. Stapled as issued in orig. grey/pink paper wrappers, lettered in black; back wrapper removed.

¶ A very nicely produced souvenir publication, illustrated with high quality black and white photographs, showcasing the most prominent features of the newly reconstructed Central Railway Station in the Swiss city of Basel. Constructed between 1900 and 1907 to replace a structure from the 1850s, the new station featured a vast tudor arch window flanked on either side by clock towers under curved domes. No expense seems to have been spared on the interior, with the photographs showing impressive dining halls and high-ceilinged waiting rooms and offices, as well as well-equipped kitchens, and even a wine cellar.

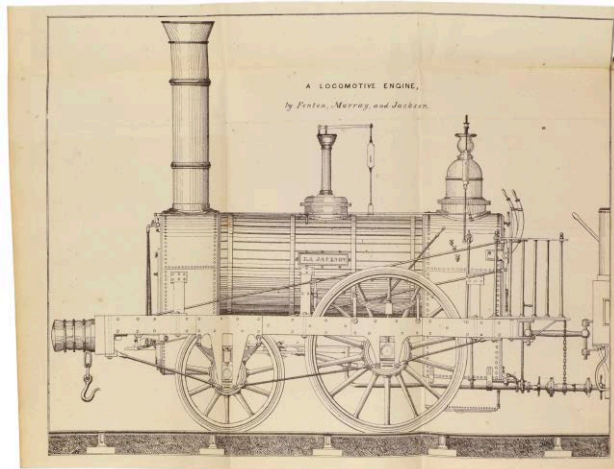
[1904] £45

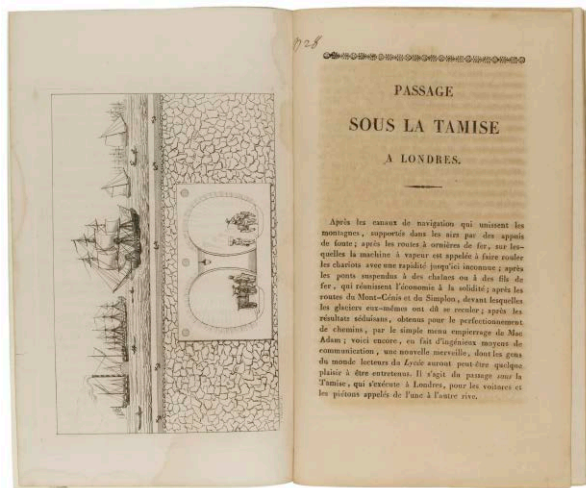
EARLY REFERENCE FOR ENGINEERS

182. **TEMPLETON, William.** The Engineer's Common-Place Book of Practical Reference, consisting of rules and tables adapted to land, marine, and locomotive steam-engines. To which is added, square and cube roots of numbers; areas and circumferences of circles; superficies and solidities of spheres, &c. &c. &c. With lithographic illustrations. FIRST EDITION. Simpkin, Marshall & Co., &c. Half title, folding front. & 3 folding plates. Orig. purple textured cloth, yellow printed paper label on front board, plain spine a little faded. Booklabel & signature (1842) of I.J. Leather; bookseller's ticket J. & J. Thomson, Manchester. v.g.

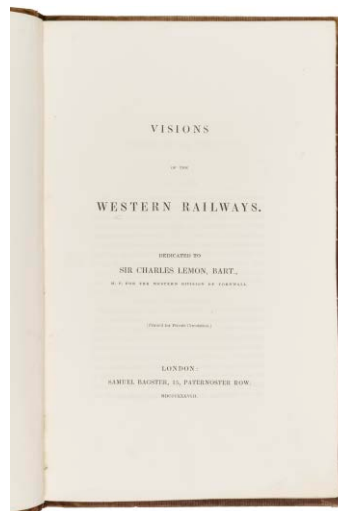
¶ Ottley 2928, noting that later editions excluded locomotives. As in Ottley, the pagination is odd ((i)-viii, (9)-138, 37-48, 153-166 + 8pp lined blanks for notes), but the text is continuous.

1839 £125





183



184

## THAMES TUNNEL

183. **TOLLENARE, Louis-François de.** Passage sous la Tamise a Londres. n.p. Front. Neatly bound in later marbled wrappers. 15pp.

¶ An article considering Brunel's tunnel under the Thames, construction of which had commenced in 1824, and was ongoing when Tollenare visited London in 1825. Tollenare was a native of Nantes in Northern France, and wrote this article for the recently established literary journal *Le Lycee Armoricain*.

