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YO26 4XJ**

**2001-8351
CATALOGUE TO
THE ROBERT
JOHNSON ARCHIVE
(1858-1862)**

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BACKGROUND INFORMATION

This collection, which comprises of two folders of material, relates to Robert Johnson, a Civil Engineer of Lichfield in Staffordshire, and includes correspondence, memoranda, estimates and sketches, concerning railway building in Portugal, Britain, Brazil and elsewhere. The papers mainly relate to the involvement of British Engineers and Contractors in building some of Portugal's earliest railways. The collection is made up of correspondence between Johnson, other engineers and people connected with the development of the railways. There are letters from capitalists, acquaintances and family members. There are also notes, estimates and sketches for proposals, which all appear to have been compiled by Johnson. The collection reveals much about the life of an ordinary engineer in the middle of the nineteenth century before he progressed to the role of Chief Engineer later in his career. It also demonstrates the global scope of opportunities for Engineers at this time, as well as providing an insight into the technical side of railway engineering.

Johnson was born c1829 in Lichfield to Thomas and Mary Johnson, his father being a town Magistrate, Councillor and Architect. He married and had children with Fanny Shore the daughter of F.F. Shore, an English Merchant who worked in Portugal. Johnson was a Civil Engineer who took part in the development of railways in England, other parts of Europe and Brazil. Although a skilled Engineer, it appears that he lacked the finance to undertake projects alone, and relied on the major contractors for capital and therefore employment. From 1845-9 he worked for the East Anglian Railway Company and the Central Peninsular of Portugal Railway where he was Resident Engineer. From 1850-2 he worked as an Assistant Engineer under John McClean and Frank Stileman for the South Staffordshire Railway Company and in Switzerland on the Sardinia to Tunisia Railway. In 1853 he ventured out to Portugal where he became Resident Engineer on the Lisbon to Santarem Railway. Then he came back to England, where from 1855-7 he worked as Resident Engineer on the Cannock and Norton line for the South Staffordshire Railway Company. In 1856 he became an elected associate of the Institute of Civil Engineers, one of his proposers being Mr. John Valentine, for whom he had previously been an apprentice. He was to become a full member in January 1860. In 1858 he spent time in Brazil, working for the Bahia and San Francisco Railway Company, under Charles Vignoles. The letters indicate that Johnson left Brazil due to the ill health of his wife and spent much of 1859 looking for suitable work. There are also indications that he had an interest in the Cannock Chase Collieries and was trying to invest in a Coal mine near Holyhead. In 1860 he returned to Portugal and worked on the Lisbon to Oporto line. The letters also refer heavily to the Portuguese government's efforts to find a contractor to undertake the Lisbon to Cintra line. By 1874 Johnson was working for the Wigtownshire Railway in Newton Stewart and by 1881 he had returned to Brazil, where he worked for the Conde d'eu Railway Company, as Chief Engineer, on the line from Parahybo to Independencia. Johnson was erased from the roll of the Institute of Civil Engineers in 1891 which may indicate that he has died by this time.

The papers, were purchased on November 8th 2001 at Cavendish Philatelic Auctions Ltd. in Derby, by the National Railway Museum, and they were subsequently collected on November 26th. The custodial history of the papers prior to this is unknown. Whilst most of the papers are written in English, some are in French

and Portuguese. The condition of the papers is variable, but there are no access restrictions in place. However, the copyright is retained by the National Railway Museum.

The papers were not received by the museum in any particular order, so they have been placed into two groups, the first of which is correspondence and the second is papers relating to specific projects in which Johnson was involved. The correspondence has been arranged chronologically, whereas the papers relating to specific projects have been arranged by project.

This description has been prepared for the National Railway Museum by Paul Stebbing and Sarah Phillips in January 2002, in accordance with ISAD (G), Second Edition, 2000.

2001-8351/1 Correspondence [1858-62]

1/1 17 June 1858

From Richard Smallman, Resident Engineer of the Bahia and San Francisco Railway, writing from Rua do bon fosta, in Bahia. Concerns the stores that are under Johnson's charge in Brazil, Mr White the store keeper, future requests to stores, Mr Richard's furniture and the cross sections that Smallman requires.

1 paper

1/2 7 Oct 1858 (Copy letter)

From Johnson at the Osbornes Hotel, Adelphi to "the Secretary", [J.E. Cummins] 21 Duke Street, Westminster, asking for £54 cash owed to him for the orders of Mr Hutton Vignoles (Son of C.B. Vignoles and Resident Engineer of the Bahia and San Francisco Railway c. September 1858, after Smallman returned to England due to ill health).

