

PLANS. PROTESTS. PROHIBITIONS.

The original call for a Railway came from Bristol. Ever growing volumes of goods and necessity of their prompt delivery to London became a matter of urgency.

Waterways were almost the only means, by Kennet and Avon Canal to Reading, then by Thames to the metropolis. Terribly slow, entirely dependant on the weather, frost could close the Canal, floods wreck the barges, and in a dry season waters too shallow to negotiate.

The Bristol merchants had seen the invention of the steam engine and the opening of the first railway - Liverpool to Manchester in 1830.

A Committee was set up. The designer of the Clifton Suspension Bridge, Isambard Kingdom Brunel, was asked to investigate the possibility of a railway link to London. He presented his proposals and then was approved a go-ahead to raise the money and to apply to Parliament for the necessary powers. The estimate was £2.805.330. to build 120 miles of railroad, taking 4 to 5 years.

Opposition came from the Commissioners of Thames Navigation who would lose tolls and in some cases were interested landowners, Canal managers, and Stage-coach proprietors, plus a few towns who thought they were being left out of prospective advantages. A Bill was presented to Parliament but opposition caused it to be thrown out. Controversy continued for two more years. Only a quarter of the money had been raised. A decision was then made to apply by another Bill to construct from London to Reading with a Branch to Windsor.

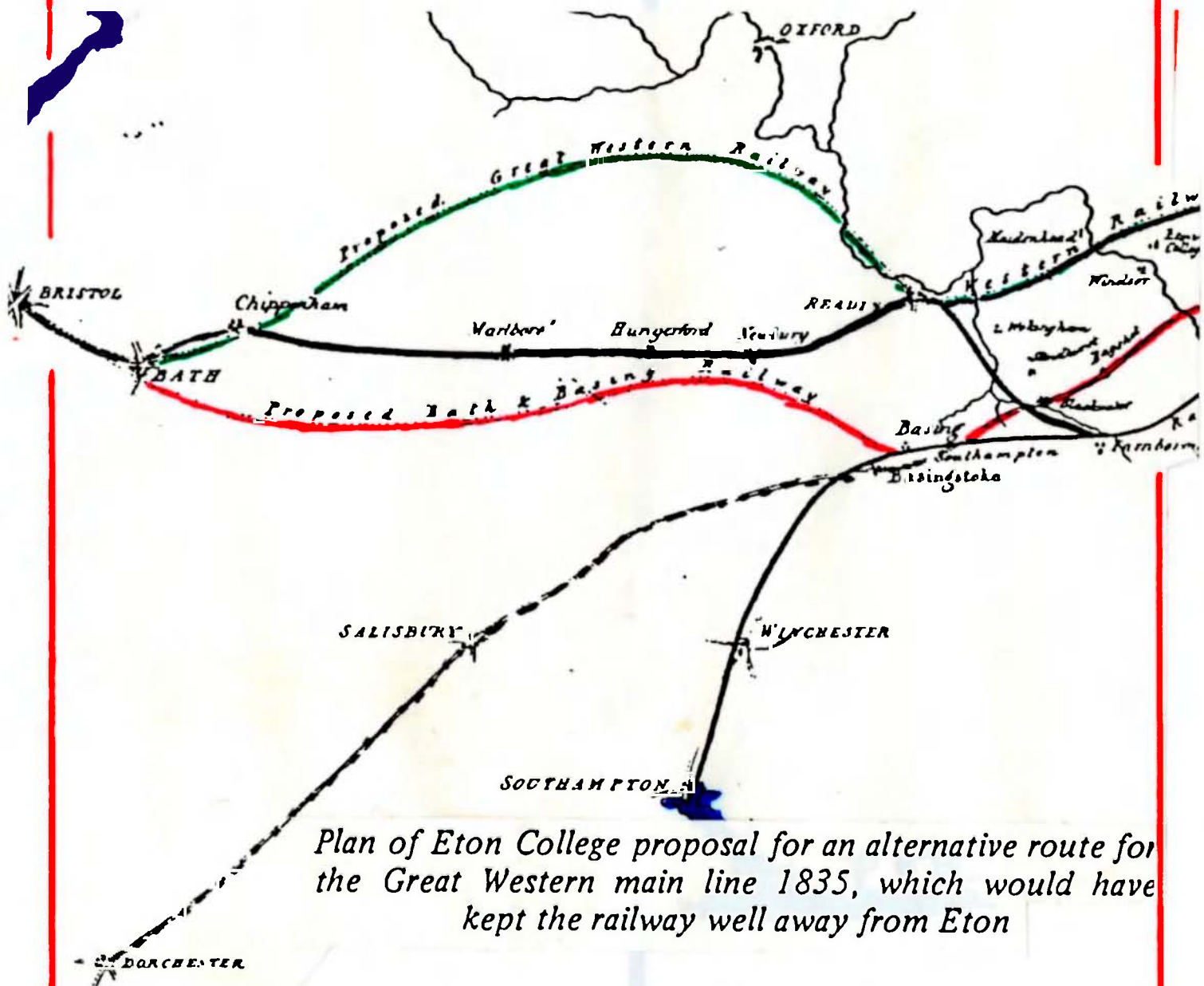
More heated opposition. Oxford University joined in. The loudest opposition came from Eton College. The Provost declared it would be ruinous to the School. Boys would too easily be able to reach the evils of London. The views and amenities of the countryside spoiled. The spanning of the Thames would obstruct navigation and cause flooding.

Support came from the people of Windsor who by now were more enthusiastic than two years earlier. A second Bill was presented to Parliament, more successful, but domination by Eton College prevented a Windsor Branch or a station within 3 miles of the College. A partial victory was proclaimed 31st August 1835.

Contracts were made with local firms to lay varying lengths of line or construct bridges. Work as far as the Thames at Maidenhead was started. A bridge was necessary but the Town of Maidenhead objected because they would lose tolls over their own road bridge. They eventually agreed by a compensation payment of £30.

The railroad was to be the 7 foot broad-gauge starting at Euston Grove, the terminus of the railway to Birmingham, Rugby and the North. This site was found unsuitable. A temporary terminus with an engine shed was made close to the village of Paddington where the Bishops Road bridge crossed The Grand Junction Canal. The site became permanent and a small station was built.

Eton College put forward proposals to use a line, London to Bagshot and Basing, across the north side of Salisbury Plain eliminating possibility of any line within many miles of Eton. More, new, violent objections.



Plan of Eton College proposal for an alternative route for the Great Western main line 1835, which would have kept the railway well away from Eton

The Railway Company suggested possibly running in a loop across the Berkshire Downs, Reading to Chichester, to pacify the voiciferous opposition of land, canal, and river-toll owners, but upsetting others.

Brunel's 1833 proposals.....	—
G.W.R 1834 alternatives.....	—
Eton College 1835 proposals.	—

G.W.R. 4th June 1838

On Inaugural Day the Directors held a reception in a large ma^rquee at Salt Hill.

The first 24 miles from London was opened to the public on 4th June 1838 with 8 trains scheduled to run each way each day.

The 'Apollo' Engine left Maidenhead at 8 a.m. 'Aeolus' was to draw the 9 a.m. from London. Leaving late at 9.17. a.m. it travelled at an average speed of only 15½ m.p.h. It's boiler tubes leaked and eventually put the fire out at West Drayton where oatmeal was put into the boiler to seal it. The engine of the following train pushed Aeolus's carriages in front of it to Maidenhead, drawing it's own coaches as well. The next day leaving Maidenhead at 12.40 p.m. Aeolus averaged 24½ m.p.h. to Town. A coach had had to be taken off at Slough because of a burning axle box.

On 5th June Apollo burst a tube and passengers were delayed several hours. In the absence of any news the most alarming reports of a fearful accident having taken place got into circulation in Town.

Drivers had to be created; until they had become trained, run-away engines were not infrequent and could be chased down the line by a persuing locomotive.

No run-off points were fitted to the primitive sidings, hence on one occasion a train of empty carriages, unbraked, were caught in a strong westerly gale on the embankment near Maidenhead and were blown along the line the greater part of the way to London.

Inexperienced drivers could turn the wrong valve and let down steam so that the train stopped and would have to wait, on average, 22 minutes.

The North Star Engine and six from the Vulcan factory were the only ones that could be relied on for service. Repairs were incessant. Sir Daniel Gooch spent endless nights trying to almost rebuild half of his stock.

Sir Daniel wrote ;-

"It was no uncommon thing to take out an engine onto the line to look for a late train that was expected, and many times have I seen the train coming and ran my engine back on it's way as quickly as I could."

Another experience by Charles Babbage the great mathematician was recorded:-

He had been allowed the use of the 'north line' (the 'up') to run his experimental train with recording machinery, and was ajoured, being Sunday, no other train could be using the same set of rails, when, just as he was starting, one was heard in the distance. He recorded ;-

"Knowing it would stop at the engine-house I ran as fast as I could to the spot and found an engine on the same metals as I was going to use and from which Mr Brunel, covered with smoke and blacks, had just descended.

Brunel told me he had just posted from Bristol to meet the only Sunday train at the fullest end of the rail then opened, but missed it. "Fortunately" said he "I found this engine with it's fire up, and have driven it the whole way up at fifty miles an hour".

"I then told him that but for the merest accidental delay I should have met him on the same set of rails at a speed of fifty miles an hour ! "

The early broad-gauge engines had very large wheels, curiously small boilers, a very lofty chimney, and most were equipped with an iron sentry-box on the back of the tender for a travelling porter to keep an eye on the train when in motion and help to noist or lower luggage from carriage roofs at stations.

The Great Western Railway engines differed from those of other lines in possessing two whistles, a shrill one and a very deep one. This last was more seldom used, it had especial significance. When heard, it was conveying an order to the guard to put on the brakes. It was used on approach to Station stops, but if heard at other times the passengers were immediately apprehensive. In those days the driver only had hand-brakes on the tender. These brakes had wooden beech blocks to apply to the wheels and frequently got charred.

Brunel built the Great Western ! , a remark we have all heard so many times.

But what are the hundreds of stories behind this saying ?.

The Great Western Railway ! behind it's wish to build; proposers, opposers, beneficiaries, sufferers, enquiries, formalities and objections. These can only be compared with the process followed today for the formation of our Motorways, but not with the venom and whipping up of the emotions that we experience today.

The Great Western Company were fortunate in having selected the greatest engineer of the times -- Isambard Kingdom Brunel,-- his organising levels were unequalled in skill, his design of immense radius of curves reduced the chance of accident to far below those of other lines.

Close behind Brunel's planning came the 'navvies' with foremen and contractors, living in temporary sheds and, before 1837, caused the little town of Slough to grow into a place of some importance.

A deep well was sunk by the contractors to supply their needs and the additional needs of Slough. (At 75 feet below the surface, chalk was reached.)

London Clay had been traversed at Acton, then brick-earth to West Drayton, and alluvial clay to Maidenhead.

Rivers had to be crossed. The Brent; The Yedding at Hayes; The Coln; The Ritchings Brook; The Tetworth by Aldin House (now St Bernards Convent); two streams at Salt Hill, and to the Thames at Maidenhead where the first phase ended.

This section opened in under 3 years, 4th June 1838. succeeding in beating the chronic demand country-wide for rails produced by only a few small rolling mills.

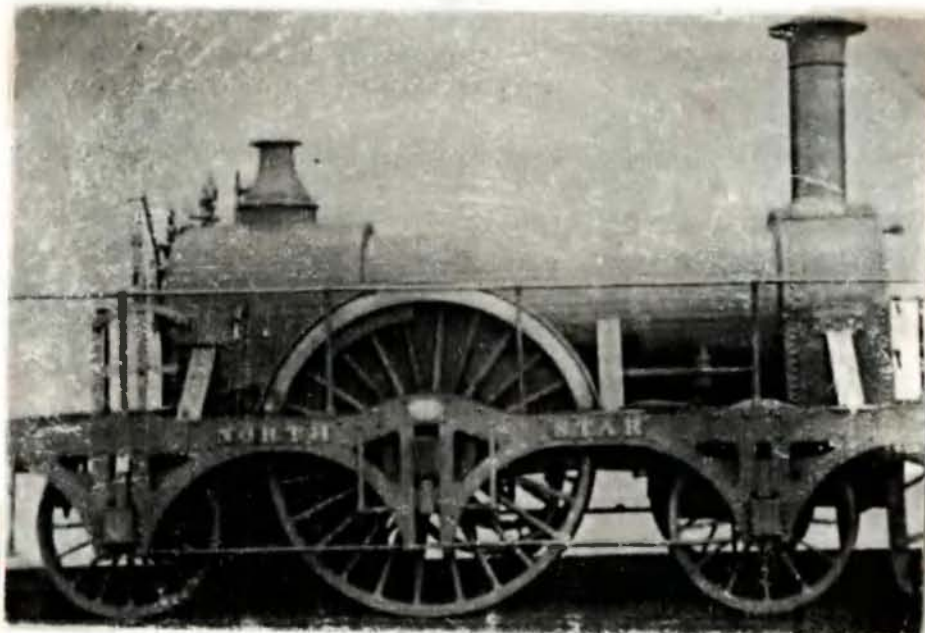
The first stretch of line actually completed was between West Drayton Engine House and the Dog-Kennel Bridge through the cutting to Maidenhead.

(I have no knowledge where the Dog-Kennel Bridge, nor the cutting, is.)

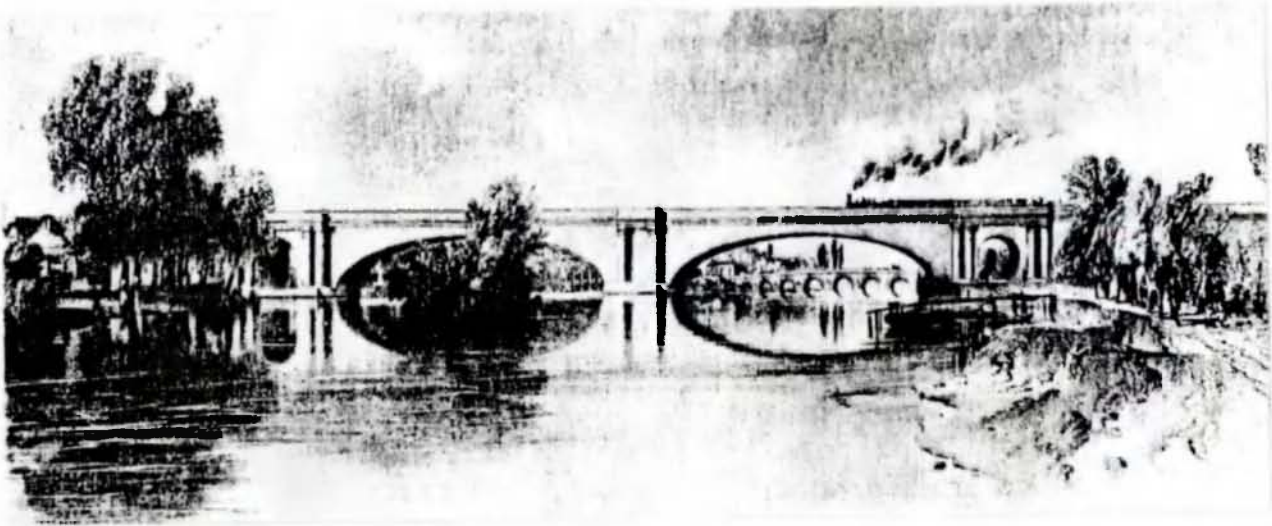
The railway, passing through Slough, was slightly excavated in a cutting. The soil thrown up made 'Telegraph Hill' by Braggs Bridge where trees were felled fronting Stoke Lane. That Lane, somewhat re-routed, then had it's name changed to William Street in honour of the reigning Monarch.

The inaugural journey by the Directors officially opened the Great Western Railway on 31st May 1838.

That journey was from Hayes to the Taplow which we know today. The start had to be from Hayes because the great Wharncliffe Viaduct was still unfit to take traffic. The end had to be at the then Maidenhead Station which was by where the line still crosses the Bath Road by the large brick-built bridge by The Dumb Bell Hotel.



The line was also being continued beyond the Thames at Maidenhead towards Reading. The big problem was a bridge across the river. The Thames Authority would not allow anything which would obstruct navigation, stipulated only one support, the bridge to be no more than 24 feet in height. Maidenhead Town objected because they would lose tolls over their road bridge. They were only pacified by a compensation payment of £30.



Brunel designed a brick bridge of two spans to cross the nearly 100 yard wide river. These 128 feet spans were the widest and flattest ever designed in brick. Critics declared that the whole would collapse. Wooden centerings were formed and the brickwork formed above them. The centerings were eased in May 1838 and the critics were gratified when the eastern arch distorted, caused by separation of some of the lower courses of bricks where the cement had not properly set. This was not the fault of Brunel's design. The contractor admitted liability and replaced the defective part. The centerings were eased a little but Brunel ordered they should be left in place for the winter. The 24th January 1840 was a time of very high winds, storms and floodings. The Thames rose rapidly during the night and the centerings were washed away. The bridge stood firm, the critics silenced, and it has carried trains for nearly 150 years since, some today at a speed of 125 miles an hour.

Originally there were only 4 stations out of London. Ealing; Hanwell; West Drayton and Maidenhead (Taplow). Southall was added in 1839. Langley Marish in 1845 was in course of construction because of the prohibition on Slough as it was within 3 miles of Eton College. There were 11 miles without a station.

Developments and improvements were rapid. Both local all-station trains and long-distance trains came into being, sidings for goods trucks were needed, as were sheds for engine maintenance. Slough became a place of several lines where trains were able to pass each other. There was still no Slough Station by law.

Signals, as we know them, had not been invented. Systems to control trains had to be devised.

Richard Bentley in 1910 recorded on those first means of operation in 1838. He wrote ;—

"Flags by day, and hand-lanterns by night, at first controlled the running of the trains, which were stopping ones — then more conspicuous signals were experimentally tested — balls like globes were lowered slowly, thus showing the lapse of time between the passing of trains on the same line, or great fans used opening as an indication of the state of the road.

Early Signalling

The earliest signalman was a Railway Policeman dressed in a close fitting tail-coat and with a top hat so much the custom of the day.

He carried a red, green, or white flag and at night a lantern fitted with interchangeable red, white or green lenses.

He operated the earliest type of fixed position signals ;-

A kind of gallows which held a ball to indicate 'safety' when hoisted to the top, and 'danger' when lowered. A lantern was in place of the ball at night.

The Great Western introduced 'the kite' -- a semi circular frame at the top of a post. The frame had an open centre across which a canvas blind could be drawn by a cord pulled from below. Withdrawal of canvas meant a full light space indicated 'all clear'. A quadrant visible meant 'caution' and a closed semi-circle meant 'danger'.

In the 1840-1845 period there was introduced a 'Distant' crossbar signal. This was a high top disc on a revolving pole with a cross board at right angles to the disc. The cross board meant 'Danger'. In the period 1840 to 1845 there was introduced the revolving pole with a large top disc turnable to indicate 'Stop/Go' in manner of the signs on road obstructions still seen here 150 years later. A lower board at right angles to the disc showed to close the way ahead. About 1847 short 'horns' were attached above the crossbars to indicate whether it was the 'up' or 'down' line subject to control.

The G.W.R. introduced the 'semaphore' system in the 1860's, a device which had been in use for many years by the military and the navy.

The position of the arm was horizontal for danger, lowered to 45 degrees for caution and straight down for all clear.

A lamp at the top of the post showed the appropriate colour at night.

About 1850 the cords and wires controlling all signals were brought to a single lever frame enabling signalmen to give quicker control and cut the need for a considerable amount of walking.

This arrangement eventually led to the introduction of purpose built signal boxes where Telegraph Messages were automatically received.

THE GREAT WESTERN, SLOUGH.

People obstructed a clear view of lanterns when near the ground; these were hoisted on poles.. Nearly four years elapsed however before any uniform or 'regulation' signals came into use - in 1842 Or 1843 -, and, unlike the semaphores, these were very handsome ones and resembling tall masts added a picturesqueness to the country scenery at that time surrounding the stations. Very lofty perforated scarlet discs for up trains, and similar ones, but with a cross-bar and tails added for down-trains; which rotated half way (turning either full across or edgeways), Some minor, and less lofty signals were also in use, arrow headed fantail boards (employed nowadays to indicate lines under repair). (Note...referred to 1910.)

The earliest signals had no 'tell tale' or back-lights to show that they were correctly acting, and their lamps were fed by oil which burnt at different speeds, according to thickness and temperature or how closely the wick was kept trimmed, and in windy weather they needed especial vigilance. These signals were operated from widely different parts of the 'Yard' by means of quadrants about three feet high, fixed on the ground and moved by men dressed in the police like uniform of the period in swallow-tail coats and top hats. Green flag or light at that date meant 'caution' — not 'clear' as today!

Those 'policemen' walking, often deliberately slowly, to set the quadrants , caused trains to be regularly stopped long enough for passengers to get on or off. The practice developed to such an extent that a Ticket Office had to be set up. First at the Crown Hotel and then at the North Star Tavern. (Johnson & Johnson site).

FARES were:- Slough to Paddington.

1st class.	single. 4s.6d.
2nd class.	single. 3s.0d.
Open carriage 2nd class, becoming 3rd class.	single. 2s.0d.

Omnibuses developed a regular time-table to meet with those stopped trains.

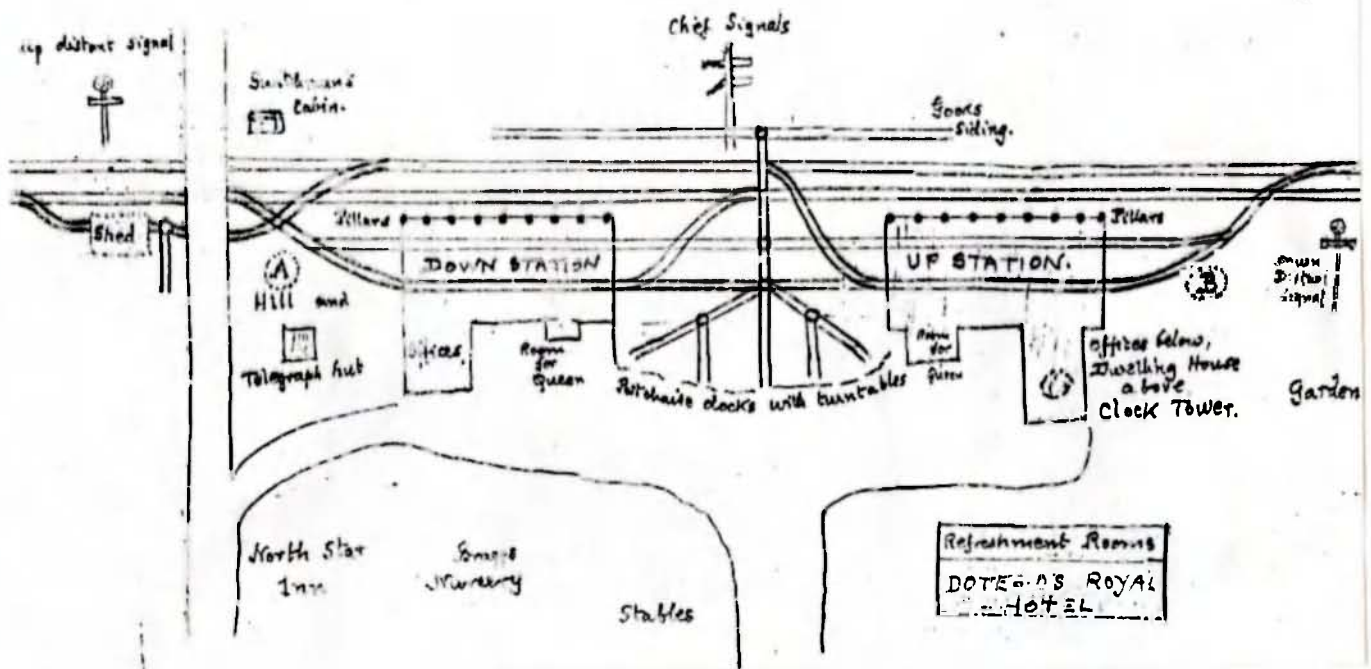
The Governing Body of Eton College were so enraged that they applied for an Injunction-in-Chancery to prohibit those sales of tickets in Slough.