[1826?]

£65

## ROMANTIC POETRY

184. **TOWNSEND, Richard Edward.** Visions of the Western Railways. Dedicated to Sir Charles Lemon, Bart. [Printed for private circulation.] Samuel Bagster. Half title. Orig. unlettered vertical-grained maroon cloth, blocked in blind; spine sl. faded, but overall a v.g. copy as issued. Small stamp on leading pastedown of the Cornwall County Record Office.

¶ Otley 1168 & 7655. A scarce volume of romantic poetry, inspired by the coming of the railways to Cornwall and the West Country. One poem, *The Lady of the Mount*, imagines a noble youth keeping a promise to 'his sea-girt lady in St. Michael's Mount by gaining the night express on the Cornwall Railway', while another, *Vision of the Reprieve*, describes the hurried attempt of a locomotive engineer to deliver news of commutation to a young army officer condemned to death.

Although several short railways within Cornwall were in operation from the early 1830s, the county was not connected to the rest of the English rail network until 1859 with the opening of the Cornwall Railway, which ran between Plymouth and Falmouth.

1838

£250

## TRAMS IN DRESDEN &amp; HANOVER

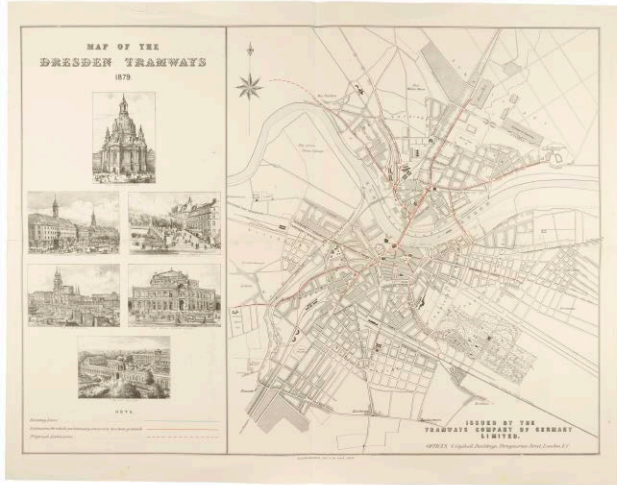
185. **TRAMWAYS COMPANY OF GERMANY LIMITED.** Map of the Dresden Tramways, 1879. WITH: Map of the Hanover Tramways, 1879. Issued by the Tramways Company of Germany, Office, Throgmorton St, London. Printed by Maclure & Macdonald. Two single sheet maps, each 56 x 45cm, printed in black on thin paper, with tramlines highlighted in red & blue; lightly folded into four, short tear along fold at centre of the Hanover map.

¶ Two maps, issued by the rather curious Tramways Company of Germany, a London based company which leased and operated several tram lines in the cities of Dresden and Hanover in Germany. Founded in 1879 by the American engineer Alfred Parrish,

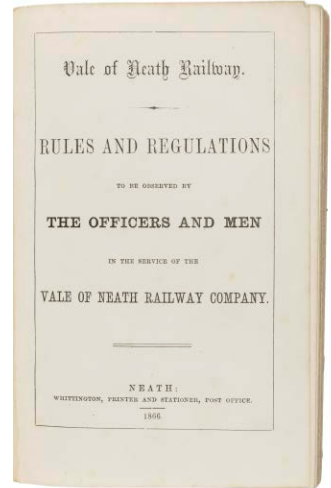
1848-1921, the company began operations by leasing a short route in Dresden, before taking several concessions in Hanover. More lines in each city were added to the portfolio, but by the early 1890s the company was struggling, as a local rival company pushed for electrification on its own lines. The company was dissolved in 1894, its remaining concessions passing to the municipal operator in each city. These maps are very nicely produced, with lithographic illustrations of local landmarks printed in the left margin. They were probably printed to appeal to new investors, rather than tourists.

1879

£65



185



186

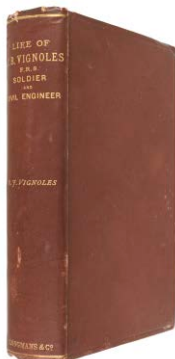
‘TO BE OBSERVED BY THE OFFICERS AND MEN  
IN THE SERVICE OF THE VALE OF NEATH RAILWAY COMPANY’

186. **VALE OF NEATH RAILWAY.** Rules and Regulations to be observed by the officers and men in the service of the Vale of Neath Railway Company. Neath: Whittington, printer and stationer, post office. Illus. with occasional woodcut diagrams. BOUND WITH: Additional Instructions to be observed by the officers and men in the service of the Vale of Neath Railway Company. 1865. 2 vols in 1, as issued, in orig. plain purple publisher's cloth; spine sl. faded. Some pencil underlining & marking. v.g.

