



December 2010

**Tadley and District History Society
(TADS) - www.tadshistory.com**

**Next meeting - Wednesday 15th December
at St. Paul's Church Hall, 8.00 to 9.30 pm**

TADS AGM & Social

Minutes of the last AGM

Annual reports

Treasurer's report and annual accounts

2011 Programme

Election of Committee

Any other business

The formal meeting will be followed by a presentation on the work done during the summer in looking for the missing original village of Tadley.

Members are invited to bring along items of family history which may be of interest to other members.

The Committee would welcome donations of food and help with the domestic work.

*Comments, queries and suggestions to Richard Brown (0118) 9700100,
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www.tadshistory.com

TADS Meeting 19th January 2011: 'The Humble Brick'

By Alan Pritchard

Last Month's Talk 17/11/10

My Railways 1830 to 1940 by Dr Peter Ellis

The title 'my' railways was a puzzle until we were told that Peter was born and bred in Crewe (Cheshire) of three generations of workers at the Crewe railway works, and he lived and went to school and church in the road alongside the railway. His paternal Great Grandfather, also Peter Ellis, started work at Crewe in 1860.

Crewe was a few scattered houses before the Grand Junction Railway built their works in 1843. They built a town as well, with a school, church and other amenities. The railway works were eventually more than two miles long.

So in Peter's Railway World there are no 'customers' or 'train stations' but passengers and railway stations and proper engines powered by steam.

As early as 1800 far sighted business men were talking of the need for much improved transport to meet the requirements of the new Industrial Age - the growth of factories with the need to move raw materials to them and the finished goods from them. Even in such early times these visionaries foresaw railways connecting the major industrial towns despite the lack of any obvious motive power. The development of railways as we know them needed the invention of high-pressure mobile steam engines.

The Grand Junction Railway followed on from the success of the Liverpool to Manchester Railway of 1830. It was planned and built by the same group of businessmen to connect southwards to Birmingham and there meet the new railway from London. In time Crewe connected to Liverpool, Manchester, Glasgow, and directly to London as well as via Birmingham. Other routes went to Shrewsbury and South and mid-Wales. By then it was known as the London and North Western Railway (LNWR), later becoming part of the London, Midland and Scottish (LMS).

The engineering of early railways saw rapid development on all fronts.

The 'Rocket' was the successful locomotive at the Rainhill trials held in 1829 to select the motive power for the Liverpool and Manchester Railway. But 'Rocket' was soon eclipsed by 'Planet' from the same Stephenson stable. The design of the 'Planets' was ahead of the available strength of steel and they were liable to break their driving crank-shafts with disastrous results. A Crewe double frame design was the answer until better steel was invented. If this is all getting rather technical, then the splendid pictures Peter showed made it clear how the locomotives evolved on through the 'Lady of the Lake' class with seven-foot six-inch diameter single driving wheels to, by 1900, steam locomotives of the style familiar to all of us. Great Crewe Chief Mechanical Engineers like John Ramsbottom (from 1857-1871) and his successor Frank Webb (to 1903) improved their own designs as well as making strides forward, eventually leading to the great engines of the 20th century, culminating in the streamlined LMS 'Coronation' class of 1937. Other pictures showed the development of carriages, wagons, and goods vans. Special vans for bananas came into service from 1900-1905 and beef travelled as hanging sides in tall vans with rails under the roofs. Passengers were able to have tea served on the platforms, or they could have hampers with proper crockery, or rugs and pillows from the station staff. Have we progressed?

Peter, what a wonderful world your railways were. Thank you for taking 50 plus TADS members and guests into it.

Richard Brown.

P.S. A strange fact - Basingstoke station platforms were raised by two courses of bricks in 1904.

P.P.S. Peter donated his fee to St. Michael's Hospice.

Hurst Prize - The annual TADS prize for a history project at the Hurst School, was this year awarded to Charlotte Cooper.

Hearing Loop and Audio System

These were used at last month's talk and given a good test as the speaker sat at the front, mostly with his back to the audience. The results were very well received.

What's On? Events which may be of interest.

Hampshire Record Office

For Information see www3.hants.gov.uk/whatson-hro or ring 01962846154.

Milestones Museum

The museum has a number of Christmas themed events. It also has some temporary exhibitions including one on palaeontology.

See www3.hants.gov.uk/milestones Ring for details or tel. 01256 477766

Willis Museum

The Mary Rose exhibition is on until 24th December. There is also an exhibition about the Whitchurch Silk Mill, and several events aimed at children and families.

Friends of the Willis Museum (7.30pm at the Museum)

20th Jan. The timber-framed buildings of Basingstoke - the survivors!

by Bill Fergie.

Basingstoke Archeological & History Society (7.30 at Church Cottage)

13th Jan. Amphitheatres in Roman Britain by Tony Wilmott, English Heritage

History in the making

3/10/2010. **Germany** paid off the last of the war reparations debt imposed at the Treaty of Versailles in 1919, as a penalty for starting World War I.

Hitler stopped payments when he came to power and they were only resumed in 1990 after the reunification of West and East Germany.

Thanks go to Bob Brown for this news item.

24/11/2010. **Tadley**. Sainsbury's store was reopened after its second enlargement. It was closed for a week for the final work to be completed, an improvement on the 6 months when it was converted from Budgens.

*TADS annual membership is £10 per person.
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