Just as this was happening there came the Coronation of Queen Victoria in London. Eton College was to send several hundred Boys to London for this. They hired a special train to run from the very place to which they objected by law. The Chancery Court threw out their application and very soon they had to withdraw their objections to a Slough Station.

Building was soon started, opening 4th June 1842, it followed the established pattern of a building for the 'Up' and another for the 'Down' both on a central platform and on the south side of the railway

This meant that stopping trains twice fouled the main line, so when a local was ready to leave the station, if a main-line train was signalled, a delay of four minutes was involved after it had passed through.

THE GREAT WESTERN RAILWAY, SLOUGH.



This state of affairs could not continue to be tolerated and caused the adoption of two identical stations as is the pattern still today after three more rebuildings.

The North Star Engine entered regular service soon after the opening of Slough Station in 1842, achieving a regular timing of 29 minutes, something little improved upon even now 144 years later.

By 1839, soon after the opening of the line, all trains were stopping ones. Eleven in each direction were timetabled in the first edition of 'Bradshaw'.

By summer 1843 the number had increased to fourteen and two goods trains daily, each way. Goods trains conveyed 'third class' passengers. 'Ordinary' trains conveyed first and second class passengers and had flat trucks onto which stage-coaches could be run so that their passengers could continue to enjoy their privacy.

The 'Ordinary' trains had carriages, (or 'coaches' as they were styled after their predecessors), they carried luggage outside on the roof, poorly protected from weather by tarpaulins which could catch fire from engine cinders. Most of the first class carriages were like the comfortable state cabins of the ships, large windows, luxurious couches, cushions and sofas. Tables for those who wanted to eat, play cards or chess.

Other carriages were built with a partition across the centre and had a sliding door which subdivided each compartment into two. Four persons could be seated in each of these 'cabins'. At night these were feebly lighted by a single quarter segment from a smoky high-flavoured oil lamp, untrimmed, and leaking into its glass cover. Each lamp had to light 4 cabins.

Many passengers carried travelling candles, most necessary for readers. All doors were locked and this soon led to a great diatribe against the Directors in 1842 who had to have the practice stopped.

Second class coaches held 8 persons. The seats were of wood, painted red. There was a roof cover but no glass in the windows.

A Coroner once recorded :- "Death from exposure while travelling in a second class carriage of the Great Western Railway."

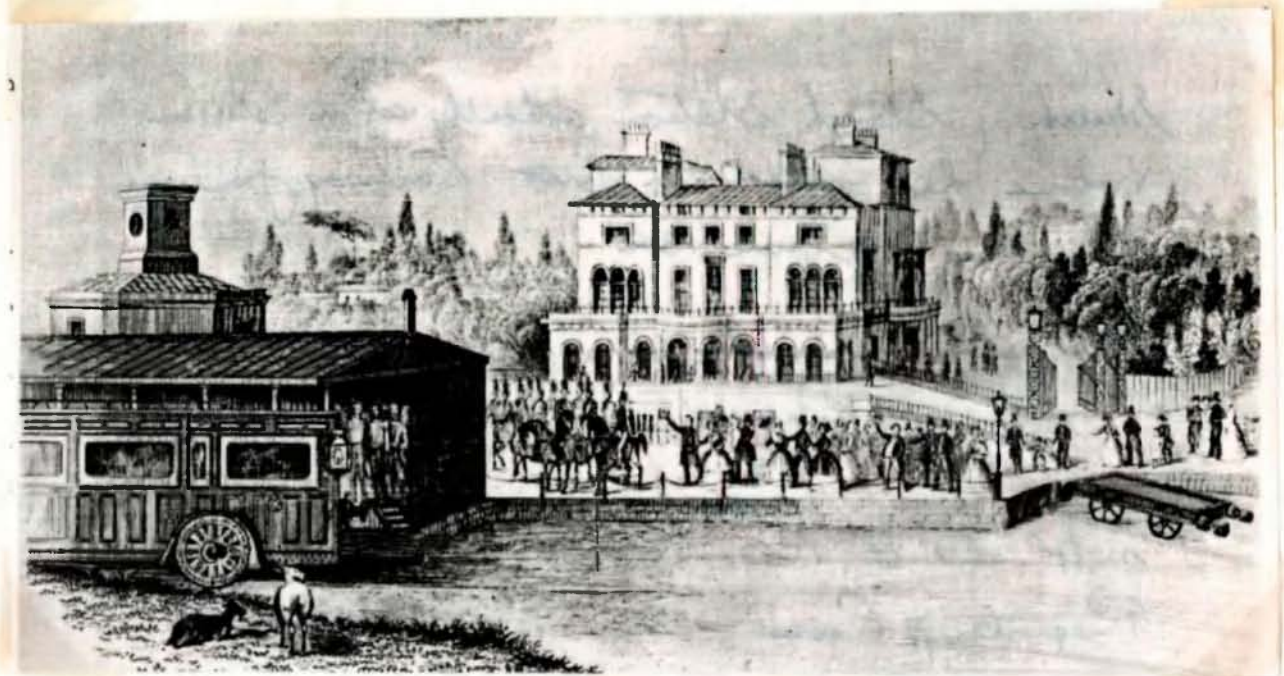
THE GREAT WESTERN RAILWAY SLOUGH

The plight of third class travellers was quite terrible. They travelled in what were no better than platform trucks. No seats. No roof. Sides only about two feet high. Anyone standing up when the train jerked could be thrown overboard. As part of a goods-train, they were usually placed behind the tender in line of full smoke and sparks, as well as the weather.

The first serious accident on the G.W.R. occurred Christmas Eve 1841 at Sonning. Eight passengers were killed and seventeen badly injured.

This led to pressure for better conditions nationally, and, in 1844, a Regulation Act was passed. This compelled Railway Companies to provide carriages fully protected from the weather and fitted with seats. There had to be at least one train each way each day, stopping at all stations, and for third class passengers, a charge of not more than a penny a mile.

Third class passengers now became totally enclosed from floor to roof with only small ventilators high up to let in light and air. Each carriage had wooden seating for 60 passengers, none of whom could see out.



Sketch of Slough Station shortly after Queen Victoria made her first railway journey. The Station is on a central island having a separate building for each line. A stage-coach loading ramp is seen by a turntable on the right. The Royal Hotel shows the verandah which provided Refreshment Rooms for the Railway. Mackenzie Street can be discerned on the right, it was known by another name at that time.

Prince Albert, the Prince Consort, was the first Royal passenger, 14th November 1839. Queen Victoria did not overcome her objections, fears, and the contentions of her doctors that such speeds were more than the human frame could stand. She was persuaded to make her first journey on 13th June 1842, from Slough. Thereafter she was a confirmed rail traveller.

THE GREAT WESTERN RAILWAY

Broad-Gauge versus Narrow-Gauge.

Isambard Kingdom Brunel was, above everything, an ideallist perfection engineer. When designing the Great Western Railway he enlisted the assistance of that great calculator, Babbage. It was he who declared in respect of Brunel's desired 7 foot gauge :- "The result of my experiments convinced me that the Broad-gauge was the most convenient and safest for the public." This emphatic opinion was endorsed by Sir Daniel Gooch, and later by all who travelled on it.

Half a century's experience proved it's superiority over the lesser, Narrow-gauge, of 4 feet 8 $\frac{1}{2}$ ins. This had come into being by accepting the gauge used by the coal waggons on Tyneside. As other Railway Companies stretched north from the south and the midlands, they found it both convenient and economical to connect onto them.

Brunel succeeded in getting his 7 foot, the G.W.R. had no such installations it could connect on to. Broad-gauge superiority was soon seen with speed, stability, and safety of life in accidents, and to carry greater loads of passengers. On one occasion in 1843, a single train from Paddington to Taunton carried 2115 passengers. On another occasion, 6th August 1844, it was proved that a greater speed was possible when a train left Slough and reached Paddington in 15 minutes 10 seconds.

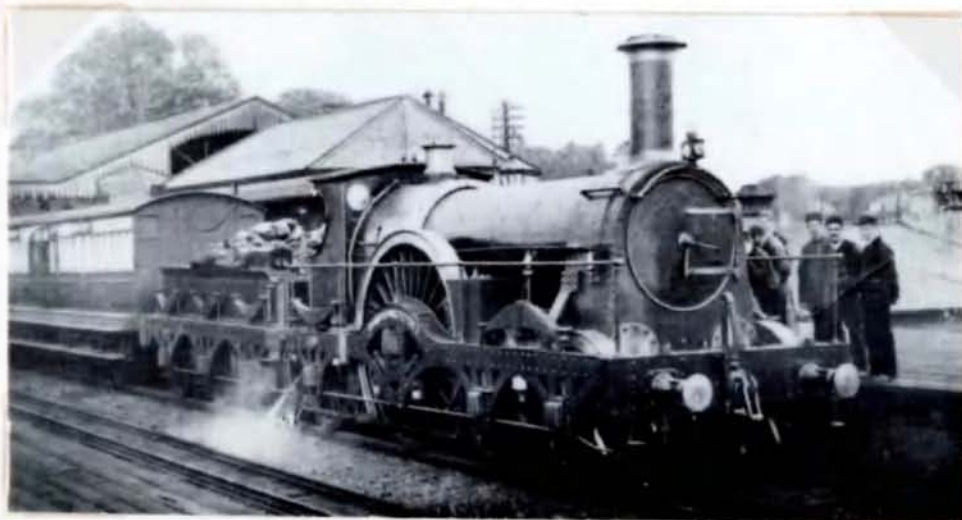
A broad-gauge line was constructed to Birmingham, via Oxford, in direct competition with the London & North Western in 1852. Despite being 16 miles longer it reached Birmingham in considerably less time.

As time progressed branch lines had to be opened, often to the same place where there was another Railway. Interchange of rolling stock loaded with goods was not possible and costly time delaying man-handling had to be employed. Passengers were inconvenienced in having to change from one system to another.

The Great Western then started building their branch lines with narrow-gauge and began laying a third rail alongside their broad-gauge so that these tracks could handle both types of trucks. Problems with running double gauges, especially at junctions, were almost unsurmountable and never ending.

For these new narrow gauge lines they had to introduce new design rolling stock. Speed schedules had to be changed, no broad-gauge stock had ever had less than 6 wheels and now the narrow ones had only four, only permitting lower speeds. The old comfortable broad-gauge coaches which were slung between the wheels required lower platforms

The newer introduced ones were too high for them.



The Broad-gauge despite it's wonderful record, was becoming ever more costly by it's now special rolling stock - engines, carriages, trucks, repair vans, guard's vans; compared with those of the other Companies. Fares and charges suffered in comparison. Popularity began to decline. There was considerable feeling about Queen Victoria having to change to different systems in the middle of her journeys.

General adaption of the track with the third rail proceeded. Old rolling stock needing repair was replaced with new gauge ones, resulting in shortages on main lines.

THE GREAT WESTERN RAILWAY

It was obvious that the time was approaching when a complete change over would have to be made.

Problems to be faced were that two Broad-gauge trains with their greater capacity would have to be replaced with three narrow-gauge ones. These would have to be longer. This meant longer platforms and termini.

Inevitably, a date for complete change-over must be made.

The Directors fixed 21st May 1892.

The first narrow-gauge train had run through Slough on 1st October 1861. 31 years later, on 21st May 1892, the last broad-gauge went through.

The entire Great Western system closed for the week-end. Thousands of men were brought in to make the line changes. New rolling stock of every description were brought in, hundreds of the old ones were run off into the sidings for scrap. All this 33 years after the death of their pioneer I.K. Brunel, that little man of the high hat and long tail-coat who had died December 1859 at the age of 53 through strain and overwork in his devotion to his Great Western Railway.

On that spring day in 1893, 1500 miles of his great Broad-Gauge Railway, ceased to exist.

Changes of ownership, Direction and management, of lines opening and closing, changes in stock design, Diesel power, open compartment carriages, modern materials, technology and scientific controls., with safety the greatest priority of all, have I am pleased to say, given me no more accidents on which to write.

The GREAT WESTERN RAILWAY earned it's reputation as the best and safest Railway in the world . It proudly served our town in it's course.

Wistfully, I point out, trains from London in this year 1986 do not arrive in Slough from London in shorter time than did those of 1838.

Reg Harrison
27th August 1986.

©

ACCIDENTS & INCIDENTS.

6th November 1838. "Ariel" charged into the big double locomotive "Hurricane" near Hayes.

3rd March 1839. "Atlas" overran her distance into the engine-house at Paddington Bridge and damaged the renowned "North Star" engine.

21st June 1845. The London-Exeter Express ran off the rails at Langley, down an embankment into Nash's field. No one was killed, 40 injured were tended at Dosedio's Royal Hotel, Slough. Out of the wreckage came Brunel. Another, a young Etonian who became Field Marshal Lord Roberts of Kandahar. V.C. Many years later he told Richard Bentley of Upton, that --- His attention was drawn to something wrong by a furious 'hailstone of gravel' dashed against the windows, violent oscillations, and the rolling over of the train. He found his brother on top of him.---
They had to climb sideways through the broken window. One carriage rolled over twice before it came to rest. 'The broad-gauge carriages were very strongly built in those days.'

An incident, local, not G.W.R. but L.S.W.R. on 18th January 1881, was when in a very exceptional snowstorm, two trains were snowed up between Wraybury and Datchet. A telegraph asking assistance was sent to Windsor. The story then as related in The Strand Magazine, September 1894 said ---

"I and my mate" said William Lawrence an engine-driver "were sent forward with an engine. When we got to Wraybury we did not know whether to go on or not, and waited for instructions. In the meantime four engines had come down from London and had worked their way through the block, and not knowing that I was on the road they ran smash into me." the stoker who was shovelling away snow. suddenly called "look-ut, mate!". Before I knew where I was, the four engines struck mine, I was knocked down and my leg broken. The engine was driven back some distance by the collision, then stopped, and the other engines struck it again, and all the coals in the tender were shot over me. My left leg was broken in two places, my right hip put out, my jaw broken. and I was otherwise hurt".

6th February 1874

A broad-gauge express ran into a dense fog whilst running at it's highest speed on the west side of West Drayton Station. The guard of a goods train had given a wrong number of beats on an electric bell, and signified that the line was clear for the express instead of the reverse. Only the unfortunate guard was killed, his van was 'reduced to powder & splinters'. In that dense fog a narrow-gauge train proceeding slowly in the opposite direction ran into the debris of the first accident and overturned.

At Slough Junction itself, accidents and collisions have taken place, particularly in those days when the 'Up' & 'Down' Stations were both on the same platform.

Since the introduction of separate side stations most incidents have been in fog.

Twelve of the more noticeable incidents since about 1865 are :-

Christmas 1866. Both lines blocked at Braggs Bridge. Two goods trains collided.

14th October 1871. An 'Up' Wolverhampton goods train cut through a 'Down' goods train shunting across the line at Slough. Detonation fog signals had come into use about 1850 but were useless in the case of a train crossing a line

23rd December 1874 The 'Up' Chester Express overran the fog signals and dashed into a goods train shunting just west of Bragg's Bridge.

A week later, in the early morning of 31st December 1874, in very frosty weather, an 'Up' Worcester goods train was thrown off the line near Baylis House through an axle shaft of a salt waggon breaking.

On the same day the axle of the engine of the 'Up' south Wales Express broke after passing Hay-Mill, also owing to frost.

On 15th March 1875 the engine of the 'Up' evening Birmingham Express burst it's tubes at Hay-Mill.

On 19th October 1875 one of the axles of 'Swallow' broke near Salt Hill Bridge as it was taking 'the Dutchman' up to London.

During the evening of 17th December 1878, again in fog, an 'Up' and a 'Down' passenger train and a goods train collided near the Bath Road Bridge on the Windsor Branch.

A 'Down' newspaper train, about 6 A.M. on 24th December 1881, ran into an empty coal train which had not quite finished shunting clear of the main line. Again in fog. Fortunately there was no injury to the passengers, that 'Down' express being a broad-gauge one.

The 'Up' day-mail from the west, also in a very thick sudden fog on 23rd December 1899, ran into an afternoon Windsor 'Up' train crossing it's path on the level just west of Bragg's Bridge, temporarily blocking all lines on one of the busiest days of traffic.

On another occasion an unattended locomotive escaped from the engine-shed at Chalvey and charged through two rooms in a bay at the west end of Slough Station. It had been occupied only a few minutes previously.

SLOUGH. 1st June 1900.

DISASTER ON RACE DAY.

1st June 1900.

SLOUGH STATION.

(Windsor Races Day)

The 1.15 P.M. Paddington to Falmouth 60 .mp.h.
non-stopping Express crashed into the rear of
the late running 1.05 P.M. Paddington to
Windsor train stationery on the down platform



5. died. 35. seriously injured.



This accident in 1931, just a very short distance west of Langley Station was caused by collapse of the embankment and the train toppling over.

Fortunately the train was empty and no lives lost.

It was found that rats living on the offal rejected by the nearby Home Counties Bacon factory had burrowed into the embankment to such an extent that it was honeycombed and weakened.

The embankment had to be concreted to make it safe.

These pictures were taken by a local resident, Percy Beckett of New Road, with a 'Box Brownie' camera.

In the first picture can be seen the then roofed-over footbridge across the lines.

R. Hanson
21 October 1989



THE GREAT WESTERN RAILWAY

2nd July 1941.

An accident of which
I have personal
knowledge.

I was sent to that crash by Suttons' Seed Grounds. (now Rochford Estate.)

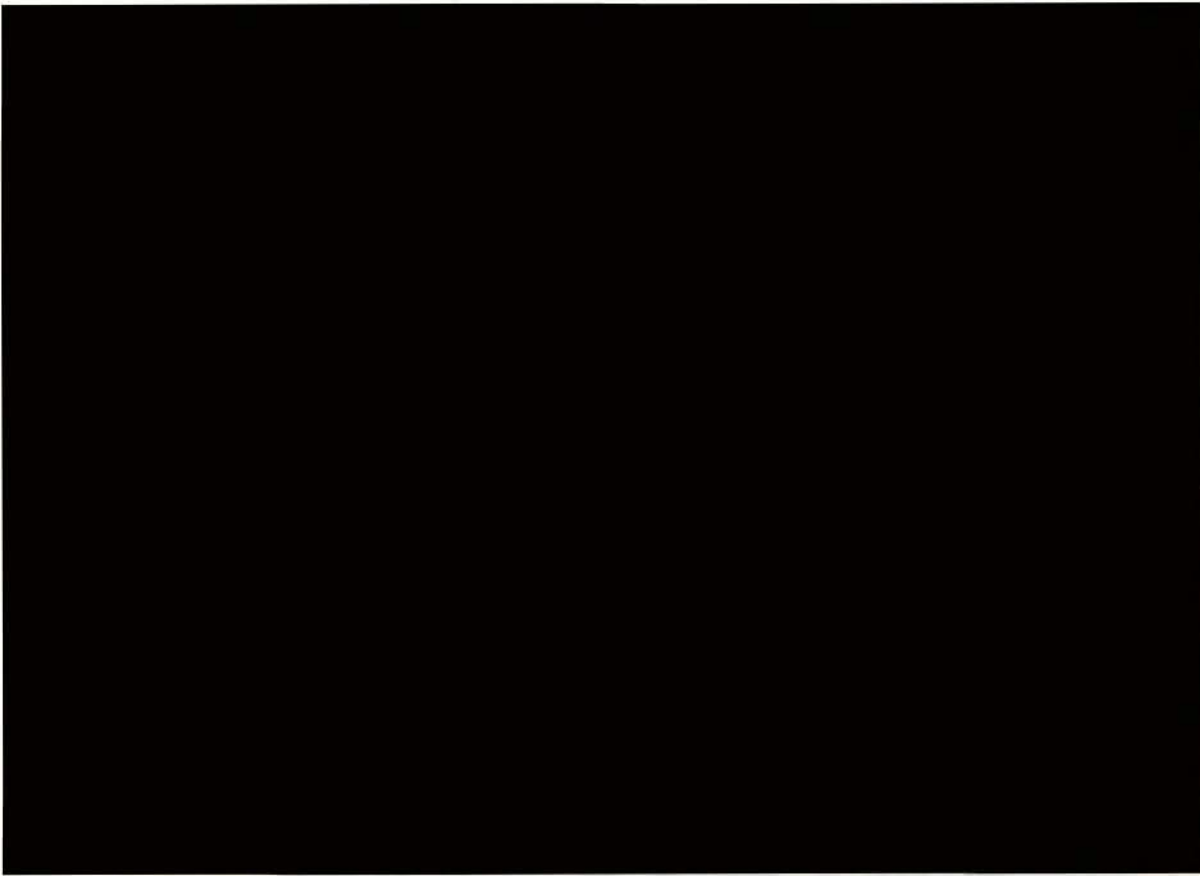
In the dim light of dawn - a pyramid of piled goods trucks, 20 to 30 having been crashed into by the Plymouth Night Express. It's engine lay twisted, the first three coaches telescoped into each other, the next 4 considerably damaged. With P.C. Brazell, we were about the first to clamber high up into the coaches which had folded like a concertina trapping people between the seat backs. Hopelessly, with nothing better than pocket knives, we tried to cut and loosen the upholstery so that they would not asphyxiate. We just had to try something. Doctor Miller arrived and crawled with us along what had been the corridor, now it was just a small hole less than 3 feet square in places. The Doctor gave injections to those it might help. Five were beyond. These were mostly sailors travelling home on leave. They had been caught by the wheel bogies forced up into the carriages.

Railwaymen with beams and some lifting gear arrived.

We then descended from the wreckage nursing never to be forgotten memories, none more impressive than to see the injured lying at the side of the line being tended by Nuns from St Bernards Convent bandaging with lengths torn from their bed linen sheets.

- - - - -

16 April 1943. Two coaches of the Cheltenham to London Express caught fire between Dog Kennel Bridge, Iwer (this was a now disused footbridge to connect the two halves of a farm cut by the construction of the G.W.R.), and the next bridge at West Drayton.




Thursday 26th October 1989. 2.15 a.m. between Taplow & Maidenhead.

A 26 wagon train to London carrying 2500 tons of stone, (nominal Load 79 tons) became derailed suspected due to a broken axle.

It was run into by a single coach passenger train carrying 21 people. 7 were injured.