¶ Not in Ottley. Not in National Railway Museum. Copac lists an 1855 edition (BL) and an 1861 edition (Cambridge). The second work, *Additional Instructions*, BL only. The Vale of Neath Railway was a broad gauge line that operated between 1851 and 1865, when it was absorbed into the Great Western Railway.

1866

£225



IRISH ENGINEER

187. **(VIGNOLES, Charles Blacker) VIGNOLES, Olinthus J.** Life of Charles Blacker Vignoles. Soldier and engineer ... past president of the Institution of Civil Engineers. A reminiscence of early railway history. By his son ... Longmans, Green, & Co. Half title, front. port., illus., 24pp cata. (Nov. 1888). Orig. brown cloth, spine lettered in gilt. v.g.

¶ Ottley 2586. A comprehensive biography of the Irish railway engineer.

1889

£125

## WALLIS, Edward

## NEW RAILWAY GAME: GREEN SLIPCASE

188. Wallis's New Railway Game, or Tour through England and Wales. Passmore, Printer, Great Guildford Street, Southwark. Engraved & hand-coloured map, 45 x 51cm, printed on linen-backed paper, 68.5 x 53cm, folded into 16 panels. Housed in orig. dark green embossed cloth slipcase, dec. & lettered in gilt; sl. rubbing to spine. A nice copy of a scarce item.

¶ Otley 7690, suggesting the year 1840, and describing the game as 'a railway version of snakes and ladders'. Four copies on Copac, but not the National Railway Museum. OCLC adds three more examples in the US. All dated c.1840-45. The hand-coloured map is divided into counties, each of a different colour, intersected by railway lines and with numbered locations. The directions for the game are printed in columns on either side of the map. The front of the slipcase is attractively lettered and decorated in gilt, with an image of an early locomotive with the nameplate 'Victoria'. Edward Wallis was active 1819-1847 in London as a bookseller and printer & publisher of maps.

[c.1840]

£750





## NEW RAILWAY GAME: VARIANT IN PINK CLOTH

189. Wallis's New Railway Game, or Tour through England and Wales. Passmore, Printer, Borough Road. Engraved & hand-coloured map, 45 x 51cm, printed on linen-backed paper, 68.5 x 53cm, folded into 16 panels in orig. pink cloth wrappers, lettered in gilt; sl. rubbing to spine. A nice copy of a scarce item.

¶ Ottley 7690. Despite the clear differences in binding, this copy is internally a slight variant from that in the green slipcase. The rules have been very slightly re-set, numbering 1-50 in the left hand column, rather than 1-51; the printer's imprint gives an address on Borough Road, rather than Great Guildford Street; and the hand-colouring is a little more prominent, with the sea finished with a blue tinted wash.

[c.1840]

£750



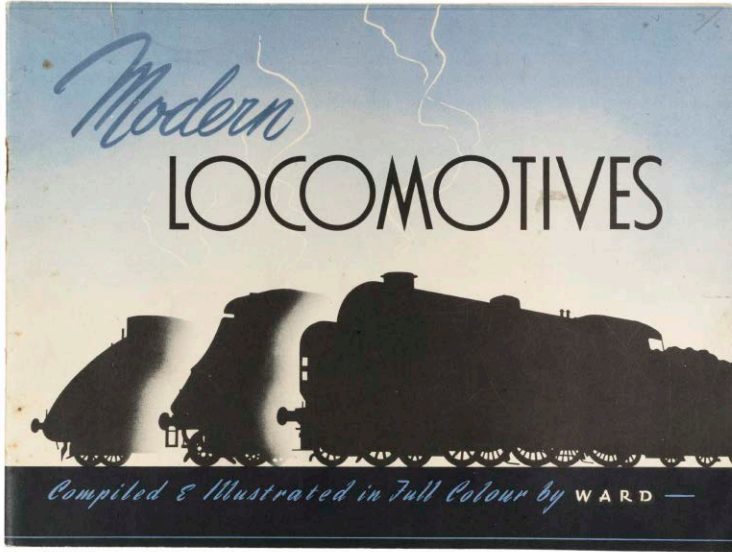
### 22 MILES ROUND LONDON: 'WITH THE RAILWAYS'

190. The Country Twenty-Two Miles Round London. Compiled from Actual Surveys, on a Scale of Half an Inch to a Mile. Published as the Act Directs by E. Wallis. Hand coloured circular engr. map, 58 x 58cm, printed on paper and back with linen, folded as issued into 24 panels. A v.g. example in orig. green textured cloth slipcase, lettered in gilt. Scarce.