1 paper

1/3 13 Oct 1858

From Richard Smith of the Priory Dudley to Johnson at Lichfield. Writes to explain that he is no longer able to give Johnson permission to shoot at (Shawstone)? Hall Farm.

1 paper

1/4 3 Nov 1858

From J.E. Cummins of 21 Duke Street, Westminster to Johnson at Lichfield. Tells Johnson that Vignoles will write to him once the Bahia Mail arrives.

1 paper

1/5 3 Nov 1858

From Nettam Giles at the Hotel du Rhin, Place Vendome, Paris, to Johnson at Lichfield. Concerns Mrs Johnson's health, Nettam Giles' studies over the "Leukmainer", [Lukmainer, Switzerland] and his present work negotiating. He promises to contact Johnson if any suitable work comes up.

1 paper

1/6 8 Nov 1858

From G.H. Carr to Johnson. Concerns the reluctance of capitalists to take up new lines in Brazil and Uzeilb and the Austrian lines in connection with the Lombardo Venetian Railway.

1 paper

1/7 9 Nov 1858

From Charles Vignoles at 21 Duke Street, Westminster, to Johnson at Lichfield. Refers to Vignoles' return from Spain and Johnson's account. Vignoles agrees to adopt the balance of £90. 4.1 as stated by Johnson but will not agree to give him any more money despite Johnson's requests.

1 paper

1/8 14 Nov 1858

From Nettam Giles at the Hotel du Rhin, Place Vendome, Paris, to Johnson at Lichfield. Writes that Brassey has some of the South Staffordshire lines to construct and refers to the Leukmainer [Lukmainer, Switzerland]. Offers Johnson some work but thinks that he is probably worth more than he can offer to pay him, so asks him to suggest a reasonable price and he will consider it.

1 paper

1/9 15 Nov 1858

From Tho[mas] [Moreton] Johnson of 16 Sussex Place, Kensington, to his brother Robert Johnson. He encloses a cheque which Frank [Johnson's brother] got for Thomas because he has broken a rib. Writes about the doctor's visit, the twelve leeches that he has put on and Annie who has stepped on a needle.

1 paper

1/10 8 Dec 1858

From G.H. Carr in London to Johnson enclosing a cheque from James Hogg & Robinson. Hogg thinks that he is overpaying Johnson, Carr recommends that Johnson returns some of the money to Hogg if this is true.

1 paper

1/11/1-3 22 Dec – 25 Dec 1858

Correspondence between David Hume and Johnson concerning Johnson's application for a dog and his subsequent purchase of one from Hume. Refers to Rev.d Mucklestone of Lichfield and Johnson's "migrating habits".

3 papers

1/12 5 Jan 1859

From Charles Marley of the Institute of Civil Engineers, 25 Great George Street, Westminster. Writes to Johnson about prospective job opportunities. He has no news of the Canadian railways, staff for the Imgmer and Aidin ring [possibly the Ismir to Aidin railway in Turkey] is made up, the Portuguese line is not proceeding but at the preliminary stage and Mr Fowler has enough men. The only appointments available at the moment are in India.

1 paper

1/13 5 Jan 1859

From G.H. Carr in London to Johnson. Writes to say that he has been unable to find any person to join Johnson in working the coal mines. Carr is also unable to join in on the offer.

1 paper

1/14 11 Jan 1859

From N. Phelps Richards in Bahia, to Johnson in Lichfield. Concerns the health of Johnson's wife, and the illness of Richards, his wife and eldest child. Gives details about the engineering work that has been done and says that they are expecting 300 Sardinians. Refers to Hutton Vignoles applying pressures. Richards explains that he has been working in the office since his illness began, also lists what the other staff are currently doing. Gives a list of equipment for Johnson to bring with him if he

should return to Bahia. Informs Johnson in future to send letters via James Morgan at the Foreign Office.

1 paper

1/15 12 Jan 1859

From A. H. Augustus Durant to Johnson, written from the Conservative Club and labelled "Confidential". Concerns the Bern Colliery near (Haerwen)? on the Holyhead line. Talks of a prospective tram road, across the property of Sir John Owen, which would connect the colliery to the railway. Durant asks Johnson if he has sufficient capital to lay down the rails or to let the colliery.

1 paper

1/16 20 Jan 1859

From G. H. Carr to Johnson returning Durant's letter. Writes to say that he thinks he will be unable to find anyone interested in investing in the mine in Holyhead. Carr also does not want to invest.