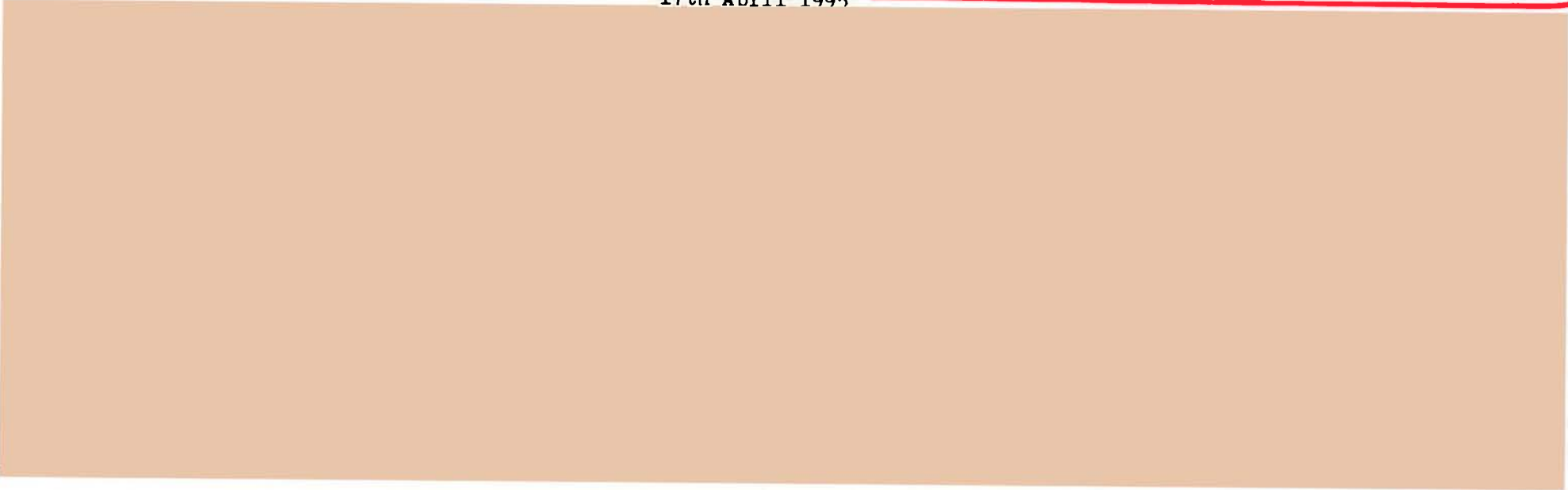
Complete blockage of all lines. Some through running established by the end of the day.

28th December 1989. Market Lane by Chequers Bridge. Langley.



A freight train of a two piece locomotive and carriage careered off the rails after smashing into buffers when reversing into a siding by Chequers Bridge, Langley. The train was empty.

17th April 1995



8th September 1995

The early evening train Paddington to Swansea caught fire between Taplow and Maidenhead.

It is thought that a diesel oil pipe broke and allowed the oil to spray under the train where a spark set it on fire.

One man jumping off the burning train was hit and killed by another engine running on the other line.

STATION ROAD. LANGLEY. looking towards Slough.

Whitsun 1993.

Replacement of northern half of bridge with prefabricated sections of the two 'UP' lines with rail shoes already in place.



The two new sections for the 'Main, fast, line, are in place across the langley to Iver Road, seen below.



The final prefabricated sections in place, with handrails, ready for connection with the original rails.

RAILWAY SNIPPETS.

Brunel's 'Road'

" His Broad-gauge permanent way, unrivalled for comfort, was formed of massive longitudinal baulks of creosoted timber (framed with cross-transoms and secured by iron tie-rods) on the top of which a plate or 'sandwich' of thin wood (readily changeable when worn) distributing the pressure of the 'Bridge Rails over a wider surface of timber beneath. The rails were firmly screwed by long bolts through the sandwiches into the heavy timber below, by this system combining great strength and also elasticity".

On the G.W.R. the longitudinal roadway was at first pinned down to large vertical stakes driven into the soil like piles. The very wet season of 1839 allowed these stakes to loosen and this means of fixing speedily ended. Many embankments settled out of level, much relaying of track had to be done and saw the beginning of the cross sleeper system which has now endured for over 150 years.

A cabal formed and tried to place the blame on Brunel advocating sacking him. Fortunately the Great Western Company did not do this and Brunel continued to devote his life to his beloved Railway.

The Mails

All trains stopped at 'Slough & Windsor' until 1845 when Expresses were instituted. The 'Down Night Mail' continued to stop at 'Slough Junction' until 1855.

In 1855 'Mail Train Apparatus' - suspended letter pouches and expanding nets - were fixed on both the train and at the roadside to catch bags off the train or to place them on it, came into use. Here at Slough 'Up' train apparatus was erected west of the Station close to the Nightingale Bridge (this became Horlicks Bridge), close to where the Salt Hill Playing Fields were made some 52 years later.

The 'Down' train apparatus was east of Slough Station between the Wexham Road and Uxbridge Road Bridges.

In the early 1860's trains once more stopped to deliver or pick up Mails. In 1863 a new system came into use by 'Slip Coaches'

Slip Carriages

Slip Coaches for both Mail and Passenger Services from 1863 proved a great success for both Slough & Windsor. Express trains passing through Slough without stopping 'slipped' it's rear 2 or 3 coaches on approaching Slough to be stopped at the platform by a brakeman with his handbrake. Failure to detach 'slips' occasionally happened and the coaches were carried on by the Express, it was known as far as Twyford.

Detaching in the earliest days was by means of a cord switch (later by lever) mechanism. In poor weather the whole train could be stopped and sometimes a local fog could be run into suddenly making it quite impossible for the brakeman to know the intentions of the driver.

I personally travelled on 'Slip coaches' many times and clearly remember one occasion during the 1914-1918 War when, in the black-out darkness, the coaches were failed to be stopped at the Slough platform and ran on approximately as far as Horlicks.

It took quite a long time to get a spare engine out to take us back to the platform where I saw Postal Staff waiting with their screened hurricane-lamp-lit trolleys, and the train held back in the Bay for passengers to Windsor. I was one.

War conditions necessitated those stranded compartments were lit with a single very small gas mantle, the gas being able to be turned off by the Brakeman on air-raid warning. Where I was - a smoking compartment - I shall never forget the 'fug'.

Slough has had more 'Slip Coaches' than any other station in the world.

WHEEL TAPPERS

Very severe frosts in 1881; 1891; and 1905 resulted in special vigilance being taken over wheels and axles. More so with the increase of 4 wheel carriages of narrow-gauge as against those 6 wheel ones of broad-gauge. Freezing had cracked off a rim at Shipton causing disaster. Composite wheels eventually eliminated this danger. 'Wheel Tappers' were employed at termini striking wheels and axles for a responsive ring or a dull thud if faulty. Many still remember the procedure whilst trains were prepared for departure from Paddington.

CORRIDOR TRAINS.

In 1893 Slough saw the first corridor trains in Europe. They were soon followed by sleeping and dining cars. All now had their own toilets. - 'Not to be used whilst a train is stationary or at a Station'.

These improved carriages enabled longer non-stop runs to be made. By 1896 trains from south Wales ran non-stop via the Severn Tunnel (opened 1886) to London as water troughs between the lines had then been laid between the rails and a scoop could be lowered to bring up water to the tanks.

SLOUGH STATIONS.

The first two Stations were constructed in 1842, one for the 'Up' and the other for the 'Down' line. Both were on the same, south, side of the tracks. This meant that 'Up' trains twice fouled the 'Down' lines. If a train was ready to leave and a main line train was signalled, a delay of four minutes occurred until it had passed. The dangers were obvious.

The Station Buildings were handsome erections, especially the 'Up' one where the Stationmaster had his residence and garden. This building had a clock tower. Both buildings, coloured cream or stone, had it's own piazza outside, it's offices very roomy. An iron balustrade round the platform excluded the public as there were no booking stalls at that time.

A Goods Shed built in wood, stood on the north side of the lines.

Trucks & Horses, all were shunted across from south to north lines by means of a number of small turntables and diagonally intersected the lines. The way on-to the turntables was from Station Approach Road level.

In 1861 two temporary wooden erections, or covered platforms, were put up adjoining the main line metals to allow narrow-gauge trains to stop without crossing the 'Down', or Through Road. Then, in the 1870's another station, of brick and stone, was partially constructed, then stopped, and eventually taken down.

Slough Stations were historically linked to Royalty, Crowned Heads, The Duke of Wellington, Earl Roberts, and several Prime Ministers. The Mayor & Corporation of London arrived in 1883 to dedicate Burnham Beeches to the Public.

A great review in 1881 in Windsor Park brought in over 50.000 Volunteers despite the limited accommodation of Slough Station.

In 1882, the Life Guards detrained on their return from the occupation of Egypt.

The present identical twin stations were begun in 1883, One each side of the lines for the first time. There was no footbridge. The first passenger train to run into the 'New Station' was the 5.45.am from Paddington on Monday, September 8th. 1884.

The two covered stations on the south side for narrow-gauge, were taken down. The old wooden Goods Shed on the north side had recently given place to a new red-brick one a quarter of a mile further to the west.

This was the established pattern for the next 100 years.

THE COMING OF THE NEW POWER.

Mortimer Collins seems to have been struck by one phase of Slough life for he says in one of his works of Slough -- through which we pass towards Eton -- there is nothing to be said. Once possibly it may have been a place with a distinctive character, now it is a mere Railway junction, the home of dust and noise, of steam whistles and coal odour, a town in the same category with Wolverton, and Swindon, and Crewe. Collins had evidently not penetrated as far as Upton.

Though Rail or Tram-ways (Outram Ways) originally termed 'waggon-ways' were in daily use as early in the eighteenth century in Coalbrookdale, at Sheffield, Newcastle-on-Tyne, and in Surrey, these were solely employed for 'mineral traffic' and were worked only with horses. The success of The Marlborough (1825) and of the Liverpool and Manchester (1830) lines, when worked by locomotives and carrying passengers led however to a rapid development of the new means of transit throughout England. An early project for a line from London to Bristol in 1825 had come to naught owing to the money crisis of 1826, but the Grand Junction and London and Birmingham Railways were hardly initiated when a fresh scheme was launched for a line to this historic City of the west. Several plans were initiated but fell through. One however came before Parliament in 1834 (of a line from the village of Paddington, through Colnbrook to Datchet and Windsor) which compelled the present Railway to deposit hurriedly, a year earlier than originally intended, an incomplete scheme (the whole of the capital not having been raised nor all the surveys completed)-- and so the Bill was introduced into Parliament in 1834 by a Company entitled 'The Great Western Railway' providing for rail-roads from Vauxhall (the London terminus first proposed), through Brompton, Hammersmith and Slough, to Reading; and also one from Bath to Bristol.

The capital originally fixed at three millions was reduced to two and a half millions. The project was keenly contested. Those most hostile to it were the London and Windsor Company, Eton College, Maidenhead, and Oxford University when it was defeated late in 1834. The Marquis of Chandos presided over a large public meeting held at Salt Hill to commemorate its overthrow. (Some years later Chandos Street was so christened in honour of the Chairman. When it is remembered that at that time sixty coaches came past Salt Hill and that upwards of two thousand horses for coaches and postchaises were stabled at Hounslow, and a very large number at Slough, the rejoicings of those whose livelihood depended on the slower method of transit are to be understood.

A fresh Bill was brought into Parliament in 1835 and was successful, and Windsor, Abingdon and Oxford were also deservedly 'Left out in the cold'. A line of railway, on the seven feet gauge, was authorized to be made from Euston Grove and Kensal Green (not from Vauxhall this time) the entire length from London to Bath and Bristol. The accommodation at Euston (where two extra lines had been prepared, in addition to two in use for the Rugby and North traffic via Birmingham having been found inadequate), and land in the Parish of Paddington being at that time very little built upon. a temporary terminus and an engine shed near it were erected close to the village of Paddington where the Bishop's Road Bridge crossed the Canal. Bourne in his History of the Great Western Railway says that owing to this deviation from Euston the powers of The Act of Parliament expired at Acton Wells, and having so lapsed, it became necessary to obtain a subsequent Act covering the distance from Acton to Paddington. Before this actually passed into Law considerable part of the line over the meadows in the vicinity of Paddington was constructed in anticipation with the private consent of the landowners.

Later, a goods station, and then the splendid passenger station at Paddington, designed by Wyatt, followed --- the last of which were completed in 1854.

In 1835-6 the pasture lands and cornfields on the line of the route were occupied by the surveyors with their theodolites and levelling staves --- the Great Western Railway were fortunate in the selection of the greatest engineer of his time, the levelling of the trunk line was unequalled and will never again be approached and the immense radius of the curves when any occurred, reduced the chances of accident below those of other lines. Close after, followed the 'navvies' with their foremen and the Contractors with their temporary sheds and before 1837 the little village of Slough grew into a town of some importance.

A deep well was sunk by the Railway Company to supply the additional water needed at Slough. London Clay was traversed to Acton, thence brick-earth to Drayton, and from there diluvial gravel to Maidenhead. In digging the well chalk was reached 75 feet below the surface at Slough. Coming down, rivers crossed were the Brent, the Yedding (at Hayes), (in parallel streams), the Riddings Brook, the Brook by Aldin House, and beyond Slough, two streams at Salt Hill, the Thames at Maidenhead, the Loddon and others.

Without the help of modern machinery and appliances, and despite the simultaneous call for 'navvies' all over the Kingdom at this epoch, so rapidly was the work carried out under Mr Brunel's supervision, that, though constructed on the wider gauge and despite the time required by two engineering works of the first magnitude, the Great Western Railway was open to 'Maidenhead and Taplow' in less than three years, - in June 1838 - and to Twyford in July 1839 -- and to Reading in March 1840. Many coaches and private carriages containing passengers inside were brought up by train daily on carriage trucks. to the Metropolis, or were similarly conveyed in the opposite direction when the Railway was opened as far as Maidenhead only. The celebrated Bath Four-Horse Coach "The Beaufort Hunt" used to travel up and down between Maidenhead and London on a broad gauge truck, even though it would have been more comfortable for the occupants to have changed into the train itself. Indeed on a breezy day in October 1838, the "Regulator Coach" took fire from an engine spark and was burnt on the Railway track while the train was on it's way from Maidenhead to Paddington.

The simultaneous demand for iron rails all over England at a time when rolling mills were small and scarce, was met with extraordinary energy; and the line through Slough was continued to Bristol in 1841, and, over other Railways in connection with it, to Exeter in 1844, and to Plymouth in 1849. The line branched off at Oxford Road (Where Didcot now is) reaching Birmingham in 1852, and another diverged from Swindon reaching the South Wales coal ports in 1853.

The first stretch of line completed was between the West Drayton engine house (now a plate-layer's dwelling house on the north side of the line as it enters Bucks) and the Dog Kennel Bridge through the cutting towards Maidenhead. The Railway when passing through the middle of Slough Farm was slightly excavated in a shallow cutting and the soil thrown up helped to make 'Telegraph Hill' (now removed for the enlargement of the station) and the site of Dosedio's Hotel (now Occupied as the British Orphan Asylum) and of it's stables (afterwards replacing the Hotel itself and taking it's name 'The Royal') and Bragg's Nursery adjoining.

The trees fringing the southern end of Stoke Lane were cut down and replaced by some houses and it's name was changed, in honour of the reigning monarch, to William Street.

An Inn was erected near 'Telegraph Hill' which was christened after the most famous of the original Great Western locomotives 'The North Star', and the fame of this hostel soon spread even to the Court of Chancery. At the present day the local Engine Drivers hold their Annual Dinner under it's roof.

When the line was first opened the view on each side of the Railway was rural and exceedingly pretty, green meadows partitioned by lofty elms, or cornfields divided by leafy hedges being the chief feature in the foreground while a good view was generally obtainable of the distant country in the background. Today, alas, brickfields, factories, and a hideous array of advertisement boards disfigure the scene and what were nice parks and orchards have become a chaos of monotonous featureless brick and slate buildings.

The stations originally were, on leaving London -- Ealing, Manwell, West Drayton, and Maidenhead -- only four, Southall was added in 1839, Slough subsequently, and Langley Marsn in 1845. When rebuilding for the widening of the line 'Maidenhead and Taplow' was divided into two stations about 1876. Burnnam Beeches station was opened (on the 'slow lines' only) in July 1899 and several others nearer London have been added at different times.

In consequence of the strenuous opposition met with in Parliament, no station was permitted in the Great Western Act, to be erected at Slough, or within 3 miles of Eton College, and, as will be noticed above, there was an interval of eleven miles without any station. This was found to be so inconvenient to the public that the trains were stopped 'on the open line' for passengers to get on or alight at Slough, and tickets were also sold out of a window at the North Star Inn at Bragg's Bridge, while omnibuses, meeting the trains, ran for several years between that hostelry and Windsor. An Injunction in Chancery was applied for by the Governing Body of Eton College but was refused in the public interest, and then the original station (the predecessor of four others on almost the same spot) was constructed at Slough.

It consisted (like the earlier stations at Reading and Gloucester), of two separate buildings -- both the 'up' and the 'down' stations being distinct, and both being on the same side of the Railway -- the south. Hence the 'up' stopping trains twice fouled the 'down' main line. If when a train was ready to leave the station bay a main line train was signalled on the road a delay of 4 minutes was involved until it had passed. The inconvenience and danger of such crossing in all weathers was revealed on the advent of 'the Express Train' a year or two later and increasingly as trains became more frequent. The buildings themselves at Slough were handsome erections, especially the 'up' one (in which the station-master had a residence and garden) which possessed a clock-tower, and each had pizzas outside, The colour externally was cream or stone-coloured cement. Internally the offices were roomy, while an iron balustrade round the platform excluded the non-travelling public as there were no bookstalls at that time. Two lines then ran under Stoke Bridge -- ten years later a third line was pierced on the south side serving for both roads of the Windsor Branch, and this was before interlocking signals. A Goods Shed built of wood stood opposite --- on the north side of the line --- between the two stations. Trucks and horse-boxes were shunted then individually -- often from the south to north side of the railway by means of small turntables and diagonal intersecting lines -- causing dangerous breaks in the continuity of the main rails -- until they were superseded with the increase in traffic, as will be seen from the plan of the early station in these pages.

The broad-gauge permanent way, unrivalled for comfort, was formed of massive longitudinal baulks of creosoted timber (framed with cross transoms and secured by iron tie rods) on the top of which was a plate or 'sandwich' of thin wood (readily changeable when worn) distributing the pressure of the 'Bridge Rails' over a wider surface of the timber beneath. The rails were firmly screwed by long bolts through the 'sandwiches' into the heavy timber below, by this system combining great strength and also elasticity. This arrangement, and also the great width of the gauge diminishing the side play of the wheels made the vehicles ride ~~more~~ easily and comfortably, and was a great contrast to the light cross-sleeper road then adopted for the contracted 4 feet 8 1/2 inch gauge. Indeed this last was no improvement on that of the little country carts which used to enter Pompeii before the destruction of that city, and the mutes of which are still to be traced under the lava.

On only one occasion did Stephenson admit his error in the choice of a pigmy gauge.

On the Great Western Railway the longitudinal roadway was at first pinned down to large vertical stakes driven deeply into the soil (like piles driven into foundations) but the very wet season of 1839 speedily ended this mode of fixing and 'the road' was released, the heads of the upright timbers being sawn through.

1839 was an exceptionally wet year and many troublesome settlements of the new embankments took place in consequence, especially as the line was opened for use at the earliest possible moment, and indeed the passenger traffic preceeded the goods traffic. Yet the only 'constructional' accident which occurred, so solidly was the road built, was in the treacherous soil of Sonning where a slip took place in a high cutting (then much narrower than today) when a train was passing through it.

An unconscious tribute was paid to the Herculean labours of the earlier constructors, whose very staff had to be trained, by the comparative tardiness of the similar work when done over again in the quadrupling of the Railway nearly half a century later when steam excavators were available and the parent line was also at hand to 'fetch and carry' materials.

Flags by day, and hand-lanterns by night at first controlled the running of the trains, which were stopping ones--- then more conspicuous signals were experimentally tested -- balls, like globes, were lowered slowly, thus showing the lapse of time between the passing of trains on the same line, or great fans used opening or shutting as an indication of the state of the road. People obstructed these lanterns when near the ground, these were hoisted on poles. Nearly 4 years elapsed before any uniform or 'regulation' signals came into use,-- in 1842 or 1843. and, unlike the semaphores these were very handsome ones and, resembling tall masts added a picturesqueness to the country scenery at that time surrounding the stations.

Very lofty perforated scarlet painted discs for up trains, and similar ones, but with a cross bar and tails added for down trains which rotated half-way (turning full across or edgeways). Some minor and less lofty signals were also in use, arrow headed fantail boards (employed nowadays to indicate lines under repair)

The earliest signals had no 'tell-take' or back lights to show that they were correctly acting, and their lamps were fed by oil which burnt at different speeds, according to thickness and temperature, or now closely the wick was kept trimmed, and in windy weather they needed especial vigilance.

These signals were operated from widely distant parts of 'the Yard' by means of quadrants about three feet high fixed on the ground and moved by men dressed in the police like uniform of the period in swallow tail coats and top hats. green flag or light at that date meant 'caution' --- not 'clear' as today.

Before the block system there were three qualities of signal exhibited 'Road Clear' 'caution', and 'Stop. line blocked' the two first being determined, before the telegraph was used in train signalling, by the number of minutes elapsing since the passing by of the last train on the same metals.

With the increasing length of line open came Expresses, and with Expresses came 'distant' signals in 1847 or 1848, an additional and necessary safeguard against collision.

A couple of years later detonating signals came into use, a valuable protection in foggy weather when trains became numerous or were out of time through thickness of the weather.

The block system and the introduction of the signal cabin in which the various levers from different parts of the yard were concentrated did not come in at Slough until 1871.

Two men to which the Block System very largely owes it's existance were Sir William Fothergill Cooke of Slough, Mr C.E. Spagnoletti of Slough and Sir William Preece.

In the first issue of 'Bradshaw' in 1839 --when all the trains were stopping ones-- there were eleven each way on the Great Western Railway. The number increased in 1843 to eighteen, and two goods trains daily each way. The last named trains then conveyed the third class passengers in carriages with open sides.

Now-a-days close upon three hundred trains pass through Slough in ordinary traffic every week day

The early carriages -- or 'coaches' as they were styled after their predecessors -- carried the passengers' luggage outside on the roof, imperfectly defended by straps and a tarpaulin, from the weather and from the smoke and cinders.

The broadgauge carriages were hung between the wheels, and not Over like the narrowgauge. Hence, besides being safer, they never appeared, like the last mentioned, 'to hammer the road' and, as already has been mentioned, the vibration from passing over the cross-sleepers, was also absent on the broadgauge road.

Most of the full gauge first-class carriages were built with a platform across the centre, fitted with a sliding door sub-dividing each compartment into two, so wide were these vehicles. Four passengers could be seated in each of these 'Cabins'. At night however they were very lugubrious, being feebly illuminated by one segment (one dim lamp had to light four 'cabins') of a smoky high flavoured oil-lamp in a corner, uncertainly trimmed and leaky inside its glass covering. Lighting of trains is a modern luxury --- formerly travelling candles were an absolute necessity for passengers as well as for readers. A violent diatribe against the Directors of the Great Western Railway for locking the doors of the carriages was issued in 1842 by a resident on the line, the Rev. Sidney Smith.

The very first engine to run on Great Western metals was "Vulcan" -- not one of the most successful ones -- which came by Canal to West Drayton from Warrington and was put into steam on January 9 1838 -- (the real date on which the Railway sprang into life!) -- and three more locomotives speedily followed in the same manner having to be conveyed about a mile 'across country' at Drayton, from the Canal to the Engine Shed. The 'North Star' however, one of the most celebrated engines of the day, came down river in a barge to Maidenhead and was first in steam on 15 January 1838. With these engines, three days later, trial trips were run on the 18th of January between Langley and Hayes, and on the 31st May, the Directors of the Railway were able to make their first trip the whole distance from London to Maidenhead and back.

Even the huge viaduct at Hanwell and the immense bridge at Maidenhead had been then completed. The first twenty-four miles from London was open for public traffic on the (Eton fete Day) 4th of June 1838. Eight trains in each direction on weekdays and six on Sundays, and the original fares from London to Slough were 4s. 6d. (for the single journey) Second class closed carriages 3s. Second class open carriages (afterwards 3rd Class) 2s. 6d.