¶ BL & National Trust only on Copac. See Howgego 176(5). A circular map with London at the centre with the title around the perimeter. Similar examples bear the subtitle 'Exhibiting the direct line of all the railroads, in operation, in progress, or intended', but that is not stated on this copy. The earliest iteration of this map was printed by John Wallis in 1783.

[c.1840?]

£480



## LOCOMOTIVES BEFORE NATIONALISATION

191. **WARD, L.** *Modern Locomotives*. Compiled & illustrated in full colour. Edgbaston, Birmingham: Rylee. Landscape 4to. Col. illus. throughout. Stapled as issued in orig. col. printed wrappers; sl. rusted at staples, otherwise v.g. Occasional ms. notes in margins. 32pp.

¶ Otley 3069. Fourteen engines, 'with constructional details and descriptions'. Ward notes in his introduction, 'With the coming of Nationalisation, an era in the life of British Railways has ended and another one has begun. Undoubtedly there will be vast changes in the design and detail, of locomotives. This book will therefore become historically valuable as a record of the latest technical practice of the companies prior to being merged'.

[1948]

£25

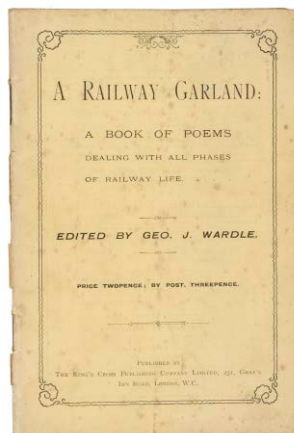
## RAILWAY POETRY

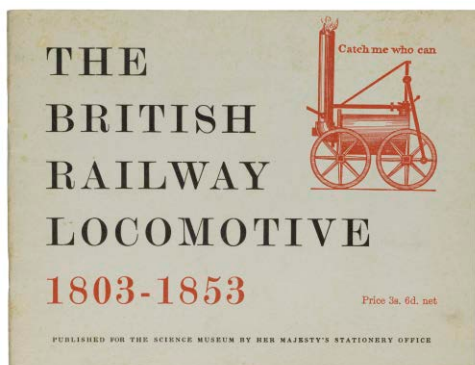
192. **WARDLE, George J.** *A Railway Garland: a book of poems dealing with all phases of railway life*. The King's Cross Publishing Co. 47pp. Sewn as issued in orig. yellow printed wrappers; spine splitting in places, dusted.

¶ Not in Otley. Not on Copac. A scarce pamphlet of railway-inspired poetry, some of which had earlier appeared in periodicals both in Britain and the USA.

1904

£65

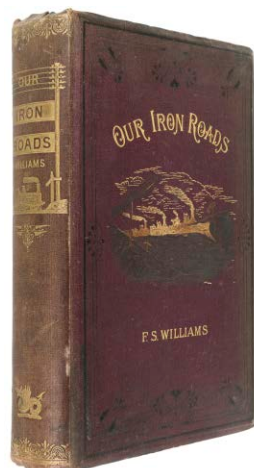




193



194



195

193. **WESTCOTT, George Foss, ed.** *The British Railway Locomotive*. A brief pictorial history of the first fifty years of the British steam railway locomotive, 1803-1853. Published for the Science Museum by Her Majesty's Stationery Office. Col. front. & 32 landscape plates preceded by 12pp text. Stapled as issued in orig. grey wrappers, lettered & pictorially printed in red & black. v.g.

¶ See Ottley 2900. A souvenir publication reproducing early technical drawings on plate paper, first issued by the Science Museum in 1958.

1962

£12

## A CALL FOR REGULATION

194. **WHITEHEAD, John.** *Railway Prostration. Causes, and remedies. Letter to the Right Hon. Sir Robt. Peel, Bart. M.P. By ...*, of the stock exchange, London; author of "Railway and Government Guarantee", &c. Smith, Edler & Co. 25pp pamphlet bound with numerous blanks into later marbled boards, calf spine uplettered in gilt.

