

ALC/NM/10.1

Mercury 1838 RAILROAD COMMUNICATION  
Col 6

Short letter commending Blisworth as a site for the station in preference to Roade or Weedon.

Says he wrote to Mr. Durham in Stony Stratford for a survey.

'But I feel confident if they (the local townspeople) were to apply for a station at Blisworth it would be utterly impossible for the Railroad Directors to refuse it. I am Sir your obedient servant THOS HOWES'

Jan 6th AYLESBURY RAILWAY

Col 3 A special general meeting of shareholders. White Heart Inn Aylesbury  
Wed. 20th. December 1838  
Arrangement to loan the line to BLR for £2,500.00 for 5 yrs.  
Motion carried.  
Lists those who attended.

Jan 27th RAILROAD COMMUNICATION

Col 3 Letter commending Blisworth as a station to suit Northampton interests.  
signed : THOS HOWES  
Jan 24th. 1838

Jan 6<sup>th</sup> LONDON AND BIRMINGHAM RAILWAY

Col 4 Meeting at Banbury to be held in Town Hall  
Sat. 13th. Jan. 1838  
Discussed building a Turnpike Road from Banbury to the nearest principle station.

Jan 20<sup>th</sup> RAILWAY MEETING AT BANBURY

Col 5 This meeting also held to discuss the Turnpike Road connection with a main station  
(reported speech of points made.)  
At this meeting there is unconfirmed information that the station will be at Weedon not Blisworth

ALC/NM/10.2

Mercury 1838 RAILWAY MEETING AT BANBURY  
March 24th Col 2 Held on Wed. Last

Meeting for the purpose of receiving the report of the Committee and for submitting proposals received from the committees established at Northampton and Towcester for effecting a junction of those towns with Banbury.

Mr. Howes representing (amongst others) Northampton.

Directors promised a first class station at Weedon. Howes says Weedon is too far north for both Banbury and

Northampton as a station for going to London. He still favours Blisworth.

Arrange for another meeting to be held on  
11th. April 1838  
Ponfret Arms Towcester.

Also the Trustees of The Turnpike Road from Banbury  
through Brackley to Buckingham have summoned a meeting  
for the following Wed. with a view to facilitating the  
communication between Banbury and the railway station at  
Wolverton.

#### LONDON AND BIRMINGHAM RAILWAY REPORT

London Feb. 15th. 1838

March 24th

Says that by OCT 1837 the railway was open as far as  
Tring.

Col 1

However, the severe winter prevented their forecast of  
the line being opened as far as Rugby and Denbigh Hall  
by January of 1838 being realized. That would leave  
only 35 miles uncompleted.

They hope that although this delay will be an increased  
cost that the monies in hand will be sufficient to cover  
it.

The Directors have contracted with Mssr. Horne and  
Chaplin (coach proprietors) for conveying passengers  
across the Denbigh Hall Rugby stretch until the latter  
is completed.

ALC/NM/10.3

Mercury  
1338

#### LONDON AND BIRMINGHAM RAILWAY REPORT (Cont)

March 24th

Between Tring and London passenger traffic has exceeded  
expectations. The trains are  
running on time. Bury is their contractor  
for locomotive power.

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Arranged for Mr. Baxendale of Pickford Co. To arrange  
carriage of goods when the line is fully opened

They are also in touch with the Post office to arrange  
conveyance

They have given their assent to the townspeople of  
Banbury for a first class station at Weedon.

Mercury  
1838

#### MR. STEPHENSONS REPORT

States that both the Brent embankment and the Colne  
embankment continue to subside and continually must be  
made up with material suitable for ballasting.  
Fortunately there is a cheap and adequate supply nearby.

March 24th.

Tring contract:

Col 1

Once a thorough thaw has occurred there remains 3 weeks  
of line laying to complete this part.

Leighton Buzzard contract:

Nearly complete. Linslade Tunnel complete. Some rails to  
be laid.

Stoke Hammond Contract: Nearly completed.

Nearly completed.

Bletchley Contract:

There was a report in the Railway Times that there were accidents in the Kilsby tunnel. Investigations showed these reports to be unfounded.

ALC/NM/10.4

Mercury  
1838  
March 24th.  
Col

Cont.  
MR. STEPHENSON'S REPORT

Wolverton contract

In the Denbigh Hall excavation there remains 50,000 Yards part of which is to be transported to the Wolverton embankment - the rest to go to spoil. Cuttings and embankments estimated to be closed in 8 weeks time.

Permanent road in an advanced state - calculate the permanent road be extended from Denbigh Hall to Wolverton in 8 to 9 weeks' time.