On the opening day of the Railway, the 'Apollo' engine left Maidenhead at 8.0 A.M., with the first 'up' train.

The 'Aeolus' engine drew the 9.0 A.M. -- the first 'down' train -- leaving London at 9.17 A.M. and travelling at an average speed (including stoppages) of 15 1/4 miles an hour. This low rate was due to the tubes (though the pressure was not much over 60 lbs. to the inch), breaking and putting the fire out at West Drayton.

Mr Ackworth states that it used to be a common practice in those days to put oatmeal or bran into the boilers to diminish the leaking of the tubes!

The engine of the following train pushed Aeolus's carriages in front of it to Maidenhead, drawing its own train as well.

Leaving Maidenhead again at 12.40 P.M. the Aeolus averaged 24 3/4 miles an hour coming up to Town. On the return journey a carriage had to be taken off at Slough owing to one of the axle boxes getting hot.

On the next day -- June 5th -- 'Apollo' was very unfortunate when leaving Maidenhead in the afternoon, bursting a tube on the way up. Her passengers were delayed for several hours, and in the absence of any news of them most alarming reports of a fearful accident having taken place got into circulation in Town.

Engineers had to be created. Until the drivers became trained to their work even run-a-way engines were not infrequent and might be seen chased down the line by a pursuing locomotive. No run-off points were fitted to the primitive sidings, hence on one occasion a train of empty carriages, unbraked, caught by a strong westerly gale on the embankment near Maidenhead was blown along the line for a great part of the way, it is stated, to London.

Drivers, new to their work, would sometimes inadvertently let down steam in the middle of a journey --- for example, the *Aoleus* On July 21 1838 'stuck' motionless on her way down, for loss of power. There were also difficulties at first with the coke, and in feeding the boiler with water while in steam, until the advent of injectors. Coke was exclusively used for locomotives until 1854, and coal was not generally used before 1860 when the Parliamentary restriction was relaxed.

The Great Western Company had great coke ovens near the Grand Junction Canal at West Drayton (at that time the line was not connected with the coal districts.). Every three tons of coal made two tons of coke but the whole of the gas extracted in the process was wasted !

By way of accidents; 'Ariel' charged into the big double locomotive 'Hurricane' near Hayes on November 5 1838, and 'Atlas' over-ran her distance crashing into the engine house at Paddington Bridge and damaging the renowned 'North Star' on March 3 1839. Mr Babbage says that both the driver and the stoker of 'Atlas' were asleep. He adds in extenuation of this that the engine-drivers were so few at that period and so thoroughly overworked that such an occurrence was not surprising. (Even with the easy hours of today an Express train was wrecked at Shrewsbury in 1907 from the same cause.)

The 'North Star' says Sir Daniel Gooch, and six from the Vulcan Foundry, were the only engines that I could at all depend on. I had to rebuild one half of the stock I had to work with. For weeks my nights were spent in a carriage in the engine-house at Paddington, as repairs had to be done to the engines at night to get them to do their work the next day.....when I look back upon that time it is a marvel to me that we escaped serious accidents. It was no uncommon thing to take an engine out on the line to look for a late train that was expected, and many times have I seen the train coming and ran back out of it's way as quickly as I could. Another thrilling experience of the early days of the Great Western when working temporarily on a single line, is recounted in the Life of Charles Babbage, the Great Mathematician, (page 324). Babbage had been allowed the use of 'The north line' (the up one) to run his experimental train with recording machinery, and was adjourned, being Sunday, no other train could be using the same set of rails when, just as he was starting, one was heard in the distance ! "Knowing it would stop at the engine-house I ran as fast as I could to the spot. I found an engine on the same set of rails as I was going to use, from which Mr Brunel, covered with smoke and blacks, had just descended. Brunel told me he had posted from Bristol to meet the only Sunday train at the furthest end of the rail then open but missed it. "Fortunately, said he, I found this engine with it's fire up and have driven it the whole way up at fifty miles an hour". I then told him that for the merest accidental delay I should have met him on the same set of rails at forty miles an hour. These words are incidentally a revelation of the great changes which have taken place in the outskirts of London. It would be difficult, if not indeed impossible at the present day to hear or see an engine at any similar distance from a London terminus.

The early broad-gauge engines had very large wheels but curiously small boilers and cylinders in proportion --- they had very lofty chimneys (appearing still taller in consequence of the small boilers) and most of them were equipped with a sentry box of iron on the back of the tender for shelter to the travelling porter who kept an eye on the train while in motion and helped to hoist or lower the luggage from the carriage roofs at stations.

The Great Western engines differed from those of other lines in possessing two whistles, a small, and a very deep one, the last being more seldom used, had especial significance when heard, conveying an order to the guards to put on the brakes .

It was always heard approaching Swindon and conferred a mark of importance on first class stations, or, if used out of course instantly put every passenger on the alert. The engine drivers only had a hand-brake on the tender --- now-a-days fortunately they have control of brake operating on every wheel of the train, and even of the locomotives.

Another thing of the past was the delicious odour of the beech blocks fitted to the brakes when slightly charred by friction on the wheels as they were applied.

By August 1838 eleven locomotives had been delivered to the Company for use by the Company between London and Berkshire --- one of these was too light (The Venus) to be trusted to keep to the metals and at least two were monopolized by the contractor to convey materials for the construction of the line into Wiltshire leaving eight only available for daily service. Four more engines arrived shortly afterwards. Two of these --- the "Ajax" and the "Marv" had solid plated driving wheels no less than ten feet in diameter but were furnished with insufficient steam power and so were not the success that Mr. Pearson's similar giants were on the Bristol and Exeter Railway. The other two were still more unusual. the 'Thunderer' and the 'Hurricane' each of these running in three separate portions linked together. The 'Thunderer' was geared to the equivalent of 18 feet driving wheels; the 'Hurricane' had 10 feet driving wheels on a very light carriage separate from the boiler. The mere accident of loading the driving carriage with water or coal might have converted this engine into a success. Both engines possessed the same fault, the weight necessary for traction, which was not placed over the driving wheels.

Though the first results were somewhat disappointing they were soon improved upon. Even in 1839 Brown's Windsor Guide states that the distance from London to Slough is usually accomplished in 35 minutes but the 'North Star' has performed it in rather less than 29 minutes. Immense numbers of curious spectators thronged the sides of the Railway at that time to witness the event and progress of the new power - STEAM, and took as much interest in the performances of the rival engines, as they had previously done in those of the different 'whips' on the great coach road to the west.

A noticeable trait of the broad-gauge locomotives was their outstanding steadiness. They would approach silently at a very high speed and the bystander would only notice the increase in size as they rushed toward him. A narrow-gauge engine approaching at the same speed would be 'jumping about' seriously or quivering like a jelly.

In January 1839 the experimental engine 'Thunderer' drew a heavy train from Maidenhead to Paddington in only 32 minutes including the time by stopping at Slough. In September 1839 an extraordinary run over the first stretch of line open (31 miles to Twyford) was made by the ten-foot giant 'Hurricane'.

On January 11 1840 our old friend, the eight footer Aeolus, made a remarkable trip from London to Maidenhead bearing the news of the Chartist rioters at Monmouth, and according to one account, covered nearly ten miles in just seven minutes.

On June 1842, four years having elapsed since the opening of the line, the Queen made her first railway journey travelling up to Paddington from Slough in a train drawn by the engine 'Phlegethon'. The electro-magnetic, referred to elsewhere, having just been laid between London and Slough gave an increased protection to the Royal Train.

In 1843, while only nineteen miles of the road were thus guarded, Slough witnessed a truly astonishing run when the Prince Consort came back to Town from the launch of the 'Great Britain' at Bristol. Mr. Gooch driving the engine 'Firefly' from Bristol to London (over the rising gradients in and near the Box Tunnel) in a few seconds over two hours and four minutes. Mr Babbage says that portion of this journey was run at a speed of 78 miles an hour, and it has only been surpassed in very recent times under the protection of the Block System with every modern improvement and trains able to pull up sharply with continuous brakes.

On the opening of the whole line from London to Exeter on 1st May 1844, the engine 'Acteon' -- passing through Slough about quarter past nine in the evening -- brought up a train from Exeter to Paddington in 4 hours 40 minutes, a very fine run as a great part of the line beyond Bristol was newly laid and not fully consolidated.

By this date, with the adoption of more powerful engines, some marvellously fast travelling was achieved, and Didcot (5½ miles from Town) used to be reached in 53 minutes and sometimes less. The Great Western locomotives, it may be remarked, never had less than six wheels --- The 'Hurricane' had twelve, and the 'Thunderer' ten. all the London and Birmingham engines had only four.

The Public, said the Gauge Commissioners of 1845 "are indebted for the present speed and increased accommodation of the Railway carriages, to the genius of Mr Brunel, and to the liberality of The Great Western Railway Company.

The broad-gauge so happily selected by Brunel on scientific considerations, though not less than seven feet in width, actually only occupied four feet more width (even on a double line) than the chance or narrow gauge and was not only safer, but more economical.

"The result of my experiments" says the great calculator -- Babbage -- "convinced me that the broad-gauge was the most convenient and safest for the public," an opinion emphatically shared by so practical and cautious man as Sir Daniel Gooch, and endorsed by all accustomed to travel upon it, while half a century's experience proved it's financial superiority over the lesser gauge.

It's increased safety was amply demonstrated by the escape of life in accidents such as those at Southall 1847; Langley 1848; Taplow 1873; West Drayton 1874; Bulls Pill 1868; Hele 1876; Flax Bourton 1876; Slough 1881; and Acton about 1891. It's economy was shown on the change of gauge. Not only had platforms to be lengthened but every two broad gauge trains on the long distance had to be replaced by three on the narrow gauge and considerable additional staff was consequently needed. On one occasion in 1883, a single train, the 6 a.m. from Paddington--- conveyed as many as 2115 passengers, which would have been impossible on any gauge except the broad, to arrive safely at Taunton.

Several illustrations of speed on the broad gauge have already been given, but the following have especial local interest. On the 6th August 1844 "the journey from Slough to Paddington was accomplished in less time than the distance had ever previously been traversed by a passenger train on the Great Western Railway line. The eighteen miles and a quarter (to the old Paddington station) occupied only fifteen minutes and ten seconds. Two other trains on the same day reached Slough from London in eighteen and seventeen and a half minutes respectively, a very high rate of speed to be attained over so short a distance, and when allowance is made for the long slowing down distance of two miles customary before the days of continuous brakes. The forceful attitude of a fireman on a fast train pulling up in the old days was very suggestive of the effort necessary to bridle the momentum of the train by the hand brake.

These runs took place also before the introduction of the Block System or interlocking points.

The Broad-gauge easily distanced it's small competitors on the London and North Western Railway, and as early as 1845 express trains were running in four and a half hours between Paddington and Exeter, quickened a little later to four hours and twenty-five minutes only.

The sight of these trains as they rushed through Slough was a magnificent one, and their speed can best be arrived at by balancing the immense time sacrificed by stoppages at all first class stations and also by the compulsory loss of ten minutes enforced, in all but one case, at Swindon Junction.

More than a quarter of a century elapsed before another ten minutes was gained --- and Brunel's evening five o'clock express to Exeter actually arrived there 45 minutes earlier than the five o'clock express did in 1892 !

(The quicker time of today (three hours) is by a new and shorter route and without intervening stoppage)

The 9.45a.m. fast express to Exeter was running (at 5½ seconds to the mile) near Langley Station on the sunny morning of Tuesday June 17 1845 when the latter portion of the train left the metals on the embankment, and a second and two first class carriages were rolled over the embankment when travelling about seventy miles an hour. Yet so strongly constructed was the broad gauge rolling stock, that not a single life was sacrificed. The accident was caused by a single vehicle, a luggage van -- having four wheels only -- (all broad gauge carriages had six) and being attached next the engine and through some oversight in the coupling being either pushed or swung, off the metals.

The overturned carriages lay on their roofs, wheels uppermost or torn off, in a meadow below the line belonging to the late Mr. John Nash of Langley and forty bruised or injured passengers were extricated and taken to the Royal Hotel at Slough where they were received with every kindness by Mons. and Mme. Dosedio. the rest of the passengers -there were 190 on the train - went on west in a fresh train sent from Slough. Among them were Mr. Brunel, the great engineer, Mr Seymour Clarke, and also an Etonian.

The last mentioned -- now Field Marshal Lord Roberts of Kandahar. V.C. told me (when one day I quite by chance mentioned this accident, wholly unaware of his connection with it) that he and his brother were going to Bristol in the express, en route for Ireland. His attention was drawn suddenly to something being wrong by a furious 'hailstorm of gravel' being dashed against the windows, violent oscillations followed, then came the rolling over of the train, and then he found his brother on the top of him and they had to climb sideways out of the broken window. One of the carriages had rolled over twice before it came to rest. Both lines were blocked for nearly three hours, and the new Galvanic Telegraph was torn down and not able to be restored to use before the next morning.

It was interesting, as the expresses went past, to recognise their destination (or where they had come from)- the purely Great Western vehicles on the South Wales system, the attenuated narrow gauge on the northern system, or the various uniforms of the allied lines on the western system, those of the Bristol and Exeter, of the South Devon. When the feathers of the Principality were seen on the vehicles of the Cornwall Railway, one knew of the presence of a long-distance express.

In those days distances were held (like mountains were, by our forefathers) in much great respect, more than they are now in days of cheap non-stopping long run trains and excursions.

In 1852, the Oxford, Worcester and Wolverhampton Railway, being still an independent one, a proposal was made to link it with the London and South Western Railway near Brentford and work over their line to Waterloo Station. This projected line from Oxford would have passed near Slough, and would have actually reached London in three miles distance less than the present line via Didcot does. The Scheme, (which would have brought the London and South Western Railway into the Birmingham district, and perhaps further north) was however rejected by Parliament fortunately for the other Railways affected by it.

In 1845 a line from Tring to Reigate was projected to link the lines of the London and Birmingham and the London and Brighton Railways passing through Amersham, Slough and Weybridge. Neither this line, or a useful connection from Uxbridge to Rickmansworth sanctioned in 1846, have not yet (1909) been made.

In 1847 the London and South Railway promoted a Bill for an extension to Slough. That Company reached Datchet in 1848 and at the close of 1849 both the London and South Western and the Great Western, by means of branches, were open to Windsor. Both crossed the Thames by means of bridges to reach Windsor.

The London and South Western bridge at Black Potts near Datchet, fell in on the 12th August 1849. The foundations were laid on the principal by Dr. Lawrence Holker Potts. (The similarity of his surname to the spot is a curious coincidence). This bridge was reconstructed a second time in 1893.

The lower portion of the Great Western Iron Bowstring Bridge which crosses the Thames by a single span near Windsor was renewed in 1908. Thus not far distant from Slough are three triumphs of Mr. Brunel's engineering genius ---

- (1) on the east side of Slough the great Wharncliffe Viaduct built by Grisell and Peto of yellow brick over the Brent valley on this side of Hanwell, completed in 1837 and widened to four lines in 1875.
- (2) on the west side of Slough, the magnificent red brick bridge over the Thames this side of Maidenhead with its two elliptical arches of astonishing span and apparent flatness, completed in 1838 and widened to four lines in 1875.
- (3) The iron bridge over the Thames, on the south side of Slough, completed in 1849. (The bridge approaching Windsor originally ran over wooden trusses which were later converted to a long series of brick arches.)

In 1852 the broad-gauge through Slough was extended as far as Birmingham (it ultimately came as far north as Wolverhampton) in direct competition with the London and North Western Railway., but by a route via Oxford, no less than sixteen miles longer, yet, The Great Western, with two stoppages on the road, beat the narrow gauge by several minutes despite the serious disparity of the mileage and covered the distance (half of it over a new unsettled road) in 3 3/4 hours.

In the snow block of January 1854, which plunged most of London into darkness, the Great Western suffered less than many of the other lines entering London.

In September 1859, Mr. Brunel died. Though no further development of the broad-gauge took place after his death, yet, without sharing the improvements taking place in the narrow, it survived in daily and successful working until May 1892. (for a third of a century after his death).

The Birmingham and Wolverhampton section was however altered at a very early date, all the lines connected with it being previously narrow gauge. The first narrow gauge train -- strangely diminutive to the spectators assembled to see it -- ran through Slough at ten o'clock on the morning of October 1st 1861 on its way to Birkenhead. This event was made possible by a 'third' rail being laid on the 'up and Down' lines between London and Didcot, and also some way to the north of Didcot which remained on the main line until 1892. The 6.30 p.m. express, when narrow gauge, continued to reach Birmingham in 2 hours 50 minutes, stopping four times on the way.

More stoppages being inserted in the timebook, the Exeter express declined in speed in the fifties as between the extreme points, but in 1860 the opening of a shorter route to Exeter by way of Salisbury, soon led to a revival of speed, despite the ten minutes compulsory stoppage at Swindon Junction, not abolished until 1895.

In 1862 the Great Western restored the time to Exeter to 4 1/2 hours (only five minutes slower than in 1846) by a new express nicknamed 'The Flying Dutchman', leaving London at 11.45 a.m.

In 1871 the same train was accelerated to 4 1/4 hours to Exeter. In 1879 an afternoon express to the west of England nicknamed 'The Zulu' was put on also covering the distance in the same time, but no other change occurred until the new regime of the narrow gauge to the west necessitated more trains being put on to accommodate the traffic carried by their predecessors. The last broad gauge train passed through Slough Station early on May 21 1892 and fifteen hundred miles of Brunel's great gauge ceased to exist. Friday was the final day of the full gauge and crowds of people assembled at various points to witness the passing of the last broad gauge train. The express to Plymouth was said to have been photographed upwards of a hundred times on its journey. The very engines appeared self conscious of the impending change as the 'Lightening' and the 'Amazon' proudly swept past in irresistible might without a tremor in the nearly silent majesty of a power which seemed almost excited without, so great was the energy and momentum of their giant force. The countenances of their drivers were serious and farewell salutations were regretfully exchanged. Veteran employees, some, from their grey hair and venerable appearance, on retired pay, came to the station for the last time on the colossal proportions of a past era with the vicissitudes and triumphs of which they had been identified.

All trains stopped at 'Slough and Windsor' until the expresses to and from Exeter were instituted in 1845 --- and the 'Down Night Mail' continued to stop at Slough Junction until 1855.

In the sixties it began again to stop at Slough until 1865, after which date it 'slipped a coach' only. The up night Mail stopped at Slough until 1862 after which it stopped only on Monday mornings.

In 1870 however the Limited Mails to the west (up and down) were established, neither of these stopping at Slough. In 189. the exclusive Postal Trains to and from Penzance, carrying no passengers came into operation passing Slough without stopping. (These last do not appear in the pages of 'Bradshaw'.) In 19... the up Day Mail from the west commenced to stop at Slough in the afternoon.

The 'Mail Transfer Apparatus' (suspending pouches and expanding nets with reciprocal action, fixed both on train and at the roadside) came into service about 1855, rendering possible the receipt of mail bags by non-stopping trains.

At Slough, the mail exchange used formerly to be on the west side of the Station (where Elliman Park now is), near the Nightingale Bridge. (the trees, nightingales, and mail bags are gone and the bridge is now three times as long as it originally was.) It is now by the Wexham Bridge just east of the Station.

Slough has more trains 'slipping carriages' at it than any other station in the world. The first 'slip coaches' after some experimental ones had been tested, appear to have come into actual daily use in 1863, being found of great service to the Windsor Branch. Special care had to be exercised at that time (the two stations being on the south of the line,) that no train should block the path of the Express which had just detached carriages behind it, -- instances of slip coaches running into the parent train did happen. Failures also to detach the 'slips' occasionally happened, and the passengers were carried on in the Express -- the detaching in those days being by a cord switch and not, as now, by lever machinery.

In very 'thick' weather the whole train stopped and sometimes a 'local fog' might be run into suddenly making it uncertain for the 'slip guard' to know the intention of the engine driver. In recent years, by an ingenious device, even the slip portions of non-stopping trains can be operated by vacuum brake, adding much to their security.

In the fifties there were fewer railways out of London, fewer stations on the existing railways and fewer trains. People who had daily business in London had not then got accustomed to sleep in the country. In the early days of railways therefore those travelling belonged to a higher grade than those at present --- indeed third class travelling is a modern innovation --- and the morning meeting at the station, although not large in number, used to be almost a social occasion. Friends chatted together about the designs of the French Emperor, - the American Civil War -- or the prospects of a Government, under the piazza of the Station, sheltered from sun or rain until the last moment until the train was seen to enter the station.

Among them were many of the eminent doctors of the day from Cavendish Square or Brook Street, lawyers, members of the Stock Exchange. Special seats or compartments were reserved in the large broad-gauge carriages of the morning up train, so the groups did not disperse until Paddington was reached.

In 1871 the station at Slough was interlocked at a cost of nearly £6,000. and a still larger sum was outlaid for remodelling the arrangements thirteen years later..

From 1883 to 1885, to avoid an independent railway being made, the Metropolitan District Railway were permitted to run a service of extremely shaky carriages, from Ealing to Windsor via Slough Junction. The experiment was unprofitable.

The first passenger train to run into the new Station --- the present red-brick one --- at Slough, was that leaving Paddington at 5.45 a.m. on Monday, September 8th 1884. For two days trains were restricted to ten miles an hour passing through. On the previous Sunday the points and lines were altered and relaid and fresh signals, to correspond with the levers. The two covered stations on the south side were soon afterwards pulled down--- the old wooden goods station shed on the north side had previously given place to a new red-brick one a quarter of a mile further west.

In 1861 two temporary wooden erections, or covered platforms, had been put up adjoining the main line metals to enable the narrow-gauge trains to stop without crossing the down line on the through road to reach the chief stations like the broad-gauge trains did.

Another station -- of brick and stone was partially constructed in the seventies at Slough, then stopped, and taken down again. All the different stations in succession were in the proximity of the Royal Hotel. (now Orphan Asylum).

In the very severe frosts of, 1854, 1855, 1860, 1867, 1881, 1891, and 1905, it became necessary to exercise especial watchfulness over wheels and axles, increasingly so with the advent of four wheel carriages (similar to the one which caused the terrible disaster at Shipton on Christmas Eve 1874), and as a precaution trains were stopped in mid journey to be tapped and examined. The use today of the composite wheel has largely abolished the danger from tyres. The lurid light in the evening of huge coke fires in 'baskets' at the water cranes gave further testimony to the intensity of the cold, and I can remember a curious spectacle of an engine in full steam, the flames dancing inside it's furnace and from the outside of the body long icicles were dependant.

The Great Snowstorm of January 1881 (which cost the Great Western Railway alone £ 39,500) was very severely felt at Slough.

The road leading to Stoke Poges was blocked on the 18th and loaded carts were abandoned in 7 or 8 feet of snow. Dr. Buee going his rounds was snowed up at Baylis Farm. At Upton snow drifted as high as the top of the workhouse hedge. On the evening of the 18th the writer was delayed by snow blocks for six hours between London and Slough, and at places coming down, the line had to be cut through the snow. On January 19th Slough was without newspapers from London, and the Great Western was still blocked 'below Reading'. On the London and North Western and on the Great Western the night mail trains of 18th January left London 24 hours late on 19th January. An up express from Plymouth reached Slough 19 hours late, the guard still gallantly at his post.