¶ Ottley 4344. Not in National Railway Museum. Five copies listed on Copac. On the need for increased government regulation of railway expansion, and for scrutiny of the bullying tendencies of the larger companies.

1849

£150

## IRON ROADS: EXPANDED EDITION

195. **WILLIAMS, Frederick Smeeton.** *Our Iron Roads: their history, construction, and administration*. With numerous illustrations. 5th edn. Bemrose & Sons. Engr. front. & title, additional vignette title, illus. in text throughout, 6pp Opinions of the Press at end. Orig. purple pict. cloth, blocked & lettered in black & gilt, bevelled boards; spine sl. faded. Booklabel of John Le Quesne. a.e.g.

¶ Ottley 42. A much expanded edition, in 520 pages, of Williams' history of Britain's railways, first published in 1852.

1884

£85

## USA AND CANADA

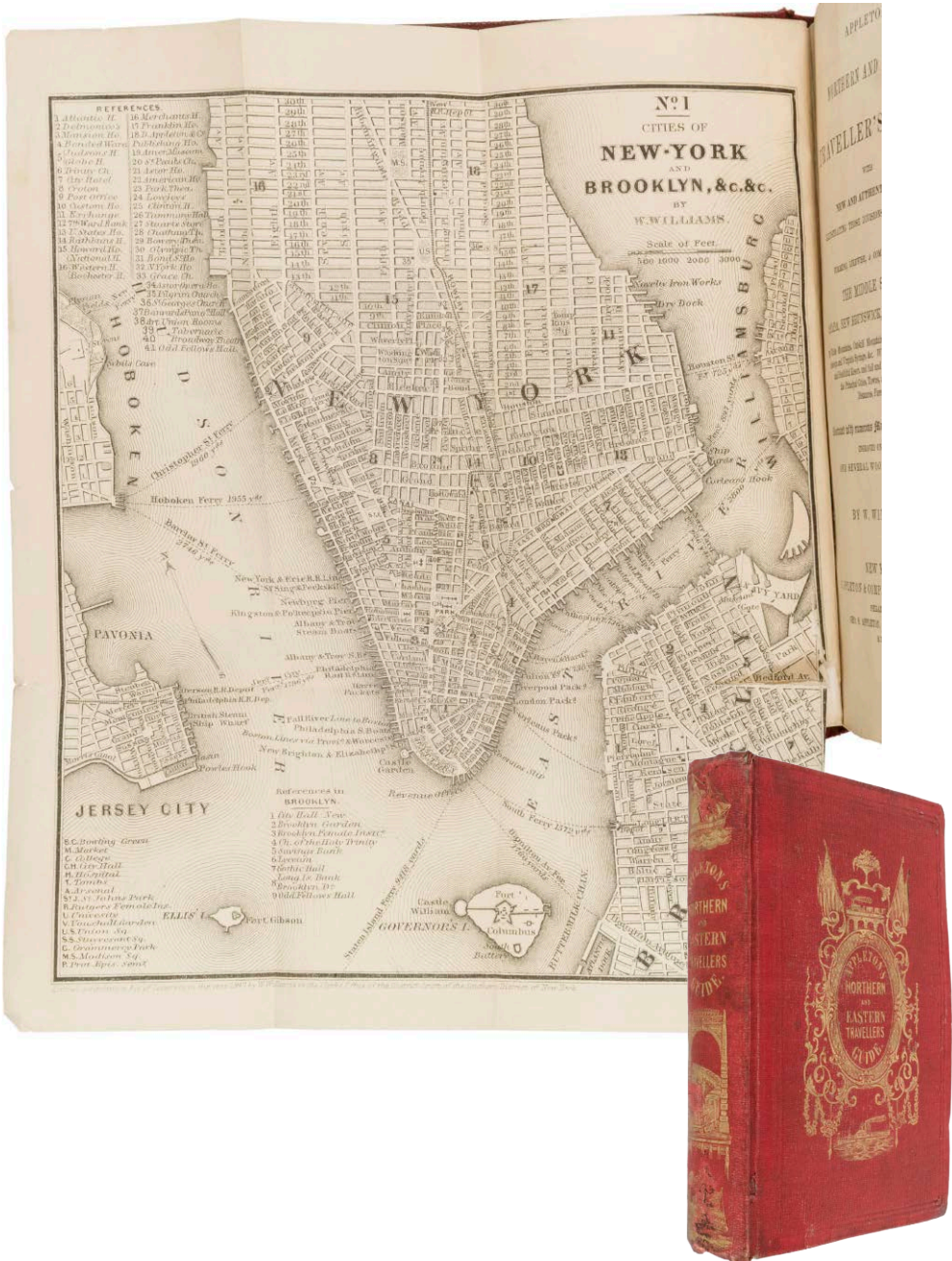
196. **WILLIAMS, Wellington.** *Appleton's Northern and Eastern Traveller's Guide: with new and authentic maps illustrating those divisions of the country*. Forming likewise a complete guide to the Middle States, Canada, New Brunswick, and Nova Scotia ... Illustrated with numerous maps and plans of cities, engraved on steel, and several wood engravings. New York: D. Appleton & Co. Half title, maps & illus.; map of Philadelphia opposite p.230 torn along folds without loss, neatly repaired in one place. E.ps neatly replaced. Orig. red cloth, pictorially blocked & lettered in gilt; sl. rubbing. A well-preserved copy in handsome