Wolverton viaduct contract

Completed with exception of permanent road, which cannot be commenced until embankment brought up at both ends.

Castlethorpe contract

BLISWORTH CONTRACT

Difficulties due to hardness of 'soils' and to water. Suggested that due to these problems, the permanent way should be opened up to Roade. The way should be completed by May. Then Roade could act as a temporary terminus, until the whole railway complete.

Kilsby Tunnel contract

Mentions problems.

Extreme caution in mining. Extra timbers had to be purchased.

Several other more northern contracts are mentioned.

Mercury  
1838  
March 24th.  
Col 5

(no heading)  
Gives information previous to the opening of Denbigh Hall.  
Comparison of prices of travel by road and rail.

ALC/NM/10.5

OPENING RAILWAY TO DENBIGH HALL

Mercury  
March 24th  
Col 5

Many people gathered to watch the train 'Shoot  
Across the tasteful bridge over the Turnpike Road' at  
9.30am.

But it was only a brief glimpse and many more had  
been hoping to ride the train that day.  
More people gathered during the day until thousands  
thronged the embankments and bridge by 1.30pm  
in time to see the up train this was due to  
start at 2.30pm for London. This train was  
however detained by the passengers' luggage not  
arriving, the van from Birmingham being stuck  
in- the mud somewhere on the road.  
A scout engine was dispatched from time to time  
to clear the way.  
Again there was a problem of accommodation.

(Advertisement)

Mercury 1838  
May 5th.  
Col 12

FISH PER RAILWAY FROM LONDON.

Mercury June  
16th.  
Col 2

COURT OF COMMON PLEAS  
Westminster June 8th. The Duke of Grafton v.LBR

The LBR had acquired land from Lord Grafton. The land  
was originally a gift from Charles II to his 'natural'  
son Lord Euston. The actual matter of contention is not  
clear.

Mercury June  
16th. 1838  
Col 5

HEALTH IMPROVING CHARACTER OF RAILROAD.  
By a doctor who asserts that the drafts in the train due  
to travelling at speed in the heat of summer and being  
in the country is beneficial to people. Also the mild  
movement in the train is preferable to the jolting you  
get in a coach.

ALC/NM/10.6

Mercury  
1838  
March 10th.  
Col 5

RAILWAY STATION AT BLISWORTH Meeting  
of residents of Northampton .  
Mr. Howes argues for station at Blisworth.  
Town council says they would apply to directors for a  
station at Blisworth.

Mercury 1838  
April 14th. Col 1

RAILWAY MEETING AT TOWCESTER  
Representatives from Banbury were supposed to attend  
this meeting but did not turn up.

Pomfret Arms Wed. 11th. April 1838 Towcaster  
Expressed a desire that the Wolverton station be  
abandoned in favour of one at Blisworth. Were unaware of  
the Directors of the railway having promised Banbury a  
station at Weedon.

Mercury  
1838  
April 14th

RESOLUTIONS OR TOWCESTER MEETING

LONDON AND BIRMINGHAM RAILWAY  
BLISWORTH STATION

Meeting held at Pomfret Arms Inn. Towcester.  
Wed. 11th. April 1838

Basically the meeting resolved that Lord Southampton would forward the resolutions of the meeting to the Railway Directors, asking for a station at Blisworth and pointing out that no other location would serve the area of Towcester and surrounding regions so well.

Mercury  
1838  
April 7th  
Col 4,5,6

To advocate a station of the railway at Blisworth

Full of speeches. Very dressed up arguments. Feel the railway should take account of local areas in deciding on locations of stations.

States that the Company had replied to the letter received from the Town Clerk of Northampton. The Directors wanted to know what Lord Grafton was going to do in furtherance of the project.

ALC/NM/10.7

Mercury  
1838  
April 14th  
Col 4

(No heading. Part of editorial)

Reply to an earlier article in the herald on the subject of the Herald's being victimized by the Railway because they did not support the railway in earlier editions.

Very scornful reply:

The Herald is finding that the Railway is not placing Ads. with them.

The Herald is also upset about the absence of a station to serve Northampton.

In earlier stages the landowners of Northampton made difficulties for the railway by opposing it crossing their land.

ALC/NM/10.8

Mercury  
1838  
April 14th  
Col 5

OPENING OF THE RAILWAY AT DENBIGH HALL

Took place on Mon. Last - 9th. April 1838

The scene at Denbigh Hall was very lively and striking.

Mercury  
1838  
April 21st  
Col 5

LONDON AND BIRMINGHAM RAILWAY

Describes the trains on the line.