On the London and South Western Railway on the 19th January, two trains were snowed up in this vicinity, between Wraysbury and Datchet, and a telegram asking assistance was sent to Windsor. "I and my mails" said William Lawrence, an engine driver, "were sent forward with our engine, When we got to Wraysbury we did not know whether to go on or not, and waited there for instructions," In the meantime four engines had come down from London and had worked their way through the block, and "not knowing that I was on the road, they ran smash into me. (How the engines on the down line collided with me on the up is not explained) "The stoker was shovelling away the snow suddenly called "Look out. mate", before I knew where I was the four engines struck mine. I was knocked down and my leg broken." The engine was driven back some distance by the collision, then stopped, and the other engines struck it again, and all the coals in the tender were shot all over me. My leg was broken in two places, my right hip put out, my jaw broken, and I was otherwise hurt."

In 1893 Slough witnessed the first corridor trains in Europe (other than wagon-lits) which were introduced on the Chester line and were soon followed by sleeping carriages and dining cars. These improved carriages enabled much longer runs to be achieved without stops. In 1896 the South Wales Expresses ran from Newport to London without a halt through the Severn Tunnel (opened in 1886). water-troughs having been laid on the London and North Western pattern, between the rails.

The following year a new express (10.30 a.m. from London) in 1897 even passed Bristol without stopping, covering the 194 miles to Exeter in 3 3/4 hours. (This train in 1904 ran 246 miles without stopping, until it reached Plymouth, by the long route, in 4 hours 25 minutes.

In 1898 Expresses ran from Paddington to Birmingham without stopping

In 1899 Great Central goods trains, with that Company's engines, passed through Slough for a short time on their way from Aylesbury to London.

In 1900 Expresses ran from London to Worcester without intervening stop.

X The purpose of this notice has defied all enquiries. X

By reference to the unpublished manuscript 'UPTON' by Richard Bentley, 1910, of The Mere, Upton Park. Slough, in his chapter THE COMING OF THE NEW POWER which relates primarily to the Great Western Railway, it gives suggestion that this notice could have been a list of the names of the person booking a reserved compartment for one of the very early commuter groups he describes.

SLOUGH RETAINED CARRIAGE.

No. 2.

DR. COOPER, President, (185)

J. Cr. CRIDLAND, Esq., Vice-President (1854)

GEORGE BENTLEY, Esq., (1860)

CHARLES E. SPAGNOLETTI, Esq., (18)

T. LOWELL PRICE, Esq., (187)

RICHARD REECE, Esq., (187)

RICHARD BENTLEY, Esq., (1872)

STEPHEN E. COMYN, Esq., (187)

Slough, April 20th, 1874.

1860, George Bentley came to Upton and would have commuted daily to London. His printing business would have been easy facility to produce this notice.

George Bentley bought son Richard his first season ticket in October 1872 when he became 18. Richard used this with unbroken regularity for 62 years to become the longest season ticket holder of the G.W.R.

In August 1906 four new Expresses were inaugurated for the new Irish Service via Fishguard. In July 1906 the new route to the west via Glastonbury caused considerable alterations.

'Vulcan' was the first Great Western locomotive. One of the latest (1908) is "The Great Bear" (including the tender, a twenty wheeler with tri-coupled wheels.)

In 1908 the green and brown framework of the engines gave place to green and black, while the delicate colouring of Brunel, a soft brown surmounted by the upper portion, on the carriages, was superseded by a hideous mud coloured plum painting all over.

In 1908 another scheme came before Parliament, but was fortunately rejected, for a new light railway -- probably intended soon to be adapted for heavy traffic--- and Motor Road to the West Country and South Wales which was marked to pass through Upton

In so dangerous a junction as Slough, even with a carefully chosen staff, a certain number of mishaps have been inevitable when all the conditions of the weather have been faced. Fortunately both the up and down stations are no longer both on the south side of the line, but the Windsor Branch is still connected with the trunk line on the level instead of having an over-bridge for some of its junctions with the up main or relief lines. Most of the accidents have been due to fog, and the permanent way being so good all the important ones are collisions.

Twelve of the more noticeable ones in recent years are. ---

A collision at Bragg's Bridge, with a goods train, at Christmas 1866, blocking both lines.

The collision of two goods trains in a fog at 5 a.m. on October 14 1871. An up Wolverhampton train cutting through a goods train while shunting on the down line.

The up afternoon Chester Express overran the fog signals on December 23 1874 in very frosty weather, an up Worcester goods train was thrown off the line near near Baylis House through the axle of a salt-waggon breaking, and on the same day, in the afternoon, the axle of the engine of the up South Wales Express broke after passing Hay Mill, also owing to frost.

On March 15 1875 the engine of the Birmingham Express burst its tubes at Hay Mill.

On October 19 1875 one of the axles of the 'Swallow' broke near Salt Hill Bridge as she was taking the 'Dutchman' up to London.

During a fog on the evening of December 17 1878 an up and a down passenger train and an up goods train collided near the Bath Road Bridge on the Windsor Branch.

On December 24 1881 the down newspaper train, about 6 a.m. in a thick fog ran into a down empty coal train which had not quite finished shunting clear of the mainline, fortunately without injury to the passengers, the down Express being then a broad-gauge one.

The up Day-mail from the west, in a very thick sudden fog, on December 23 1899 ran into a Windsor afternoon up train crossing the path on the level just west of Bragg's Bridge, temporarily blocking all four lines on one of the busiest days of traffic.

On another occasion an unattended locomotive escaped from the engine shed at Slough, and charged through two rooms in a bay at the west end of the station. One of these had been occupied only a few minutes previously.

On June 16 1900 a serious catastrophe took place in Slough Station. Early in the afternoon a Plymouth Express, the driver of which ignores a series of warnings -- whether signals were 'on' or 'Off' appeared all the same to him --- ran in broad daylight into a train allowed to stand too long at the main line platform for the collection of tickets. Had this train been put back into a bay for this purpose, five persons would have escaped death and ninety would not have been injured. When an Express is due, a clear road should always be 'made' for it unless it is reported late.

Occasions on which the railroad was also blocked such as on March 12 1876 and December 26 1886 are referred to in The Electric Telegraph at Slough.

The Railway accident occurring at Langley in 1845 has already been described.

Other accidents happening close to Slough are those of the up night mail running into a goods train at Taplow on March 19 1973, its passengers owing their escape to their train then being a broad-gauge one.

There was the terrible collision at West Drayton February 6th 1874. An up train laden with Bath Stone was being shunted clear of the Express road in a dense fog. To hurry the arrival of the shunting porter the guard of the goods train pulled the signal gong, giving purely by accident, the precise number of beats which indicated that "line was clear" causing the signalman in his cabin at a distance, to consider that the goods train had shunted out of the path of 'The Flying Dutchman'. Signals being then 'taken off', the Express from Plymouth came on at full speed through the fog dashing into the train of Bath Stone and shooting the giant blocks off their trucks. Such was the force of the impact -- the goods train was also backing towards the Express --- that one large block carried away a portion of an overbridge and another buried itself in the interior of an adjacent house. The Express engine was little injured - the van next to it totally disappeared save the wheels, the unfortunate guard being crushed to death.

The carriages of the Express remained upright. Before adequate warning could be given a down narrow-gauge express ran at reduced speed into the debris and was overturned. The work of clearing both lines was most difficult, even by the light of huge bonfires the writer remembers, owing to the choking thickness of the fog. The Government Inspector in his report said "This in a sense was the most serious collision that ever occurred. The escape of the passengers without loss of life was most extraordinary and was much due to their being in a broad-gauge train. (Report by Government Inspector. Sir Henry Tyler.)

It was three years however before Mr Tyrell of Upton Park who was in the train, recovered the power of natural sleep after the shock.

The engine 'Prometheus' continued to do hard work until 1892 when the broad-gauge itself ceased. One name plate of this historic engine is preserved by Professor Foxwell at St. Johns College, Cambridge, and the one of the other side is at Upton.

The associations of the Railway with Slough have briefly been sketched.

The first station-master was Mr. Howell, and one of the earliest officials there, Inspector Gibbs, whose genial courtesy could assuage even the most impatient passenger and whose colossal presence seemed an embodiment of the Company itself. He was a very handsome man and his stentorian tones "Slough, all change for Windsor" could be heard on frosty nights as far as Upton Lea.

The staff is now considerably over a hundred strong and five signal boxes protect the station.

The older Stations at Slough --- especially before the branch line was open to Windsor --- were historically linked with the appearances of our own Royal Family and with many crowned heads of other countries, of the first Duke of Wellington, and of Earl Roberts and of various Prime Ministers alighting on their way to Windsor Castle. The present Queen got out at Slough on her arrival in 1863 as Princess Alexandre from Denmark, on her way to the Wedding.

The enforced stoppage of the Empress of Austria is narrated on the chapter on Telegraphs. The Mayor and Corporation of London came down in State on their progress to dedicate Burnham Beeches to the public in 1883. The Great Review of 'civilian soldiers in Windsor Park in 1881 brought trains containing over 50,000 volunteers to Slough from about every county in England despite the more limited accommodation of the 'old' station! In 1882 the Life Guards detrained at their return from occupation of Egypt. On December 9 1844 the remains of the Princess Sophia Matilda was brought to Slough Station from which a State public funeral was accorded.

A RAILWAY FOR WINDSOR

The first proposals for a Railway to Windsor were made as early as 1833.

The earliest scheme.

A horse drawn train.

In 1835 another project failed to mature.

To run from Windsor to Bayswater starting from Clewer, then to Black Potts, Datchet, to cross the Thames, around south of Upton, on to Colnbrook and then northwards to Acton before reaching Bayswater.

The Provost and Fellows of Eton College bitterly claimed that it's 15 foot embankment would overlook the College, deprive it of it's privacy, and would cause flooding. The project petered out.

Next came Isambard Kingdom Brunel's plan in 1844 for his 'Atmospheric Railway'.

Trains were to be propelled by compressed air driven through a pipe at the side of the line, then to attachments from the carriages and so drive the train. It was claimed that it would be free from noise and steam.

It was to be from the junction of High Street and Peascod Street in Windsor, through a covered way under the Long Walk, pass round south of Frogmore before running north of the Old Windsor Road and between the Thames and the Bells of Ouseley, then on to Staines after running round the base of Egham Hill.

At Staines it would join the Richmond Junction Railway.

Within a year came amended proposals. Now to commence near Windsor Bridge, over the 'Barge Stream' (lock-cut) of the Thames onto Romney Island before crossing the Thames again at Black Potts where a branch line would run to Slough in a journey time of 5 minutes. The other branch was to run to Datchet and Staines. This journey time would be 15 minutes. It was to be a single track on a viaduct to contend with flooding.

Again Eton College stepped in with objections. They referred to seven serious floods since 1806, protested that the line which would cross the river at an angle would obstruct their rights-of-way on their own land, and probably even change the course of the river.

Meanwhile Brunel had his problems in perfecting the 'atmospheric railway'. He built a small line in the west country and managed to run it successfully for a few weeks before abandoning the idea.

It was'nt Eton College that beat Brunel.

It was RATS. !

They ate the leather flanges joining the pipes.

Another scheme was submitted in 1845.

A Railway from Reigate to Tring to avoid London. This was to run via Staines, Egham, Windsor, Slough, Beaconsfield and the Chalfonts. This plan also failed to mature.

The prohibition under the Great Western Railway Act of 1839 stopped any Railway within 3 miles of Eton College. This still held in 1848.

By then, increasing popularity of Rail Travel and it's seen potential for bringing in business caused the people of Windsor to change from their earlier objections to calling for a line to be run in.

Queen Victoria had become a confirmed railway traveller but she had to travel to the new station at Slough to entrain. Visiting Royalty and Ambassadors were similarly inconvenienced. This resulted in Court pressure to remove the restriction.

In 1848 another Act of Parliament permitted the line subject to conditions called for by Eton College.

The Provost and Masters were to have free access at all times to watch for scholars. Police were to patrol the line to watch for those Boys. The College Cuckoo-Weir swimming pool had to be screened off from curious eyes. The Railway Company had to maintain the towpath. A river bridge had to be approved by the Admiralty for height and river passage. There was to be no obstruction to boating by the Boys.

The Great Western Railway Company proceeded to construct their line via Chalvey, the Brameases and the Brocas originally over a viaduct of wooden trestles which were later converted to the brick arches which we popularly call 'The Hundred Arches' but which in some records are numbered as many as 150.

My late friend, Gerry Ivall, born 1892, always said that these arches extend within the Chalvey Embankment at least as far as the Chalvey Road bridge, then also brick, but widened and converted to girder as I saw about 1925 when CHALVEY HALT was constructed adjoining this bridge, off Ledgers Road. The Halt was only two small platforms, no buildings, a couple of lights to each platform and a name board.

The platforms were reached by a wooden staircase up each side of the embankment. CHALVEY HALT was not successful and was demolished within a very few years.

The Bridge from the Brocas across the Thames was at first designed to have one pier in the middle of the river.

Objections, again by Eton College, resulted in a second design, this by Brunel, the one we still have and popularly know as the 'Coat Hanger' or the 'Bow-String' bridge.

The lower part of this bridge had to be replaced in 1908.

Is it possible that this was when the wooden trestles were replaced by the brick arches ?.

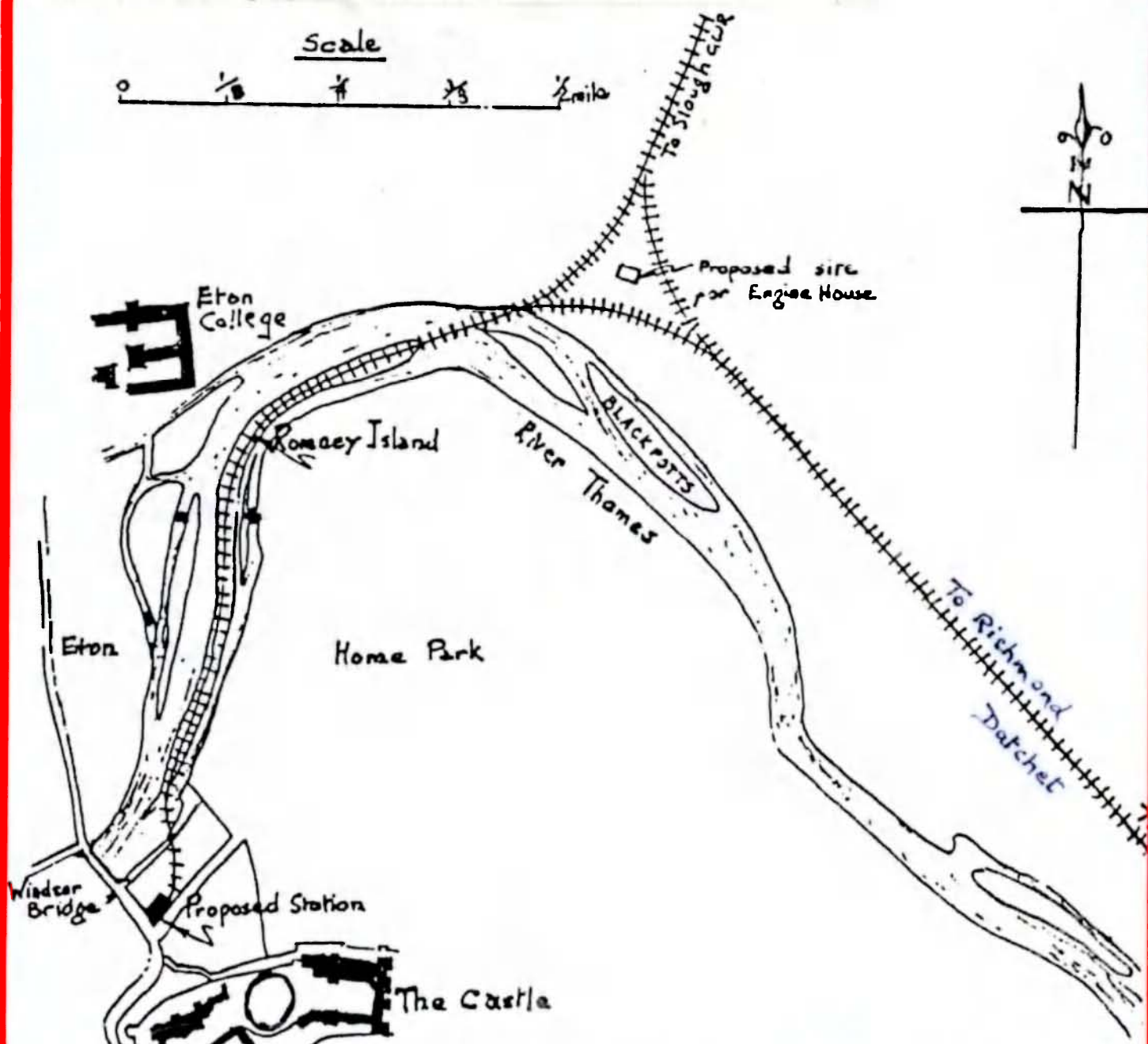
In 1848 another Act of Parliament removed the restriction of a Railway to Windsor.

Both the Great Western, from Slough, and the London and South Western from Staines, proceeded to construct lines to extend their Railway to serve the 'prestige' terminus of Windsor.

It appears from this plan that there was consideration for the two lines to converge into one station by what is now the corner of Lower Thames Street and Datchet Road.

This proposal obviously did not mature. The L.S.W.R. after overcoming many difficulties to cross the Thames at Black Potts, built their station close to the Riverside, opposite Romney Island. The G.W.R. built a wooden viaduct over the Brocas floodlands and across the Thames by a girder bridge to run into their station immediately opposite the Castle on what had been a slum area known as George Street.

In the discussions for siting the Stations there were more to consider the building of more houses in Windsor to accommodate the people brought in by the Railways.



Trains from Windsor to London ran into Slough crossing the main lines by a big loop to reach the northern side platform of the station. This was a potential hazard and when I travelled this loop many times in the 1920's and 1930's I little knew that this way had contributed towards several accidents.

This cross over practice had ceased by the 1939-1945 War with all the trains running as did the earliest local service into the Bay Line Platform as is the arrangement to this day.

Steam gave way to diesel engines.

The double track was reduced to single by the Beeching economies.

Still in 1986 there is a project by local steam railway enthusiasts having formed into the Slough and Windsor Railway Society to take over the line and run it privately "in steam" in case British Railways should cease to operate what to them now an unprofitable line.

A primary obstacle appears to be that the Railway Unions will not work with a private line running into a nationalised station of B.R. via the Bay-line.

From 1883 to 1885 (to avoid an independant railway being made) the Metropolitan District Railway were permitted to run a service of extremly carriages from Ealing to Windsor, via Slough Junction. The experiment was unprofitable.

L.S.W.R. into WINDSOR

By 1847 the London & South Western Railway had reached Staines from Waterloo. They were under the same restriction as the G.W.R.. not to run a line within 3 miles of Eton College. They were constructing towards Wraysbury and Datchet when the G.W.R. were successful in getting the restriction removed.

The L.S.W.R were automatically freed and decided to press on to Windsor with all speed. They applied for permission to cross the Thames at Black Potts. Permission was refused. Negotiations started involving the Crown Lands Commissioners and Berks & Bucks County Councils who were jointly responsible for the bridge from Datchet High Street across to Frogmore opposite through which the road to Windsor then ran. The bridge had become dangerous and needed replacing. No authority would face up to the cost.

A deal was struck. The L.S.W.R. could bridge at Black Potts if they made two new bridges, one the Victoria Bridge, Datchet and the other the Albert, Old Windsor and their approach roads. The old bridge was then demolished. Queen Victoria took all lands on the Windsor side into her private park and gave Windsor the present Home Park in exchange.

Black Potts bad luck again hit the L.S.W.R. A bridge foundation collapsed and the lot fell into the river. Rebuilt, the Railway completed into Windsor in October 1849 losing the race with the G.W.R. by a few weeks. (the Black Potts bridge was rebuilt in 1892 with the one which we now have).

The G.W.R. having built a Royal Waiting Room at their station, the L.S.W.R., not to be outdone, in 1851 proceeded to build an even more elegant station.

The Station was built Tudor style, in red brick patterned with blue bricks incorporating the initials 'V' and 'A'.

There were 12 doors facing Datchet Lane (King Edward VII Avenue), intended for access by the cavalry.

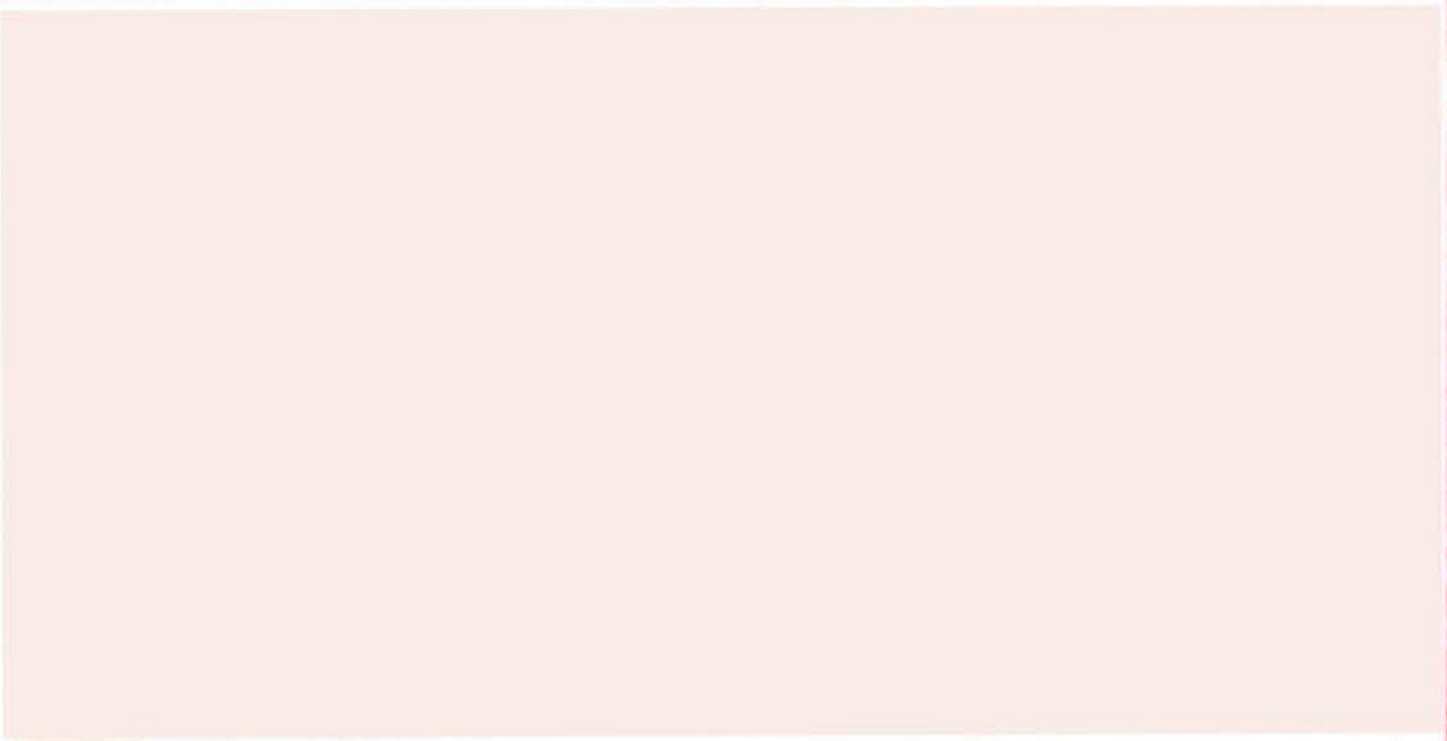
There were two waiting rooms, the 1st Class having a marble fireplace and fine fittings brought from the old Royal Station at Farnborough.

A bay window, canted, ending in a gabled apex, was copied from Henry VII's Chapel in Westminster Abbey.