custom-made dark brown morocco & gilt box resembling a bound volume.

¶ The first edition of Appleton's comprehensive guide to the Northeast United States and Eastern Canada. Illustrated throughout, and with 30 numbered maps and town plans, some folding. Appleton started published guides for railway travellers in the 1840s, and would go on to produce guides for most of the Americas and Europe.

1850

£450



FAG CARD ALBUM

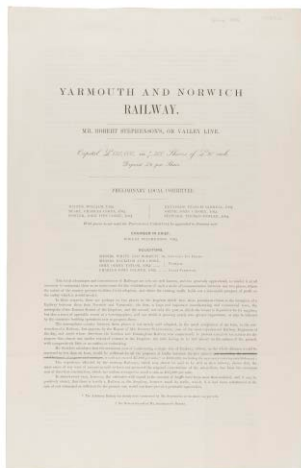
197. **WILLS. CIGARETTE CARDS.** An Album of Railway Engines. W.D. & H.O Wills. A full set of 50 full-colour cigarette cards, inserted into orig. album with printed text. Stapled as issued in orig. printed cards wrappers; sl. fading to edges, otherwise v.g.  
 ¶ The latest British and continental locomotives, including examples from Algeria, Kenya, New Zealand, South Africa, Thailand, the USSR and the USA. The inclusion of the LNER's streamlined Silver Link, also illustrated on the front wrapper, dates this to about 1935.  
 [c.1935] £35

A 'TRANSART' PUBLICATION

198. **WRIGHT, John S.B.** The King George V. London & Glasgow: Collins. Oblong 8vo. Illus. throughout, including on six transparent pages. Orig. colour printed pictorial boards. v.g.  
 ¶ Ottley 6156. An ingenious production, incorporating six transparent acetate leaves, allowing the reader to see 'inside the working parts'. The front cover declares, 'six coloured Techni-view Transparencies show every detail clearly'. 'The "King George V" was chosen for portrayal in this manner, because it is a beautifully designed engine, simply constructed, immensely powerful, of magnificent appearance and represents all that is truly great in the British Locomotive industry.' (Preface.)  
 [1952] £35

ROBERT STEPHENSON'S VALLEY LINE

199. **YARMOUTH & NORWICH RAILWAY.** Prospectus. Yarmouth and Norwich Railway. Mr. Robert Stephenson's, or Valley Line. Capital £150,000 ... Yarmouth: Sloman, printer. Docket title, 4pp; lightly folded. v.g.  
 ¶ The Yarmouth and Norwich Railway was the earliest railway in Norfolk. It received its Act of Parliament of June 1842, and work on the line commenced in April 1843, with the 20-mile line completed the following year.  
 [c.1841] £250
200. **YORK, NEWCASTLE & BERWICK RAILWAY.** Monthly York, Newcastle, and Berwick Railway Time Table, on and after the 1st of November, 1848. Alnwick: printed & sold by G. Pike, One side of large oblong 8vo. 28 x 45cm. v. sl. creased. v.g.  
 ¶ An early timetable, including omnibuses from Alnwick and Belford, and Post-Office departure and arrival times.  
 1848 £250



Monthly York, Newcastle, and Berwick Railway Time Table, on and after the 1st of November, 1848.