A little about uniforms.

A little about men employed on the line.

ALC/NM/10.9

Mercury  
1838  
June 30th  
Col 4

COMPLETION OF KILSBY TUNNEL

Describes ceremony when the last brick was laid and the festivities that followed.

Mercury  
1838  
August 25th  
Col 1

LONDON AND BIRMINGHAM RAILWAY

Half - yearly meeting of proprietors.

General Introductory Remarks

Admitted that it had not been possible to avoid disappointing some customers trying to make coaching connections between Denbigh Hall and Rugby.

Gives numbers of passengers and receipts.

'The railway from Aylesbury to Tring will be completed in the present year, and another from Northampton to Blisworth having been projected.'

Difficulties at Wolverton, Blisworth and Kilsby successfully overcome.

At this time a single line of rails is laid. Opening is expected middle of September depending on the weather.

Mercury 1838  
Sept 8th  
Col 1

AYLESBURY RAILWAY COMPANY GENERAL MEETING

They relate they have had problems with defaulters on shares.

Some lack of confidence was caused by the failure of the Cheltenham railway.

Any competition from the Great Western Company is likely to be long in coming to fruition.

(One of the problems in the branch lines to the West was that they went into GW 'territory').

A representative was present from LBR.

ALC/NM/10.10

Mercury  
1838  
Sept 8th  
Col 1

Cont.

AYLESBURY RAILWAY COMPANY GENERAL MEETING

GENTLEMAN HAD GREATLY ENCOURAGED THE Aylesbury Company and felt sure that LBR would benefit from the formation of the line.

Last general meeting was held on 6th March and since then they have had to treat with 44 proprietors of land. Last March contractor appointed for the whole line - to be completed by 30th. Nov. 1839.

There follows a letter from Robert Stephenson explaining progress made.

Follows a treasurer's report.

Mercury  
1838  
Sept 8th  
Col 3

Expected to take place a week earlier than anticipated - 17th. instead of 24th. September.

Times departures etc. given.

Mercury  
1838  
Sept 15th  
Col 3

(Advertisement)

LONDON BIRMINGHAM RAILWAY

Opening takes place on Mon. 17th. Sept. 1838

Gives fares and timetable.

Mercury  
1838  
Sept 15th  
Col 3

(Advertisement)

DONDON AND BIRMINGHAM RAILWAY AND ROADE STATION

Sept.15th. Sale of piece of land sited within 120 yards of the site of the intended station at Roade.

ALC/NM/10.11

MERCURY  
22nd Sept. 1838

Upper class poem. Lament on changes in Rugby at the time of the coming railway.

Sarcastic description of the excitement the gathering of labourers etc. derived from the trains.

MERCURY  
22nd Sept. 1838

OPENING OF THE COMPLETED BIRMINGHAM TO LONDON LINE.

Mainly statistical with record of charges, stopping places and timetable of running trains. Describes the gathering at London Euston only.

*NORTHAMPTON HERALD REPORT for same date.*

HERALD  
22nd Sept. 1838

THE RAILWAY AS A SPECIES OF REFORM.

An eloquent essay on the reasons why the railways breed insolence and non-accountability to the public. Notably being about the railway as a Joint Stock Company rather than an Individual enterprise. The impotence of Parliament in the matter. The unwillingness of people to pay sufficient on the coaches to bring their receipts above minimum costs and a question as to whether it is necessary to have 'cadging' to ensure deference in service trades.

ALC/NM/10.12

MERCURY  
22nd Sept. 1838  
Col 1

COMPLETION OF LONDON AND BIRMINGHAM RAILWAY

Directors and Mr. Stephenson travelled from London at 7:00 am to be sure all was ready for the public to travel the line. The first public train left London at 8:00 am. Gives few details - only fares, times and distances.

MERCURY  
22nd Sept. 1838  
Col 5

Top of page - no title.  
Brief description of opening of LBR with a little 1838 more local information. Part of description of Denbigh Hall.  
States that Blisworth will be a first class station.

MERCURY  
1838  
Sept 29th.  
Col 2

RAILWAY ACCIDENT

An inquest was taken on the 20th. inst. before J.W.Cowley Esq. one of Her Majesty's coroners for the County of Bucks, on view of the body of Francis Wilson who was found about 5:00 am. on the morning of the 19th. inst. on the LBR near Wolverton station.  
The man had been drinking and crossing the line to get back to his lodging.  
Hit by the 11:00 pm. down mail train. A policeman on duty was reprimanded for not having caught sight of the man or of finding him earlier.