A special Royal Waiting Room for the Queen. Another for members of The Court. The entrance a balconied porch reached by an ornamental drive with a palisaded forecourt. A tower above the waiting room enabled seeing the approach of the Queen and warning to be given.

The elegant booking office is now preserved for posterity. The Royal Waiting Room, still immaculately maintained, has become commercial offices.


Such was the prestige of a Royal Terminus and the competition between the two Railways.



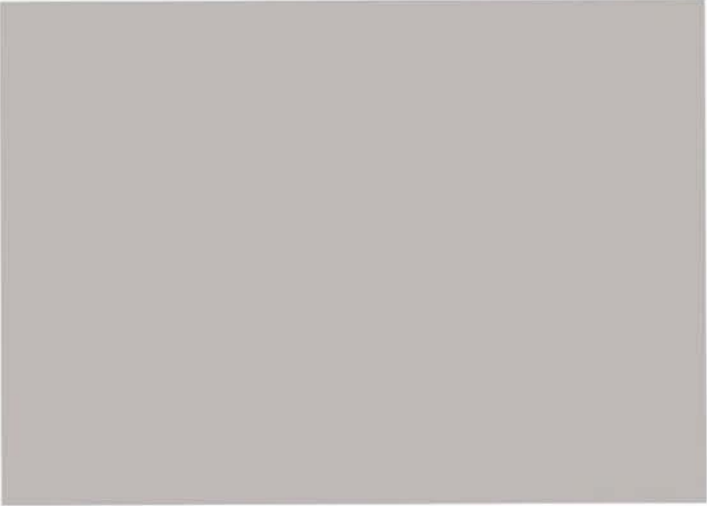
Opening their line on 20th September 1849, the Railway Company built the Windsor & Eton Station with it's special Royal Waiting Room which became much used by Queen Victoria and State visitors.

This use ceased by the advent of the motor car, and I remember that at least by the very early 1920's it had become a store for newspapers and magazines where the newspaper wholesaler parceled out the early morning papers, fresh off the trains, to the waiting newsagents.

Fortunately, after very many years, it has now been restored to it's original condition within the Tussauds Royalty Exhibition.



The Royal Waiting Room so much used by Queen Victoria and State visitors.



The disused Royal Waiting Room being used as a newspaper distribution office.

Stories of the Victoria and Albert Bridges
built in 1849, by the L.S.W.R.

ALBERT BRIDGE. Old Windsor.

About 1912-1924 a hole appeared in the roadway above the river.

A watchman had to be employed day & night to 'mind the hole' for many years whilst arguments as to responsibility to repair were by Berkshire or Buckinghamshire County Council.

I often cycled to this bridge, looked down to the water below and talked to the watchman before cycling on through Datchet to the Victoria Bridge and then round by the L.S.W.R. Station, along the riverside, carrying my cycle up the steps of Windsor Bridge to complete what was in those childhood days the popular ride of 'round the bridges'.

I was always so impressed by the watchman's hot coke brazier so very carefully screened round so that its red glow could not be seen at night by raiding Zeppelins.

The dispute dragged on until 1925 when the bridge had to be rebuilt owing to its unattended deterioration. It was always spoken of that the watchman's costs came to what an early repair would have cost.

ALBERT BRIDGE. Datchet to Old Windsor.



1925 reconstruction
whilst the Thames
was in flood.

Work being carried
out by Jackaman &
Sons, Mackenzie St.
Slough.

VICTORIA BRIDGE. Datchet Road

During the 1939-1945 War this bridge was cracked by tanks going over it.

A Bailey Bridge was slung above it by the army. Again came arguments between the two Counties as to the responsibility to pay for the repair.

After several years and much searching it was discovered that the maintenance was the responsibility of the old L.S.W.R. . Having been nationalised into British Rail it was they who had to pay. The centre section was replaced.



BERKSHIRE COUNTY LIBRARY

VICTORIA BRIDGE, DATCHET
-1912

Reg. Harrison 30/9/86
©

STAINES and WEST DRAYTON



STAINES & WEST DRAYTON RAILWAY CO.

Opened 2nd November 1885. Later absorbed into Great Western Railway.

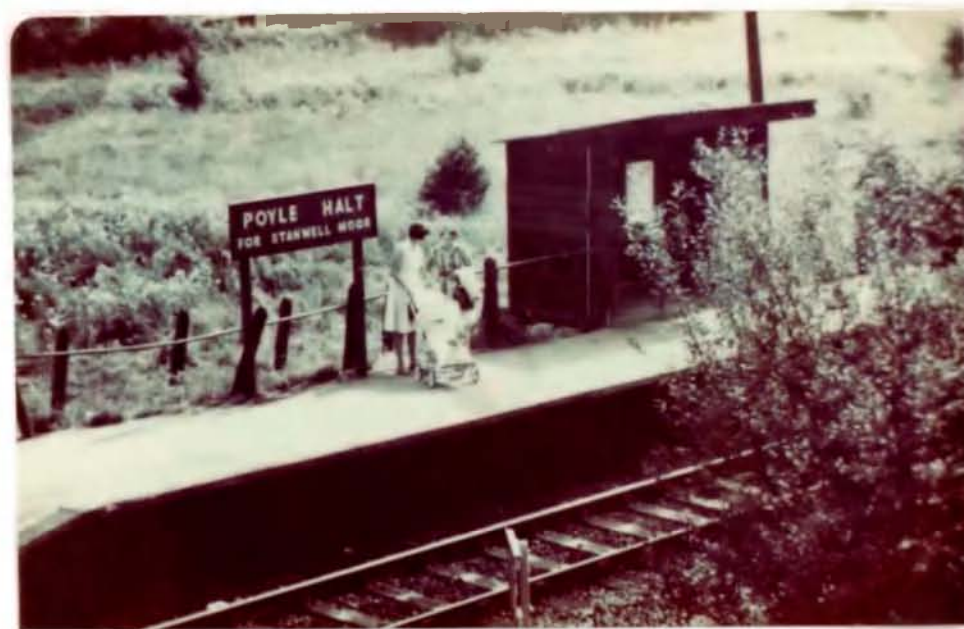
Nationalised into British Railways. 1947.

Passenger services discontinued 1952.

Limited Goods services survived to 27 March 1965.

Special last train in 1981 was followed by abandonment and then progressive demolition of the line, substantially by the construction of the M.25. Motorway.







PADDINGTON to PENZANCE.

3rd class fare 40/- return. (week-ends 31/-) Average time 8 hours.

1st. Class Sleeping Car...7/6d. each berth.

Luncheon Car. Refreshments served. Rugs hired from guard at 6d. each.

Plymouth to Paddington approximately 5½ hours.

PARCELS. Over 100 miles at 1d. lb. collected & delivered.
Under 30 miles.....2 lbs. 4d.

RATES FOR THE CONVEYANCE OF PARCELS
From Great Western Stations
to all PARTS of the UNITED KINGDOM.

WEIGHT	ANY DISTANCE under 30 Miles	ANY DISTANCE 31 to 50 Miles	ANY DISTANCE 51 to 100 Miles	ANY DISTANCE above 100 Miles	WEIGHT not exceeding 100 lbs. ANY DISTANCE under 30 Miles	ANY DISTANCE 31 to 50 Miles	ANY DISTANCE 51 to 100 Miles	ANY DISTANCE above 100 Miles
Lbs.	D. S. D. S. D. S. D. S. D. S. D. S. D. S.	D. S. D. S. D. S. D. S. D. S. D. S.	D. S. D. S. D. S. D. S. D. S. D. S.	D. S. D. S. D. S. D. S. D. S. D. S.	Lbs. D. S. D. S. D. S. D. S. D. S. D. S.	D. S. D. S. D. S. D. S. D. S. D. S.	D. S. D. S. D. S. D. S. D. S.	D. S. D. S. D. S. D. S. D. S.
1	4	4	4	4	19	11	11	11
2	5	5	5	5	20	11	11	11
3	6	6	6	6	21	11	11	11
4	6	6	6	6	22	11	11	11
5	6	6	6	6	23	11	11	11
6	6	6	6	6	24	11	11	11
7	6	6	6	6	25	11	11	11
8	6	6	6	6	26	11	11	11
9	6	6	6	6	27	11	11	11
10	6	6	6	6	28	11	11	11
11	6	6	6	6	29	11	11	11
12	6	6	6	6	30	11	11	11
13	6	6	6	6	31	11	11	11
14	6	6	6	6	32	11	11	11
15	6	6	6	6	33	11	11	11
16	6	6	6	6	34	11	11	11
17	6	6	6	6	35	11	11	11

Charge for Parcels above 35 lbs. in Weight: — per lb.
Under 30 miles 1d.
Any Distance 31 to 50 miles 1d.
Any Distance 51 to 100 miles 2d.
Any Distance above 100 miles 1d.

Fractions of a Penny to be charged as a Penny
Above rates include Collection and Delivery within the usual limits at those places where the Company perform that service.

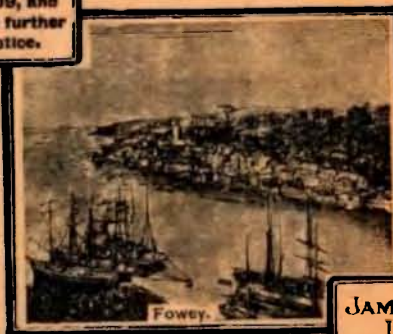
RATES TO TOWNS IN SCOTLAND VARY SLIGHTLY FOR PARCELS EXCEEDING 11 lbs. IN WEIGHT.

WYMAN and SONS, LTD., PRINTERS, LONDON and READING.

GREAT WESTERN RAILWAY

Express Trains
BETWEEN

OCTOBER, 1909, and until further notice.



JAMES C. INGLIS,
Gen Manager

LONDON AND THE WEST of ENGLAND.

FARES FROM
.. Paddington ..
TO THE
West of England.

TO	SINGLE.		RETURN		WEEK-END RETURN.	
	1.	3.	1.	3.	1.	3.
EXETER	28/6	14/3½	50/-	25/-A	36/-	18/-
TORQUAY	32/9	16 5½	57/6	29/-	40/-	20/-
PLYMOUTH	37/4	18/8	65/-	33/-A	47/-	23/6
FOWEY	43/4	21/8	73/-	37/-	54/-	27/-
NEWQUAY	46/6	23/3	75/-	40/-	58/-	29/-
TRURO	46/3	23 1½	75/-	40/-	58/-	29/-
FALMOUTH	48/3	24 1½	75/-	40/-	60/-	30/-
HELSTON	50/3	25 1½	75/-	40/-	62/-	31/-
ST. IVES	50/3	25 1½	75/-	40/-	62/-	31/-
PENZANCE	50/6	25 3	75/-	40/-	62/-	31/-

A--To October 31st only.

1915 HEADINGTON'S PENNY TIME TABLE

L & S. W. Railway. WINDSOR to WATERLOO		Week Days.
WINDSOR	5.30 7.22 7.50 8.17 8.36 9.28 9.53	11.24 12.00 11.23 11.53 12.03 12.43 1.27
Dartford	5.30 7.22 7.50 8.17 8.36 9.28 9.53	11.24 12.00 11.23 11.53 12.03 12.43 1.27
Staines	5.30 7.22 7.50 8.17 8.36 9.28 9.53	11.24 12.00 11.23 11.53 12.03 12.43 1.27
Richmond	5.30 7.22 7.50 8.17 8.36 9.28 9.53	11.24 12.00 11.23 11.53 12.03 12.43 1.27
WINDSOR	5.30 7.22 7.50 8.17 8.36 9.28 9.53	11.24 12.00 11.23 11.53 12.03 12.43 1.27
WATERLOO	5.30 7.22 7.50 8.17 8.36 9.28 9.53	11.24 12.00 11.23 11.53 12.03 12.43 1.27
WINDSOR	5.30 7.22 7.50 8.17 8.36 9.28 9.53	11.24 12.00 11.23 11.53 12.03 12.43 1.27
WATERLOO	5.30 7.22 7.50 8.17 8.36 9.28 9.53	11.24 12.00 11.23 11.53 12.03 12.43 1.27

WATERLOO to WINDSOR.		Week Days.
WATERLOO	5.30 7.22 7.50 8.17 8.36 9.28 9.53	11.24 12.00 11.23 11.53 12.03 12.43 1.27
WINDSOR	5.30 7.22 7.50 8.17 8.36 9.28 9.53	11.24 12.00 11.23 11.53 12.03 12.43 1.27
WATERLOO	5.30 7.22 7.50 8.17 8.36 9.28 9.53	11.24 12.00 11.23 11.53 12.03 12.43 1.27
WINDSOR	5.30 7.22 7.50 8.17 8.36 9.28 9.53	11.24 12.00 11.23 11.53 12.03 12.43 1.27
WATERLOO	5.30 7.22 7.50 8.17 8.36 9.28 9.53	11.24 12.00 11.23 11.53 12.03 12.43 1.27
WINDSOR	5.30 7.22 7.50 8.17 8.36 9.28 9.53	11.24 12.00 11.23 11.53 12.03 12.43 1.27
WATERLOO	5.30 7.22 7.50 8.17 8.36 9.28 9.53	11.24 12.00 11.23 11.53 12.03 12.43 1.27

Coming Events for Nov., 1915.

Nov. 1—Dance, Oakley Hall, 7.30 p.m. Every Monday until further notice.

Nov. 10—Whist Drive, Oakley Hall, 7.30 p.m. Alternate Wednesdays.

Nov. 17—Miss Elizabeth Bessie's Comedy Co. in aid of the Slough Free Soup Kitchen, Public Hall, 3 p.m.

GOODS DELIVERED FREE BY MOTOR BUS.

The Firms marked (*) on pages 4 to 6, will forward any Goods of 5/- value and over.

CARRIAGE PAID

by the first Motor Bus leaving Slough after receipt of Order. Weight not exceeding 1 cwt.

Goods will be left at the Parcels Agents at the various places, to be called for.

FOR PROLIFIC EGG PRODUCTION

follow the table given on
the back of the 7lb. bag of

SPRATT'S

MEBO

MEAT & BONE

Makes Hens lay more and more Eggs

"MEBO" is freshly ground meat and bone from which the excess fat has been extracted, therefore it is extremely rich in albuminoids, the foundation of the substance for the production of Eggs, Flesh, and Feather.

"Mebo" is the cheapest food obtainable for Poultry Feeding, and may be obtained of all dealers in sealed bags.

7 lbs., 1 1/4. 112 lbs., 186.

Sold by **HEADINGTON & SON.**

Day's Printing Co., Ltd., High Street, Slough.

COUNTRY RESIDENTS SEE PAGE ONE.

NOVEMBER, 1915.

TIME TABLE OF RAILWAY, MOTOR and OMNIBUS SERVICES To and from SLOUGH.

... Issued by ...

Headington & Son

By ROYAL

WARRANT.



Forage Merchants to H.M. the King.
CORN, CAKE & SEED MERCHANTS,
COAL & COKE FACTORS.

77, High Street, & Mackenzie Street

Mills & Granaries:
CHURCH STREET.

Coal Wharf:
G.W.R. STATION.

SLOUGH.

Telephone 44. Telegrams Headington, Slough

Ent. at Stationers Hall.

PRICE ONE PENNY.

WHERE TO GO in SLOUGH for

Telephone No

Boots and Shoes—

* S. GEORGE, 54, High street

Bread—

FARROW & COLLINS, 62, High st.

Clothing and Outfitting—

FOSTER BROS., 53, High street

Corn and Forage —

* HEADINGTON & SON, 77, High st. 44

Carriage Builders—

EMANUEL BROS., 89 & 91, High st.

Coal and Coke—

HEADINGTON & SON, 79, High st. 44

Cycles, Motors, Repairs—

F. PARKER, 57, High Street 048

West Drayton—continued Sundays.

SLOUGH	W.D.T.N	W.D.T.N	SLOUGH	W.D.T.N	W.D.T.N	SLOUGH
8 50	7 2	8 47	9 1	6 16	6 22	6 25
8 17	8 28	9 5	9 16	7 8	7 15	7 28
9 3	9 15	10 7	10 11	8 5	8 12	7 45
9 36	9 46	11 5	11 16	8 25	8 32	8 15
9 43	9 56	11 12	11 25	8 48	8 55	8 27
12 14	12 24	1 23	1 33	9 28	9 35	8 50
2 8	2 21	1 53	2 8	9 58	10 4	9 25
2 51	3 4	2 27	2 40	10 37	10 43	10 20
4 3	4 16	3 0	3 13	10 57	11 4	11 3
5 3	5 16	4 8	4 22	11 32	11 38	11 30
6 15	6 24	5 27	5 39	11 54	12 3	11 53
6 26	6 36	6 38	6 53	12 15	12 22	12 23
7 1	7 30	7 58	8 12	12 37	12 43	12 40
8 18	8 23	8 43	8 57	1 5	1 14	1 5
8 28	8 41	9 35	9 48	1 25	1 32	1 20
8 50	8 59	10 11	10 26	1 33	1 39	1 35
9 15	9 26	10 39	10 54	1 43	1 52	2 5
10 0	10 13	11 28	11 39	1 57	2 3	2 40
10 58	11 8			2 8	2 15	2 50

† Saturdays excepted.

‡ Saturdays only.

* WINDSOR.

Fares: 6d., 3d.

Return 6d., 4d.

SLOUGH	W.D.T.N	W.D.T.N	SLOUGH	W.D.T.N	W.D.T.N	SLOUGH
6 50	7 2	8 47	9 1	6 16	6 22	6 25
8 17	8 28	9 5	9 16	7 8	7 15	7 28
9 3	9 15	10 7	10 11	8 5	8 12	7 45
9 36	9 46	11 5	11 16	8 25	8 32	8 15
9 43	9 56	11 12	11 25	8 48	8 55	8 27
12 14	12 24	1 23	1 33	9 28	9 35	8 50
2 8	2 21	1 53	2 8	9 58	10 4	9 25
2 51	3 4	2 27	2 40	10 37	10 43	10 20
4 3	4 16	3 0	3 13	10 57	11 4	11 3
5 3	5 16	4 8	4 22	11 32	11 38	11 30
6 15	6 24	5 27	5 39	11 54	12 3	11 53
6 26	6 36	6 38	6 53	12 15	12 22	12 23
7 1	7 30	7 58	8 12	12 37	12 43	12 40
8 18	8 23	8 43	8 57	1 5	1 14	1 5
8 28	8 41	9 35	9 48	1 25	1 32	1 20
8 50	8 59	10 11	10 26	1 33	1 39	1 35
9 15	9 26	10 39	10 54	1 43	1 52	2 5
10 0	10 13	11 28	11 39	1 57	2 3	2 40
10 58	11 8			2 8	2 15	2 50
				2 33	2 42	3 5
				2 43	2 50	3 20
				3 10	3 19	3 38
				3 12	3 18	4 10
				3 38	3 45	4 35
				3 53	4 2	4 50
				4 19	4 25	5 20
				4 30	4 39	5 28
				4 58	5 1	5 47
				5 15	5 24	5 55
				5 32	5 38	6 10
				5 40	5 49	6 30
				6 0	6 7	7 5
				6 13	6 19	7 20
				6 26	6 32	7 32
				6 43	6 50	7 58
				7 1	7 7	8 5
				7 23	7 36	

Page One
is important to
Farnham Residents.

a Sats exp'd

Price List of COALS

For CASH ONLY before delivery.

(SUBJECT TO STRIKE, ACCIDENT, ETC., CLAUSE.)
Per Ton.

Best Wallsend (*Price on applicat'n*)

H. & Son's Selected „

Derby Brights ...

Best House ...

Best Kitchen ... "

Best Nuts

Kitchen Nuts

Good House Cobbles

Large Steam

Coke per sack —. 12 sacks —

Country Deliveries 1/- and 1/6 per Ton extra.

HEADINGTON & SON.

Coal and Coke Merchants High Street, Slough.

If you have a Garden you need

"ABOL"

[REG?]

INSECTICIDE.

NON-POISONOUS. Used in the Royal Gardens, Windsor, Kew, Hampton Court, and White City Gardens. $\frac{1}{2}$ pt. 1/-, pt. 1/6, qt. 2/6, $\frac{1}{2}$ -gall. 4/-, gall. 7/6.

PATENT SYRINGES.

Specially recommended by the National Rose Society. Vary the spray from fine to medium or coarse as desired. No. 4 (1in. by 14in.) 8/6; No. 5 (1in. by 20in.) 10/6; No. 6 (1½in. by 20in.) 14/6. Bend 1/6 extra.

Write for **"In a Perfect Garden,"** an illustrated treatise on garden pests. **Gratis and Post Free.**

HEADINGTON & SON, SLOUGH.

Windsor—continued.					Windsor—continued.				
SIGH	W'SOR	VSOR	SIGH	VSOR	SIGH	WCMR	VSOR	SIGH	WCMR
7 53	8 2	8 15	8 24	10 26	10 32	9 35	9 42	10 26	10 32
8 15	8 22	8 32	8 39	10 36	11 2	10 15	10 22	10 36	11 2
9 15	9 12	9 52	8 59	11 41	11 48	10 45	10 51	11 41	11 48
9 31	9 38	10 20	10 26						
10 34	10 40	10 48	10 55						
11 0	11 7	11 5	11 12						
11 37	11 43								
12 35	12 41								
					WYCOMBE, HIGH.				
					Fares : 2 6, 1/8, 1 3/4.				
					SIGH	WCMR	VSOR	SIGH	WCMR
					6 20	7 4	7 47	8 36	9 24
					7 1	7 45	8 24	9 38	10 26
					8 15	9 2	10 0	10 52	11 40
					9 54	10 40	10 48	12 8	12 45
					11 44	12 30	12 45	1 42	1 48
					1 22	2 6	2 48	3 35	4 23
					1 29	3 17	4 1	4 53	5 41
					4 15	5 3	5 24	6 28	7 20
					5 38	6 59	6 58	7 58	8 49
					6 50	7 56	7 57	8 57	9 48
					7 2	8 49	9 14	10 8	11 0
					10 30	11 10	11 22	12 5	12 5
					*Sat. only *Sats. except.				
					Sundays.				
					9 16	10 5	8 41	9 36	10 26
					9 27	10 49	11 29	12 14	1 1
					12 12	12 57	2 27	3 20	4 1
					3 11	3 58	4 50	5 40	6 30
					6 2	6 43	7 22	8 18	9 8
					8 57	9 43	8 41	9 50	10 36
					Phases of Moon.				
					7th New Moon.				
					13th First Qtr.				
					21st Full Moon.				
					29th Last Qtr.				

The particulars in these Tables are taken with the utmost care from the Railway Companies' proof copies of Time Tables, but we are not responsible for any errors that may inadvertently arise, or for alterations which may be made by the Railway Companies without notice.

SLOUGH POST OFFICE.

Deliveries daily at 7 a.m., 3.30 and 6.30 p.m.
Sundays 7 a.m.

Box closed for Mails **Glasgow**—**Sundays excepted**—**1.00 p.m.**
LONDON—8.45 and 9.55 a.m.; 12.30, 1.50, 3.5, 4.55, **6.0, 8.30,**
and 10.30 p.m.; 1.30 and 2.30 a.m. **SLOUGH DISTRICT**—
2.30, 9.10, 9.55 a.m. and 6 p.m. **SLOUGH TOWN**—
6.55 a.m., 3.5 and 6.15 p.m. **WINDSOR**—9.30 a.m.,
12.30, 4.45 p.m., and 3 a.m. **MAIDENHEAD**—12.30, 3.45,
8.30 p.m., and 1.30 a.m. **READING**—9.55 a.m., 12.30,
3.45, 4.55, 6.30 and 11.30 p.m. **UXBRIDGE**—12.30, 4.55
p.m., and 3 a.m. **HIGH WYCOMBE**—12.30, 3.45 p.m.,
and 1.30 a.m. **WEST AND SOUTH OF ENGLAND, SOUTH**
WALES AND CHANNEL ISLANDS—8.30 p.m.
AMERSHAM—2.30 a.m.