STATIONS	MILEAGE												STATIONS
	1	2	3	4	5	6	7	8	9	10	11	12	
York													London
Wharfedale													St. Pancras
Leeds													King's Cross
Sheff.													St. Martin's
Don.													St. John's
Sheff. Hallam													St. Giles
Don. Worksop													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby													St. Dunstons
Don. Thoresby													St. Giles
Don. Thoresby													St. Andrew's
Don. Thoresby				</									

# INDEX

Accidents	4, 61, 92, 96, 117-121, 145	Gauge Controversy	66, 147, 162
AHERN, Tom	1	General Election, 1880	54
ALCOCK, George	2	Germany	185
Argentina	24	Gotthard Railway	67, 86
ATKINSON, Edward	5	Great Eastern Railway	55, 56, 122
Australia	50, 162	Great Northern Railway	46, 57, 85, 111, 114, 122
BEECHING, Dr. Richard	19, 20	Great Western Railway	22, 58-64, 66, 68, 110, 122, 186
BEHREND, George	7	GREENLY, Henry	66
BERMINGHAM, Thomas	78	Guide Books	11-14, 15, 27, 42, 51, 52, 79, 82, 87, 98, 113, 122, 125, 128, 136, 138, 196,
Birmingham & Gloucester Railway	66	HANCOCK, Tony	20
BOND, R.	8	Hanover	185
BONSOR, Noel	9	HARDING, Wyndham	66
BRADSHAW, George	10-14, 59	HARDMEYER, Jakob	67
Bristol	15, 59, 66, 68	Health & Safety	4, 16, 69, 105, 116
British Railways	1, 16-20, 41, 117-121, 191	HEATH, Henry	83
BRUNEL, Isambard Kingdom	22, 23, 66, 84, 183	HERAPATH, John	145
Caledonian Railway	25, 26, 28, 126, 155	HILL, David Octavius	53
Cambridge	27, 36, 37, 125	HOPKINS, John	69
Canada	5, 50, 196	HRABAL, Bohumil	70
Carlisle & Canobie Rlwy	28	Hull, Barnsley & West Riding Junction Railway	72
CATNACH, James	29	HUNT, Leigh	73
The Chameleon	30	HUNT, Thornton	66, 74
Channel Islands	9, 77, 122	Imperial Mexican Railway Co.	116
Channel Tunnel	31	INDERMAUR, L.	75
Charing Cross, Euston & Hampstead Railway	32	India	50, 57, 76
CHEFFINS, Charles Frederick	33, 114	Institution of Locomotive Engineers	77
CHEW, John	34	Irish Railways	13, 14, 38, 39, 78, 79, 103, 116, 123, 129, 137, 187
CLARK, Francis	35	Italy	86
COLE, Henry	36, 37, 66	Jersey	9
Communism	1, 70	KENT, W.	79
CONDER, Francis	38	Lake District	51, 52, 154
Cornwall	2	Liverpool & Manchester Railway	42, 80-83, 168, 170
CRESWELL, A.J.	40	LIVESEY, Joseph	42
CUNDALL, Joseph	66	LOCKE, Joseph	84, 149
Czechoslovakia	70	The Locomotive Magazine	85
DAVIS, H.G.	41	LOMMEL, G.	86
DEARDEN, Joseph	42	London & Birmingham Railway	36, 87, 88, 102, 172, 173
DEVEY, Joseph	84	London & Brighton Rlwy	36, 77, 89, 122, 138
DIXON, James	176	London & North Eastern Railway	46, 61, 72, 90-95, 127
Dorking, Brighton & Arundel Atmospheric Railway	43	London & North Western Railway	49, 88, 96-99, 109, 122, 161, 175
Dresden	185	London & South Western Railway	122, 138
East Coast Railway	44	London, Brighton & South Coast Railway	77, 122, 138
Eastern Counties Railway	106, 125	London, Chatham & Dover Railway	122, 138
EDMONDSON, Thomas	45, 97	London, Midland & Scottish Railway	61, 100-103, 111-115
ELLIS, C. Hamilton	46, 47		
FARRER, Thomas	50		
FIRBANK, Joseph	48		
FOXWELL, Ernest	49, 50		
FREELING, Arthur	82		
Furness Railway	51, 52		
Games	188, 189		
Garnkirk & Glasgow Railway	53		