Parcels despatched 9.55 a.m., 12.30, 4.45, and 8 p.m.
MIDLANDS AND NORTH OF ENGLAND, &c.—7 p.m. WEST
OF ENGLAND—7.50 and 1 p.m.

Sunday Mails outwards. — READING AND WEST OF ENGLAND—8.30 p.m. LONDON AND DISTRICT—10.25 p.m.

Worth Remembering !!!

**All our Shop Goods at Store Prices,
and we give 2½ per cent. Rebate for
Cash with Order.**

HEADINGTON & SON,

Seedsman. Corn and Flour Merchants,

High St., and Mackenzie St., Slough.

Drapers, Silk Mercers,
Milliners, &c. &c.

Sterling Value
LARGE STOCK.

Personal Attention
and Civility.



Special Show of

GOODS

Suitable for

WINTER.

101, 103 & 104,
High St., Slough.

ANDREWS & SON.

BAMBOO GARDEN CANES.

GREEN BAMBOO CANES,
SQUARE ROSE STAKES,
LABELS, RAFFIA, ETC.



FLOWER STICKS.

GREEN FLOWER STICKS,
TANNED NETTING,
TARRED TWINE, ETC.

HEADINGTON & SON,

Seedsman,
HIGH STREET, SLOUGH.

Telephone 041

Chemists and Pharmacists,

Tonic Nervalgic Mixture

NEURALGIA and all other Nerve Complaints.

It is good for Nervous Headache
It gives tone to the Digestive Organs.
It has a steadily increasing Sale.
It is the Cure for Neuralgia, no matter how violent.

Sold in Bottles at 1/6 each.

BULBS

• 0 0 •

77. HIGH STREET.

Langley				Maidenhead			
Sun	Mon	Tues	Wed	Sun	Mon	Tues	Wed
9 7	9 13	10 49	10 57	8 15	8 25	10 32	10 52
9 50	9 56	12 18	12 33	8 43	8 58	11 1	11 23
12 8	12 14	1 58	2 8	9 54	10 7	11 51	12 8
12 32	12 38	3 5	3 12	10 12	10 30	1 26	1 42
1 52	1 58	3 14	3 22	10 37	10 54	1 35	1 52
2 45	2 55	4 39	4 45	11 15	11 28	2 10	2 23
3 49	3 51	5 23	5 29	11 41	11 58	3 16	3 35
5 5	5 10	a5 54	6 0	11 58	12 12	3 29	3 45
5 57	6 2	a6 21	6 27	12 14	12 43	4 41	4 53
6 36	6 43	b6 50	6 58	1 22	1 37	4 48	5 5
7 44	7 50	b6 53	6 58	1 29	1 42	6 9	6 28
8 49	8 55	*7 20	7 26	2 29	2 43	7 4	7 20
9 15	9 21	a7 34	7 43	3 22	3 37	7 12	7 26
10 8	10 14	7 58	8 4	4 15	4 27	8 30	8 49
11 0	11 8	8 34	8 40	5 38	5 53	8 54	9 15
: Sat. only				9 21	9 31	9 50	10 8
a: Sat. excepted				10 15	10 20	10 38	11 0
		11 14	11 19	7 43	7 53	11 5	11 21
		12 25	12 30	8 14	8 30	11 55	12 5
		1 12	1 17	9 2	9 16		
Sundays				10 20	10 43		
6 50	6 55	8 53	9 1	11 35	11 50	: Sat. only	
8 17	8 22	10 12	10 21				
9 3	9 9	11 18	11 25				
9 43	9 49	1 59	2 8			a: Sat. except.	
2 8	2 14	2 33	2 40				
2 51	2 57	4 14	4 22				
4 3	4 9	4 44	4 53				
5 3	5 9	6 4	6 13	9 13	9 31	9 20	9 36
7 18	7 24	8 19	8 57	9 27	9 11	9 27	9 43
8 28	8 34	9 41	9 49	10 40	10 54	11 59	12 14
10 0	10 6	10 45	10 51	11 25	11 39	3 1	3 20
				11 20	11 42	3 45	4 3
				12 12	12 22	4 45	5 3
				2 40	2 55	5 25	5 40
				3 2	3 17	5 27	5 44
				3 11	3 25	6 9	6 26
				5 38	5 54	9 0	8 18
				6 2	6 12	8 8	9 15
				7 2	7 13		

WESTBOURNE PARK.

High Uxbridge			Uxbridge Stagh			Fares: 2/9, 1/5							
						SIGH		W. Park		W. Park		SIGH	
7	39	8	1	7	39	8	15						
7	55	8	45	8	20	8	43						
8	22	8	45	9	26	9	54						
9	7	9	52	10	27	10	37						
9	50	10	14			11	57	4	36	5	20	5	49
10	29	10	55	12	1	10	12	5	30	6	19	7	37
11	11	11	35			12	6	6	32	7	21	7	54
12	8	12	48	1	18	2	9	7	39	8	31	9	14
12	38	1	23	2	40	3	12	8	22	9	21	9	52
01	52	2	15	3	45	4	15	9	50	10	44	10	57
2	49	3	19	4	54	5	25	11	11	12	10	11	39
3	45	4	15	\$5	33	6	12	12	8	12	59	12	37
5	5	5	43	*5	45	6	27	12	37	1	15	1	19
5	57	6	19	6	25	6	58	1	52	2	37	2	28
6	36	6	57	7	3	7	29	4	49	3	35	*2	36
7	44	8	11	7	43	8	4	2	45	4	34	2	56
9	15	9	47	8	38	8	2	5	5	5	52	*3	9
10	8	10	30	10	3	10	30	5	57	6	44	3	57
11	0	11	33	10	55	11	11	6	36	7	31	4	43
				12	5	12	30	7	20	7	53	*5	14
§ Sats. exptd.								7	44	8	33	*5	46
b Arrives 2.33 Saturdays.								8	49	9	26	*6	11
* Arrives 6.40 Saturdays.								9	15	9	56	*6	42
a Saturdays only.								9	15	9	56	16	52
Sundays								9	1	10	8	10	14
8	17	8	43	8	55	9	16	11	0	11	46	7	19
9	43	9	24	9	33	10	21	11	21	11	48	7	29
12	14	12	38	1	10	1	33					7	54
2	8	2	38	2	9	2	41					8	39
2	51	3	47	2	48	3	11					9	34
4	3	4	25	3	58	4	22					10	36
5	3	5	37	5	2	5	31					11	14
6	26	0	50	6	12	6	53					11	49
7	18	8	7	7	20	8	13					12	34
8	28	8	55	8	25	8	57						
9	15	9	45	9	15	9	41						
10	0	10	23	10	0	10	28						
10	58	11	37	10	30	10	54						
				10	58	11	39						

* Sat. only.

† Sats. excepted

* Sat. only.
† Sats. excepted

Telephone Nat. 110.
Telegrams: "Terry, Slough."

W. TERRY,

116, HIGH STREET,
(Opposite Public Hall),
SLOUGH.

**GENERAL & FURNISHING
IRONMONGER.**

**Domestic Hardwareman
and Universal Factor.**

Direct Agent for all the Leading Manufacturers

**Hot-Water and Range Engineer
Plumber and Metal Worker.**

Paddington — continued

St. GH	P'ION	P'ION	St. GH
10 8	10 48	6 20	16 58
11 0	11 50	6 35	*6 58
11 21	11 52	8 38	7 26

Paddington—continued

10	8	10	48	6 20	6 58	Sundays.			
11	0	11	50	6 35	* 8 18	8 50	9 27	8 15	8 57
11	21	11	52	g 8 38	7 28	15	9 58	8 45	9 16
				* 8 48	7 43	50	10 25	9 0	9 48
				7 0	7 29	10	10 50	9 55	10 26
				87p15	8 4	10 28	11 0	10 0	10 54
						10 58	11 45	11 0	11 39

g Saturday only.

Arriving or starting from
Bishop's Road.

7 Saturdays excepted.

* Slip Coach.

bp Paddington on Sat

READING.

		11 45	12 30	Sats	3/1/54	Sats
		12 5	12 35	SUN	Rd'ng	SUN
		12 30	1 17	6 10	7 35	7 14
	Sundays			7 1	8 30	8 36
6 50	7 40 a	8 10	9 1	7 36	8 12	9 3
5 17	9 5	8 38	9 16	8 43	9 24	10 33
9 3	9 54	8 55	9 27	10 12	10 55	11 28
9 36	10 10	9 30	10 21	10 37	11 17	1 1
9 43	10 40	10 5	10 40	11 15	11 54	1 45
12 14	1 2	10 35	11 25	11 56	12 37	3 3
2 8	2 58	10 40	11 16	12 3	1 43	4 15
2 51	3 42	11 0	11 30	a 1 51	2 19	5 41
3 20	3 50	11 45	12 12	3 22	4 2	6 26
3 43	4 34	1 10	2 1	3 33	5 1	6 19
3 53	5 55	1 15	2 8	4 15	4 55	8 30
5 40	6 17	2 50	2 40	5 31	6 20	10 15
6 15	7 50	2 35	2 26	5 30	7 34	10 44
6 26	7 5	3 30	3 11	a 6 58	7 35	
7 18	8 8	4 55	5 36	9 2	9 57	a Sats. only
8 18	8 57	5 30	6 2	11 35	12 12	b Sats. expt.
8 28	9 19	6 0	6 53			
		7 20	8 4			

Weds. & Sats. only.

4Ch. Southall

It will pay you to try
HEADINGTONS'
Special Mixtures.



HYDE'S

Wonderful

Bird Foods

Dog and Puppy Cakes.

Wholesale of R. HYDE & Co., Ltd., London, S.E.

Stocked by **HEADINGTON & SON**

КНАКИ

**Before ordering your SERVICE
OUTFITS, ring up**

Weatherill Bros.

45 Farnham Common,

For MILITARY PRICE LIST.

10 per cent. Discount during War.

**CIVIL, MILITARY, and
SPORTING TAILORS.**

A smart range of Patterns just to hand.

A Representative sent to any address

Established Half-a-century.

Halling—continued.				HENLEY—ON—T—A—T—S			
St. H.	EALE	EALE	St. H.	St. H.	EALE	EALE	St. H.
7 44	8 21	6 30 ^p	6 58	7 1	7 52	7 8	7 55
8 49	9 13	6 52 ^p	7 28	7 36	8 24	7 50	8 36
9 15	9 45	7 2 ^p	7 43	8 43	9 28	8 50	9 50
10 8	10 33	7 29	8 14	10 12	11 1	9 42	10 52
11 0	11 34	7 45	8 40	11 15	11 58	10 28	11 23
		8 4	9 40	11 58	12 41	11 20	12 9
		8 50	9 31	12 34	1 10	12 57	1 42
		9 44	10 20	* 1 51	2 27	1 35	2 23
		10 45	11 19	2 29	3 19	2 58	3 45
		11 10	11 35	4 15	4 51	4	4 51
		11 24	11 55	5 38	6 55	5 33	6 26
		11 58	12 10	6 50 ^a	7 3	6 35	7 20
		12 44	1 17	7 43	8 32	* 7 38	8 49
				8 13	9 12	8 18	9 15
				9 2	10 15	9 33	11 0
				11 35	11 20	10 23	11 21

* Sat. only.

Stonely.				* Saturdays only.			
St. H.	St. H.	St. H.	St. H.	St. H.	St. H.	St. H.	St. H.
6 50	7 25	8 25	9 1	9 27	10 16	8 45	9 36
8 17	8 48	8 51	9 16	10 40	11 23	10 50	12 14
9 3	9 37	9 7	9 27	3 1	3 45	2 30	3 26
9 43	10 33	9 44	10 21	5 39	6 25	5 40	6 26
12 14	12 46	10 19	10 40	8 13	9 0	6 25	8 18
2 8	2 42	10 49	11 35			8 25	9 15
2 51	3 26	10 51	11 16				
3 3	4 37	11 11	11 30				
3 3	5 37	1 11	1 33				
5 44	6 2	2 29	2 8				
6 15	6 35	2 4	2 40				
6 35	6 50	2 40	3 2				
7 18	7 51	2 48	3 11				
8 18	8 41	3 44	4 22				
8 29	9 2	3 8	5 39				
8 50	9 12	5 41	6 2				
9 15	9 41	6 14	6 53				
9 50	10 11	7 34	8 13				
10 0	10 34	8 29	8 57				
10 58	11 28	8 56	9 16				
		9 14	9 54				
		10 14	10 54				
		11 12	11 39				

* Saturdays only.
a Sat. & Sat. only.
a Sat. except.

LANGLEY.			
St. H.	Langley	Langley	St. H.
4 36	4 41	6 34	8 39
5 50	5 36	8 7	8 15
6 37	6 38	8 36	8 45
7 39	7 45	10 3	10 12
8 22	8 27		

Fares: ad., ad.

COAL !

If YOU like a

Bright, Cheerful Fire,

COAL

OUR

Best .

House

Coal .



WILL PLEASE YOU.

HEADINGTON & SON,

Coal and Coke Factors, Slough.

Telephone: No. 56 Slough.



Private Address: 10, Park Street.

T. CROFT,

Jobmaster and

Fly Proprietor,

EAGLE HOTEL LIVERY STABLES

(Opposite the Post Office),

SLOUGH.

Motor Cars and Taxis on Hire.

PRIVATE CARS BY CONTRACT.

Saddle Horses and Hunters.

Lessons given in Riding and Driving.

Maidenhead - continued

Sundays			
Slough	M'hd	M'hd	Slough
8 13	8 26	9 33	9 50
8 57	9 11	10 15	10 28
9 16	9 26	10 40	10 58
9 48	10 0		
11 39	11 53		

MARLOW.

Fares: 2/2, 1/1

Slough	M'Low	M'Low	Slough
7 1	8 14	7 55	8 36
8 15	8 57	8 32	9 38
9 54	10 30	10 7	10 52
11 44	12 24	11 0	12 8
1 22	1 59	12 50	1 42
1 29*	2 5	2 47	3 35
2 29	3 8	4 8	4 53
4 15	4 56	5 32	6 26
5 38	5 51	6 30	7 20
6 50a	7 45	8 2	8 49
6 58*	7 49	9 22	10 8
9 2	9 44	10 45	12 5
10 30	11 6		
11 35	1 16		

aSats. expt.

* Wed. and Sat. only.

o Saturdays only.

Sundays.

9 16	9 57	11 17	9 56
9 27	10 41	11 33	12 14
12 12	12 49	2 33	3 20
3 11	3 49	4 59	5 30
6 2	6 36	7 27	8 18
8 57	9 37	8 48	9 50

PADDINGTON.

Fare: 3/- 1/6. Ret. 5/- 4/6.

Slough	P'TON	P'TON	Slough
4 36	5 21	5 42	6 10
5 30	6 23	5 45	6 39
6 32	7 25	6 30	7 1
7 39	8 25	7 36	8 15
7 55	8 23	7 50	8 43
8 22	8 52	9 15	9 54
8 36	9 2	9 21	10 12
9 0	9 25	10 10	10 37
9 7	9 55	10 10	10 57
9 38	10 8	10 42	11 15
9 50	10 48	10 53	11 32
10 29	11 0	11 15	11 44
11 17	11 17	11 35	12 23
11 42	12 5	12 34	
1 3	1 33	1 22	
1 19	1 2	1 29	
1 15	1 40	1 15	2 8
1 42	2 12	2 0	2 29
1 52	2 41	2 15	*2 39
2 23	2 49	2 23	3 22
2 49	3 39	2 32	3 12
3 35	4 0	3 18	3 51
3 45	4 38	3 45	4 15
4 53	5 20	3 53	4 45
5 3	5 56	4 30	*4 53
5 38	6 0	4 38	5 29
5 57	6 48	5 5	*5 28
6 3	6 33	5 30	*6 0
6 36	7 35	5 36	*6 27
7 20	7 57	*5 45	6 9
7 44	8 37	5 53	6 40
8 49	9 30	*6 0	6 23
9 15	10 0	6 7	6 58

LEWIS'S

— FOR —
Stationery. Fancy Goods.
Toys. Games.

Crest China and Crest Novelties.

ANY ARTICLE NOT IN STOCK
SUPPLIED AT SHORT NOTICE.

— — —
Bibles, Prayer and Hymn Books,
Picture, Painting and Story Books.

— — —
REGISTRY OFFICE FOR SERVANTS.

Lewis's Stationery Stores,
146, HIGH STREET,
— SLOUGH. —

25

Send your next Order for

PRINTING

— TO —

Day's Printing Co., Ltd.,

148a, HIGH STREET,

— SLOUGH, —

and you will not regret it.

GOOD WORK.

LOW PRICES.

PROMPTITUDE.

12

Reading—continued.
Sundays.

SL'GH	R'DNG	R'DNG	SL'GH
9 27	10 2	8 50	9 36
10 40	11 17	11 30	12 14
11 30	11 59	2 38	3 20
12 12	12 42	5 7	5 40
3 2	3 43	5 44	6 26
5 39	6 17	8 35	9 15
7 0	7 37	9 14	9 50
8 13	8 50	9 53	10 28
9 16	9 50		

SOUTHALL.

Fares 1/7, 9d.

SL'GH	S'HALL	S'HALL	SL'GH
4 36	5 0	6 13	6 39
5 30	5 52	6 31	7 1
6 32	6 58	7 41	8 13
7 39	8 4	8 17	8 43
7 55	8 38	8 47	9 54
8 22	9 3	9 46	10 12
9 7	9 30	10 32	10 57
9 50	10 18	12 1	12 23
11 11	11 35	1 1	1 22
12 8	12 34	1 40	2 8
12 32	12 55	2 14	3 12
1 52	2 18	2 56	3 22
2 49	3 13	3 17	4 15
3 45	4 10	4 20	4 45
5 5	5 28	5 7	5 29
5 57	6 21	5 25a	6 0
6 36	7 6	6 3a	6 27
7 44	8 9	6 16a	6 40
9 15	9 37	6 34*	6 58
10 8	10 41	6 37a	6 58
11 0	11 23	7 3*	7 26
		7 16a	7 43
		7 39	8 4
		8 17	8 40
		9 2	9 31

* Sats. only.
a Saturday, excepted

Southall continued.
S'GH S'HALL S'HALL S'GH

9 56	10 20		
10 56	11 19		
11 35	11 55		
12 9	12 30		
12 55	1 17		
b 2.30 Saturdays			
Sundays			
6 50	7 12	8 36	9 1
8 17	8 38	9 55	10 21
9 3	9 26	11 0	11 25
9 43	10 10	1 40	2 8
12 14	12 36	2 16	2 40
2 8	2 34	3 56	4 22
2 51	3 16	5 16	5 38
4 3	4 27	6 25	6 53
5 3	5 27	7 47	8 3
6 26	7 2	9 25	9 48
7 18	7 41	10 27	10 54
8 28	8 52		
8 50	9 20		
9 15	9 56		
10 0	10 24		
10 58	11 17		

TAPLOW.

Fares: 8d., 4d.

SL'GH	T'FLOW	T'FLOW	SL'GH
6 40	6 48	7 43	7 55
7 36	7 47	8 27	8 36
8 43	8 54	9 30	9 38
9 54	10 3	9 37	9 50
10 12	10 25	10 38	10 52
10 37	10 50	11 56	12 8
11 15	11 24	1 31	1 42
11 44	11 54	1 40	1 52
12 8	12 8	3 21	3 35
1 22	1 33	3 34	3 45
1 29*	1 38	4 53	5 5
2 29	2 39	6 15	6 26
		7 9	7 20
		7 17	7 26

21

WHERE TO GO in SLOUGH for

Telephone No.

Drapery and Millinery--

* ANDREWS & SON, 101-3-4, High st. 040

Grocery & Provisions--

* R. ABRAHAM, 80, High street 105

Milk, and Dairy Produce--

NEVILLE & GRIFFIN, 84, High St. & Salt Hill

Oils, Colours, Paints, Glass--

* H. M. HILL, 110, High street

Printing and Bookbinding--

* I. DAY, works: rear of 148, High street

Saddlery--

J. E. BRADFIELD, High street

Seeds--

* HEADINGTON & SON, 77, High st., 44

Trains to and from Slough By G.W.R.

AYLESBURY.				Burnham Beeches--			
Fares: 5 2, 2 7.				Sundays			
SL'GH	AYLES	AYLES	SL'GH	9 16	9 22	9 35	9 43
7 1	9 27	7 10	8 36	9 27	9 32	3 12	3 20
8 15	9 52	7 45	9 38	10 40	10 45	3 55	4 3
9 54	11 15	8 55	10 52	11 25	11 30	4 55	5 3
11 44	1 15	10 8	12 8	2 40	2 45	5 37	5 44
12 22	2 49	11 50	1 42	5 39	5 45	6 19	6 26
2 29	4 17	12 55	3 35				
4 15	6 27	3 5	5 5				
5 38	7 57	4 50	6 26				
6 50b	8 43	5 45	7 20				
9 2	10 30	7 9	8 49				
		9 18	12 5				
a Sats only.							
b 6 58 Sats.							
Sundays.							
9 16	11 2	7 53	9 36				
8 57	10 35	6 32	8 18				
BURNHAM BEECHES.				Fares: 5d, 2d.			
SL'GH	B.B'ch	B.B'ch	SL'GH	12 8	12 45	12 48	1 22
7 36	7 42	7 47	7 55	12 52	1 5	1 29	2 8
8 43	8 49	9 42	9 50	1 52	2 27	1 32*	1 51
10 12	10 18	10 43	10 52	2 49	3 23	2 41	3 22
10 37	10 45	12 1	12 8	3 45	4 22	2 45*	3 12
11 58	12 3	1 45	1 52	5 5	5 40	3 30	3 51
1 22	1 28	3 26	3 35	5 57	6 31	4 8	4 45
2 29	2 34	4 57	5 5	6 36	7 18	4 54	5 29
3 22	3 27	6 20	6 26			5 15b	6 0
5 38	5 44					5 49b	6 27
6 50	6 56					6 6b	6 40
6 58	7 4					6 21*	6 58
* Saturdays only.							
a Sats expt.							

Faplow continued.				TWYFORD.			
SL'GH	T'p'low	T'p'low	SL'GH	SL'GH	Twyford	Twyford	SL'GH
3 22	3 33	8 35	8 49	7 1	7 26	7 25	7 55
4 15	4 23	9 0	9 15	7 36	8 5	8 10	8 36
5 38	5 49	9 56	10 0	8 43	9 13	9 16	9 50
6 50	7 1	10 43	11 0	10 12	10 46	9 56	10 52
7 58	7 9	11 10	11 21	10 37	11 8	10 48	11 23
8 43	8 54			11 15	11 42	11 39	12 8
9 14	9 24			11 58	12 27	1 13	1 42
9 2	9 12			12 34	12 57	1 57	2 23
10 30	10 39			1 51	2 10	3 16	3 45
11 35	11 45			2 29	3 6	4 26	4 53
Sundays.				3 22	3 52	5 55	6 26
9 10	9 27	9 25	9 36	4 15	4 41	6 49	7 20
9 27	9 37	12 4	12 14	5 38	6 11	7 0	7 26
10 40	10 50	3 7	3 20	6 50b	7 25	8 0	8 49
11 25	11 35	3 50	4 3	6 58a	7 26	8 41	9 15
11 30	11 38	4 50	5 3	7 43	8 19	10 26	11 0
2 40	2 50	5 32	5 44	8 14	8 51	10 54	11 21
3 2	3 12	6 14	6 26	9 2	9 49		
3 11	3 20	6 6	6 18	11 35	12 4		
3 39	3 50	9 3	9 15	a Sats only.			
7 0	7 9	9 39	9 50	b Sats except.			
8 13	8 22	10 45	10 58	Sundays.			
8 57	9 6			9 27	9 53	9 4	9 36
9 48	9 56			10 40	11 8	11 40	12 14
11 39	11 48			11 30	12 13	2 49	3 20
* Saturdays only.				3 2	3 33	5 57	6 26
a Sats. except.				5 39	6 8	6 39	8 18
				7 0	7 28	8 46	9 15
				8 13	8 41		
				9 16	9 40		

What is IT?
HEADINGTON'S
"Challenge" Poultry
Condiment.
 Unequalled for
 Egg Production

UXBRIDGE.			
Fares: 4, 8d.			
SL'GH	UXBRIDGE	UXBRIDGE	SL'GH
4 36	5 20	6 2	6 39
5 30	5 50	6 35	7 1
6 32	7 5		

OVERCOATS

FOR
Men, Youths and Boys.

MADE IN
THE LATEST STYLE, FROM
WEAR-RESISTING MATERIALS
— AT PRICES THAT WILL —
APPEAL TO THE THRIFTY.

FOSTER BROS.
53, High St., SLOUGH

Local Agents for Two Steeple Underwear.

CALENDAR for NOV.

Sun		7	14	21	28
Mo	1	8	15	22	29
Tu	2	9	16	23	30
W.	3	10	17	24	
Th	4	11	18	25	
Fri	5	12	19	26	
Sat	6	13	20	27	

Cyclists' Etc., Lighting-up Times.

Nov.	2—5.32 p.m.
„	9—5.20 p.m.
„	16—5.10 p.m.
„	23—5.1 p.m.
„	30—4.54 p.m.

MANUFACTURED BY
Headington & Son,
Corn, Flour & Seed
Merchants.

Corn Flour, Custard
Baking Powder
and Jellies.

SELF-RAISING FLOUR.
77,
High St.
AND
Mackenzie St.,
SLOUGH.
Vienna, Pastry, Households, and
Snowflake Flour—Our Own Brand.

Rice, Sago, Tapioca, Semolina,
Maccaroni, &c.

MOTOR OMNIBUS SERVICE.
Slough, Stoke Poges and Farnham,
For Burnham Beeches.

For Particulars see special announcement
at G.W.R. Station.

Westb'rne Park—contd.

SLGH W.PRK W.PRK SLGH

WEST DRAYTON.

Fares: 10d., 5d

Sundays.							
SLGH	W.PRK	W.PRK	SLGH	SLGH	W.D'TN	W.D'TN	SLGH
6 50	7 36	8 11	9 1	6 50	7 36	8 11	9 1
8 17	9 1	8 42	9 16	4 36	4 48	5 28	6 39
9 3	9 50	8 69	9 27	5 30	5 42	6 50	7 1
9 36	10 7	9 34	10 21	6 32	6 46	8 1	8 15
9 43	10 36	10 10	10 40	7 39	7 52	8 30	8 43
12 14	12 58	10 39	11 25	7 55	8 5	9 43	9 54
2 8	2 54	12 57	1 33	8 22	8 33	9 57	10 12
2 51	3 38	1 19	2 8	9 7	9 20	10 43	10 57
3 20	3 46	1 54	2 40	9 38	9 49	11 21	11 32
4 3	4 50	2 29	3 2	9 50	10 3	12 12	12 23
5 3	5 51	2 39	3 11	10 29	10 42	1 12	1 22
5 44	6 13	3 34	4 22	11 11	11 23	1 51	2 8
6 15	6 46	4 59	5 39	12 8	12 21	12 59	3 12
6 26	7 2	6 4	6 53	12 32	12 44	3 8	3 22
7 18	8 4	7 24	8 13	1 52	2 5	4 5	4 15
8 18	8 53	8 19	8 57	2 49	3 2	4 33	4 45
8 28	9 15	8 24	9 16	3 45	3 58	5 17	5 29
8 50	9 23	9 4	9 18	5 5	5 16	5 49	5 58
9 15	9 54	10 4	10 54	5 57	6 9	6 15	6 27
9 50	10 22	11 4	11 39	6 3	6 14	6 31	6 40
10 0	10 46			6 36	6 52	6 45	6 58
10 28	10 56			7 20	7 29	6 47	6 58
10 58	11 41			7 44	7 57	7 14	7 26
				9 15	9 27	7 28	7 43
				10 8	10 20	7 52	8 4
				11 0	11 12	8 1	8 14
						8 28	8 40
						8 52	9 2
						9 15	9 31
						10 9	10 20
						10 20	10 30
						11 8	11 19
						11 22	11 35
						11 46	11 55
						12 19	12 30
						12 24	12 35
						1 6	1 17

27

Established 1815.

Builder,
Decorator
Plumber
JOHN DEVERILL
75, HIGH ST., SLOUGH.
and
General
Contractor.

28

ESTABLISHED 1824

THE

YORKSHIRE

INSURANCE COMPANY, Ltd.

Fire, Life, Accident, Workmen's Compensation,
Burglary, Plate Glass, Motor Car, Motor Cycle, &c.

FUNDS EXCEED 4 MILLIONS.

LONDON OFFICE:

BANK BUILDINGS, PRINCES STREET, E.C.

Live Stock Insurance.

Insurances on Stallions, In-foal Mares
and Foals, Cattle, Bloodstock, Hunters
and Trade Horses, on best terms.

Claims paid exceed 6 millions.

AGENT:

J. E. BRADFIELD, High Street, SLOUGH.

29

The ELECTRIC TELEGRAPH

Two pioneers of the Electric Telegraph system lived in Slough, both in Sussex Place, both at different times.

The earliest, for many years made his home at Sussex Lodge. Sussex Place. He was Sir William Fothergill Cooke who after many years as a military surgeon in India visited Heidelberg and then came to Slough. He had become very interested in Baron Schilling's experiments in electricity. He entered into partnership with Sir Charles Whetstone and they experimented to devise an Electric Telegraph practicable for ordinary use.

They made their first transmission of 5 miles in 1837. This was by use of 5 needles on a dial. The second in 1838 was by only 2 needles; yet another in 1845 was by using a single magnetic needle.

Among their experiments was one in conjunction with the London And Birmingham Railway.

'Trains from Euston Grove were at first drawn up 'the inclined slope' to Camden Town by an endless rope worked by a stationery engine a mile and a half from Euston.

A signal was given at the terminus when the train was ready to start. This was sent through a pipe by a whistle being sounded by ~~hy~~-draulic pressure from Euston. '

'Electricity' was suggested as a more speedy signal agent. Some successful experiments were made but it was decided that 'experience has proved more advantageous and suitable'.

Euston did not trust the Electric Telegraph.

The Electric Telegraph Co. with the Great Western Railway, then made efforts in the direction of Windsor.

In 1839 an Electric Magnetic Telegraph was constructed as far as West Drayton from Paddington, alongside the Railway. It reached Slough in 1840, providing the double service of signalling trains and sending messages for the general public.

A story was told :-

" the ignorance of the rustics down the line, said Albert Smith, is dreadful. They cannot be persuaded but that the Electric Telegraph is a set of wires which the clerks in London PULL to ring the bells at Slough. "

The Telegraphs were taken over by the Government in 1869.

The first wires, believed 5, had been carried to a small building known as Telegraph Cottage on the top of a small hill near Bragg's Bridge, the iron bridge then carrying

the Stoke Lane (William Street) to Stoke Green.



This little hill was removed about 1881 when the original bridge over only 2 lines was widened to also take the existing Windsor Line into Slough Station.



Mr Spagnioletti came to notice that the needles on the instrument could become reversed by either the wires touching or by the wind or currents of air set up by natural causes.

A needle could sometimes point to 'line clear' at the receiving station but 'line blocked' at the sending instrument, especially during a thunder storm.

He once more became an inventor and devised an undemagnetisable needle which overcame the risk of danger between two trains. This proved to be a most valuable invention.

The system of wires carried on overhead wires and poles had many hazards.

In a snowstorm 12th March 1876 the wires became coated with ice to a great thickness. The weight became far too great for the supports. The wires snapped, and with the tension thus released the poles snapped (then described as running back) on a chain reaction pattern.

The Railway was blocked. Every train was halted.

The Empress of Austria was returning to London from Windsor. Her train was blocked. The Station Master at Slough had to provide her with a meal of roast-beef, and claret, and produce books for her to read. The train was edged through about six o'clock by a single line. All telegraphic communication was broken.

After this twin poles were put up. On 26th December 1886 another severe snow storm caused ice to form round the wires up to the thickness of a man's arm. The poles stood fairly well but the weight of ice snapped the wires.

This happened all around and London was completely cut off. Railway engineers and Companies of the Royal Engineers were called in to replace poles and wires. They were perched for many weeks up in the air in the freezing winds of January and rains of February.

So extensive was the damage that for many weeks the Railway, despite the enormous increment of trains in the interval, had to revert to the modes of conducting traffic before 1840. 'Block Instruments' were no longer available, and trains of every speed or class had, without the assistance of the Telegraph whatever the weather might be, to be signalled by hand. A lesson had been learnt, and a major expenditure in 1905 saw the beginning of underground cables by a line through Slough to the west. They had by then come under control of the Post Office, and it was noted that in October 1885 Inland Telegrams had been reduced to 6d. A message could be sent from Slough to Wales, Scotland, And even Ireland. Eleven trunk lines converged on Slough.

With the general public the Telegraph facilities had always been notoriously slow in coming to favour despite the charges being by no means prohibitive compared with those of the Letter Post.

With the opening of the Great Western Railway through Slough on 4th June 1838 the journey from London became little over half an hour. Undesirables took advantage to travel from London to the Eton Montem ceremony which was becoming an attraction similar to a race-meeting.

In 1844, also a 'Montem Year', Cooke & Wheatstones' System of Telegraphic Communication from Paddington to West Drayton was extended to Slough. Used both for Public Telegrams and for G.W.R. train safety, a Telegraph Book of records was kept at Paddington.

In it was recorded :-

"10.20.a.m. Paddington....Mail train started. Carrying 3 thieves....Sparrow, Burrell, and Spurgeon in the first compartment of the fourth first class carriage.

10.50.a.m....Slough...Mail train arrived...The Law Officers have cautioned the 3 thieves."

"10.50.a.m. Paddington....Special train just left. It contained 2 thieves....one named Oliver Martin who is dressed in black, crepe on his hat....The other, named Fiddler Dick, in black trousers and light blouse. Both in the third compartment of the first second-class carriage."

"Slough....11.15.a.m....Special train arrived. Officers have taken the two thieves into custody....A lady having lost her handbag containing a purse with 2 sovereigns and some silver in it. One of the sovereigns was sworn to as having been her property. It had been found in Fiddler Dick's watch fob.

"Slough...11.51.a.m....several suspected persons who came by the various down trains are lurking about Slough uttering bitter invectives against the Telegraph.

None of those cautioned has ventured to proceed to Montem."

Soon after the new Telegraph arrived at Slough, a notice read :-

Under the especial patronage of Royalty
INSTANTANEOUS COMMUNICATION
Between Paddington and Slough. A Distance of nearly TWENTY Miles.
by means of the
E L E C T R I C T E L E G R A P H .
which may be seen in operation daily from nine in the morning till
eight in the evening at the
GREAT WESTERN RAILWAY
Paddington Station, and the
TELEGRAPH COTTAGE
close to Slough Station.
Admission, One Shilling; Children and Schools half-price.

The Illustrated News of 10th August 1844 reported that :-

' On the occasion of the birth of the late Duke of Edinburgh, the intelligence of the event was transmitted from Windsor to London in only eleven minutes by the aid of the new electro-magnetic Telegraph from Slough Station.

A servant left Windsor Castle mounted on one of the swiftest horses in the Royal Stables at two minutes past six on the morning of 6th August 1844 and reached the Telegraph Hill at Slough at ten minutes past six, and at thirteen minutes past six an acknowledging beat was flashed from Paddington.'

The custom of keeping time in those days of the middle 1800's, before the adoption of Greenwich Mean Time, was by the sun. Slough was two minutes later than London.

A newspaper said that here came the expression of saying -'In less than no time'

At Paddington on 31st December 1844, just as the clock finished striking twelve, the Superintendant sent the message to Slough. —"Happy New Year".

Back came :—

"Thanks for the premature wishes. We are still in 1844 in Slough."

The message sent from London in 1845 was actually received in Slough in 1844. It had travelled down the wires at a speed of 168000 miles an hour.

By 1851 the Electric Telegraph system had been adopted for general use throughout the Great Western system.

The second Slough pioneer was C.E.Spagnoletti of Sussex House, Sussex Place, formerly with the Electric Telegraph Company, he had been appointed Railway Telegraph Superintendant in 1855, and he invented that wonderful Disc Block Telegraph Instrument.

Reluctance by the general public to use the Telegram Service had persisted from the very beginning but this rapid means of communication did have use for many salutary purposes.

It could be especially useful on special occasions such as the Montem Ceremony gatherings. Thieves and pickpockets were thoroughly astonished when they were captured at a distance from their field of operations by Police of another district who had been informed by this Telegraph.

One historic 'First' was scored by Slough. A triumph of telegraphy directly connected with the Town.

At Salt Hill, a short distance from where was then the Castle Inn, (approximately the corner of Bath Road and Cranbourne Road) were 4 cottages (pulled down in 1885).

In one of these, on Wednesday 1st January 1845, a woman, Sarah Lawrence, also known as Sarah Hart) was found screaming in the agonies of death from cyanide poisoning which had been administered in a glass of stout. A neighbour, having heard the screams, saw a man in the garb of a Quaker leaving the house. She quickly informed the Rev. E.J. Champneys who at once hurried to the Railway Station on chance of seeing the suspected person. He was just in time to see him enter a first-class carriage on a train to London. He contacted Mr Howell the Stationmaster and told what had happened at Salt Hill. The Stationmaster promptly sent off a Telegraph message. There was no code for the letter 'Q' but the operator was ingenious to spell out the word 'Kwaker' which was understood. On arrival at Paddington, the man, John Tawell, was shadowed by a detective to his lodgings and watched until arrival of Police from Slough with an arrest warrant. Tawell was tried and found guilty at Aylesbury. He was hanged from an upper window of the Court House.

Another 'world first' had been scored. A murderer had been caught and convicted by use of The Electric Telegraph.

A short time afterwards on a train from Paddington to Slough, sitting in a corner seat gazing up at the Telegraph poles and wires flashing by, a little old man deliberated then said wisely :-

" THEM'S THE CORDS WOT 'ANGED JOHN TAWELL. "

R.H. 31/5/1986 ©

Station Road, Shreding Green. LANGLEY.
Trees of Grove House top left. Wood Lane (not vicible) to left, also GURKHA
(Red Lion) Public House. Forward road to Iver with car coming out of MANSION
LANE by Shreding Green Garage. Road jubotion in 1997 has two mini-roundabouts.
Photo about 1938.

Footpath from Station Road, Janglely to Platform 4 and footbridge over Railway,
Rebuilt NORTH STAR, Public House on right. Circa. 1955.

Circa, 1932. THE HARROW INN, High St. Langley. Route board between Kilner's
General Store shop and the Inn is still there in 1997, on what is now The Harrow
Car Park.

Circa, 1932 "The Harrow Inn" 288 High Street. Forecourt with trees and.
Very early petrol pumps on left of forecourt (by trees). Proprietor, Geo. Carpenter
standing in centre by edge of the Village Pond lapping the Roadway.
In 1997 the pond has been filled in to make a bus stop. also now redundant.

Circa. 1950. Junction of Langley Road and Langley High Street.
Harrow Inn sign on left. Last piece of village pond and trees on right.
Willoughby Parads, Meadfield Road, in distance. War Memorial dedicated 1921.

1920. The Last Harvest from meadows known as WARREN & DOVECOAT. purchased for £1000
by collection by the villagers of Langley to provide a Memorial Ground (Great War)
and Playing Field to honour those killed in the War.

Circa 1901. EDWIN HOUSE. Off-licence. 1957 A. Sharpe.
known 1970s Fuller, Smith & Turner.

Built 1901. LANGLEY GOSPEL MISSION HALL. Missioner - Pastor Earl.
Became Langley Free Church circa 1970's. Redundant & forsaken 1983.
Demolished & rebuilt as Langley Carpet Centre for a few weeks before becoming a
Billiard Hall 1984. Incorporated offices of Parker Estate Agents, as 1997.

248 High Street, corner of Elmhurst Road. Known occupants
Trevener, Hairdresser & umbrella maker, established 1898.
Cecil Jacques, Picture Framar. 1925.
Sangster, Chemist 1925 - 1934.
Home Counties Bacon Co. 1939 - 1944.
Carrod & Spring. Fruit & Vegetables. 1953.
T. Carrod. Fruit & Veg. 1954.
F. Blackall. Bookmaker. 1970's & current.
2 more houses before 242, Mercers Stores

Built 1900	242 High Street.	Known.)	
c. 1930.	Mrs E. Mercer.	Confectioner.)	
1957.	S. P. Spurin.	Newsagent)	Next to 'THE PLOUGH'
	By 1980.	Jeffron.)	Mens' & Boys' wear.
	By 1983.	Simmonda.)	Estate Agents.

Station Road. Langley, towards Railway Bridge.
on left, bud dtop by where is now Alderbury rd.
and trees & gardens of where the Seymours
lived in Ash Cottage.

Station Road, Langley. from Railway Bridge towards
Langley where in 1985 is The East Berkshire
College of Education

Station Road. Langley. On right from Langley
Ivy Cottages. Birthplace of Percy Beckett.

Circa. 1936.
Horsemoor Green. (High St). South Side.
Marish Coure, homes of retired Actors & Actresses
now concerned with tuition ot the Acrows' Orphanage.
3 private houses, Carrod, Fruit & Vegetables.
Left, beyond picture, Rich, builder. before
CROWN Beerhouse. (J.T.Holloway. proprietor)

Circa. 1927.
Horsemoor Green. (High St) South side.
CROWN Beerhouse, J.T.Holloway. proprietor.

Circa 1930.
Horsemoor Green. High St. looking towards
Langley Centre from direction of Bath Road.
Shops seen on right - Hopkins, butcher and
Stapley. Newagent & Post Office

222 High Street.

Circa 1950.
222 High Street. Langley. RHYMES. Baker.
Known bakery 1924, 1940, 1957.

Circa 1947.
W. Rhymes & Son, Bakers. 222 High Street.
looking from Langley centre towards William IV.

Circa. 1950.
High Street, south side from direction of William IV.
Extreme left, just visible, The Village Hall.
Builders yard, Hillingdale & Richardson, behind
shrubby, and on left towards Pitnouse, butcher.

Circa 1950.
High Street. north side from William IV watercress beds and shrubby.
Langley Village Hall. 12 houses before Hillingdale & Richardson. builders.
Both sides of Road now demolished for Road improvements.

228 High Street. 'THE PLOUGH BEERHOUSE'

known licensees. — 1922. G.A Ridgley.
1940. Mrs Ridgley.
1957. C.G.Holmes.
1953. Mustoe.

Demolished with road improvement, it's site is now
Hawker Courd. Elderly peoples' homes.

High Street. (South side) Marish Court with 'pip pop' footpath at far side.
Built as apartments for retired actors & actresses then connected with tuition
at The ACTORS' ORPHANAGE, Langley Road.
the CROWN Beerhouse sign beyond on right.

THE CROWN BEERHOUSE. South side, High Street

By early 1970's demolished for road improvements
with the new 'TIARA' (renamed 'ARKLE') in site.

Mr & Mrs Holloway for many years proprietors of The Crown.

Junction of Horsemoor Green Road and Willoughby Road.

Right, 2 shops built 1900-1901. Bushes on site of where was Doctor Woods n
house 'The Hermitage', now 1980s. site of Barclays Bank and Lloyds Bank.
Large House 'Heathlands' home of Doctor Ashton.

Circa 1930. 'Heathlands House' home of the late Doctor Asnton.
still lived in by Mrs Ashton, the end corner had become Carrod
and Spring, fruiterers and greengrocers.

'THE HERMITAGE' home of the late Doctor Woods, now under demolition.
Valuable roof slates stacked ready for re-use.

TITHE FARM Horsemoor Green. Known 1778 to circa 1982 when transferred
to the Garden Centre, Sutton Lane.

Tithe Barn, Granary on stone staddles still in existance although now
much enclosed by new wouse, Parlaunt Road.

circa, 1936.

Marish Court, 3 private houses and Carrod's, fruit & veg.
next to Rich, builder. and The Crown. No.187.

With the opening of the Great Western Railway through Slough on 4th June 1838 the journey from London became little over half an hour. Undesirables took advantage to travel from London to the Eton Montem ceremony which was becoming an attraction similar to a race-meeting.

In 1844, also a 'Montem Year', Cooke & Wheatstones' System of Telegraphic Communication from Paddington to West Drayton was extended to Slough. Used both for Public Telegrams and for G.W.R. train safety, a Telegraph Book of records was kept at Paddington.

In it was recorded :-

"10.20.a.m. Paddington....Mail train started. Carrying 3 thieves....Sparrow, Burrell, and Spurgeon in the first compartment of the fourth first class carriage.

10.50.a.m....Slough...Mail train arrived...The Law Officers have cautioned the 3 thieves."

"10.50.a.m. Paddington....Special train just left. It contained 2 thieves....one named Oliver Martin who is dressed in black, crepe on his hat....The other, named Fiddler Dick, in black trousers and light blouse. Both in the third compartment of the first second-class carriage."

"Slough....11.15.a.m....Special train arrived. Officers have taken the two thieves into custody....A lady having lost her handbag containing a purse with 2 sovereigns and some silver in it. One of the sovereigns was sworn to as having been her property. It had been found in Fiddler Dick's watch fob.

"Slough....11.51.a.m....several suspected persons who came by the various down trains are lurking about Slough uttering bitter invectives against the Telegraph.

None of those cautioned has ventured to proceed to Montem."

With the opening of the Great Western Railway through Slough on 4th June 1838 the journey from London became little over half an hour. Undesirables took advantage to travel from London to the Eton Montem ceremony which was becoming an attraction similar to a race-meeting.

In 1844, also a 'Montem Year', Cooke & Wheatstones' System of Telegraphic Communication from Paddington to West Drayton was extended to Slough. Used both for Public Telegrams and for G.W.R. train safety, a Telegraph Book of records was kept at Paddington.

In it was recorded :-

"10.20.a.m. Paddington....Mail train started. Carrying 3 thieves....Sparrow, Burrell, and Spurgeon in the first compartment of the fourth first class carriage.

10.50.a.m....Slough...Mail train arrived...The Law Officers have cautioned the 3 thieves."

"10.50.a.m. Paddington....Special train just left. It contained 2 thieves....one named Oliver Martin who is dressed in black, crepe on his hat....The other, named Fiddler Dick, in black trousers and light blouse. Both in the third compartment of the first second-class carriage."

"Slough....11.15.a.m....Special train arrived. Officers have taken the two thieves into custody....A lady having lost her handbag containing a purse with 2 sovereigns and some silver in it. One of the sovereigns was sworn to as having been her property. It had been found in Fiddler Dick's watch fob.

"Slough....11.51.a.m....several suspected persons who came by the various down trains are lurking about Slough uttering bitter invectives against the Telegraph.

None of those cautioned has ventured to proceed to Montem."