## INDEX

London, Tilbury & Southend Railway	104	PROGRESS, Peter	141
London Underground	32, 34, 105, 110, 122, 143	Prospectus	30, 43, 44, 110, 129, 133, 199,
LUCAS, John	170	PROSSER, Thomas	142
Lynn & Ely Railway	106	Railway Clearing House	17, 56, 66, 97, 143
MACAULAY, John	107	Railway Herald	144
MACLEAN John S.	127	The Railway Magazine	145
Manchester & Birmingham Railway	109	The Railway Mission	146
Manchester, South Junction & Altrincham Railway	161	The Railway Signal	146
Manuscript	22, 25, 34, 57, 72, 96, 130, 149, 153, 157, 158, 161, 168, 169, 172, 173	The Railway Times	147
Maps	5, 6, 11, 20, 24, 33, 39, 43, 55, 60, 86, 90, 109, 133, 137, 143, 185, 188-190, 196	Railway Wharf Company, Sunderland	148
MAUDE, William, Arthur & Ned	149	RASTRICK, John	149
MAUNSELL, Richard	77	REID, Andrew	150
MAYALL, John	174	REYNOLDS, Michael	151
MEASOM, George	98	ROBINSON, William Heath	64
MELVILLE, Herbert S.	66	Royal Commission	152
Metropolitan Railway	34, 110, 122	Royal Station Hotel, York	153
Mexico	116	Rules & Regulations	16, 17, 56, 63, 116, 182, 186
Midland & Great Northern Joint Railway	44, 111	RUSKIN, John	154
Midland Railway	100, 111-115, 122, 138	Russia	35, 160
MILLS, Williams Hemingway	116	SANDARS, Joseph	80
Ministry of Transport (& Civil Aviation)	117-121	Scotland	25, 26, 28, 33, 46, 53, 94, 116, 122, 123, 126
Model Trains	65, 167	SCOTT, H.	124
MORISON, K.	66	SCOTT, W.J.	155
MORTON & CO.	122	SEYMOUR, Robert	156
MUDGE, Richard	123	Sheffield, Ashton-under-Lyne & Manchester Railway	157, 158, 161
Nationalisation	14, 107, 140, 191	SHEPPARD, Harvey	159
Newcastle & Carlisle Railway	97, 124	SHOEMAKER, Michael Myers	160
Norfolk Railway	125	Siberian Railway	35, 160
North British Railway	46, 126	SIDEBOTTOM, M.A.	161
North Eastern Railway	46, 72, 127	SIDNEY, Samuel	162
Norwich	125, 128, 199	Sleeping Cars	7
O'CONNELL, Daniel	129	SMILES, Samuel	163, 164, 171
OXENDEN, George Chichester	130	SOMERVELL, Robert	154
PARKINSON, Richard Marion	131	South Eastern Railway	77, 122, 138, 165, 166
PARSLOE, Joseph	132	'Steady Stoker'	167
PARSONS, Perceval Moses	133	STEPHENSON, George	53, 149, 164, 168, 169, 170, 171, 172
PAULING, George	134, 161	STEPHENSON, Robert	88, 114, 133, 164, 168, 172, 173, 174, 176, 199
PEASE, Henry	135	STEVENS, Thomas	175
Periodicals	30, 77, 144, 145, 146, 147	Stockton & Darlington Railway	124, 150, 176, 177
PHILIP, George	137	STRETTON, Clement Edwin	178
PHILP, Robert Kemp	138	Swansea & Mumbles Railway	179
Photographs	32, 35, 65, 76, 85, 101, 105, 127, 144, 174, 181	SWANWICK, Frederick	114, 171
PIKE, Richard	139	SWINTON, George	180
Poetry	73, 146, 184, 192	Switzerland	67, 86 181
PRATT, Edwin A.	99, 140	TEMPLETON, William	182
		Timetable	12, 14, 15, 26, 39, 59, 68, 79, 94, 103, 111, 112, 128, 150, 200

## INDEX

TOLLENARE, Louis-Francois de	183	Waterloo Station	41
TOWNSEND, Richard Edward	184	WELCH, Harold Dixon	104
Trade Unions	1, 2, 26	WESTCOTT, George Foss	193
Trams	9, 24, 179, 185	WHEELER, Thomas	109
TUKE, Samuel	177	Whitby & Pickering Railway	169, 171
United States of America	5, 50, 77, 136, 163, 196, 197	WHITEHEAD, John	194
VALENTINE, John Sutherland	106	WILLIAMS, Frederick Smeeton	115, 195
Vale of Neath Railway	186	WILLIAMS, Wellington	196
VIGNOLES, Charles	43, 187	Wills Tobacco	197
Wales	60, 68, 179, 186, 188, 189	WRIGHT, John	198
WARD, L.	191	WYLD, James	87
WARDLE, George	192	Yarmouth & Norwich Railway	125, 199
		Yellowback	9
		York, Newcastle & Berwick Railway	150, 200