1 paper

1/17 26 Jan 1859 (In a fragile condition)

From A. H. Augustus Durant at the Conservative Club, London. Concerns the coal mine a few miles north of Holyhead and the potential for a tram road.

1 paper

1/18 10 March 1859

From W[illia]m L. Rutton in Matta de Sao Loao, to Johnson, concerning every day life in Matta, the survey that they are conducting, the situation of the staff. He mentions the local people, the arrival of the Sardinians, Richard's health, illness, horses, the state of Brazilian railways and his English friends.

3 papers

1/19 28 March 1859

From John (Walsuntius)? at 17 Parliament Street, Westminster, to Johnson at Lichfield. Concerns Peto, the Portuguese government and the Portuguese party which is forming to bid for the Northern line. Warns Johnson to be careful if applying for work from Peto not to let him know that he is trying to organise a party to stand against him.

1 paper

1/20 29 March 1859

From Alfred Davis of the Dorset Central Railway Contractor's Office, Blandford, to Johnson. Refers to the Portuguese railways, Peto and the new Portuguese government, the possibility of Waring Brother going into Portugal, Russian work and Henry Waring's work near Paris.

1 paper

1/21 30 March 1859 (Copy letter)

From Johnson at St John Street, Lichfield to Hyde Clark. Refers to his interview with Mr Piggott concerning the projected railway from near Oporto to Viga and the change in government. Johnson requests the names of the concessionaries and mentions his

previous time in Portugal as Resident Engineer on part of the Central Peninsular Railway.
1 paper

1/22 2 April 1859

From James Forest, Assistant Secretary of the Institution of Civil Engineers, to Johnson at Lichfield, concerning Mr Boyd.
1 paper

1/23 4 April 1859

From Thomas Brassey of 4 Great George Street, Westminster, to Johnson. Brassey maintains that he knows nothing about Mr Boyd or the project to which Johnson refers.
1 paper

1/24 6 April 1859

From F.F. Shore [his father in law], to Johnson. Concerns his interview with the Portuguese Minister of Public Works. Tells Johnson to be prepared to give the names of capitalists who want to be involved in the project and to prepare to come out himself to Portugal at a moments notice.
1 paper

1/25 7 April 1859

From S.H. Paine of Walsall to Johnson. Sends Johnson statements to make copies from for McClean.
1 paper

1/26 12 April 1859

From G.H. Carr in London to Johnson. Concerns the Russian loan. States that he is unable to get anyone to introduce Johnson to the Russian Ambassador. The letter also states that when originally sent it included information about the Portuguese Railways from Mr. Shore.
1 paper

1/27 15 April 1859

From Francis Piggott to Johnson. He states that he has written to Tredwall to ask him whether he would go into the contract if Peto gives it up. However Piggott thinks that Tredwall will not.
1 paper

1/28 20 April 1859

From G.H.Carr in London to Johnson. Provides an extract from a letter he received from Mr Shore (12 April 1859) stating that Peto's railway was rejected on the previous day by the "Cortes" and that he believes that lines will be put up for public competition. Carr refers to the business and says that he will try to get Johnson an interview with the Ambassador.
1 paper

1/29 3 May 1859

From W[illia]m L. Rutton at Matta de Sao Loao, to Johnson. He gives information about the Bahia and San Francisco Railway, surveying his work and house, the rainy season and the local people.

2 papers

1/30 11 May 1859

From Henry Porter in Montiba to Johnson. Concerns his work setting out the centre line for the Bahia and San Francisco Railway and illness.

1 paper

1/31 18 May 1859

From J.R. McClean at 17 Great George Street, [offices of the South Staffordshire Railway Company]Westminster to Johnson agreeing to join Johnson for £50.

1 paper

1/32 28 May 1859

From G.H. Carr in London to Johnson. Explains that he cannot put in £50 for the mines and that he will not go and look at the property.

1 paper

1/33 6 Jun 1859

From G.H. Carr to Johnson. Concerns plans that Johnson is intending to submit to Lord Anglesey's steward which he has sent to Carr. Carr agrees to risk £50 on it.

1 paper

1/34 12 Jun 1859

From N. Phelps Richards in Bahia to Johnson in Lichfield. Concerns conditions in Bahia, his debts, comments about Hutton Vignoles and the stone and iron bridge over the river at Cachoera which will accommodate the proposed road.

1 paper

1/35 25 Jun 1859

From L. (---ndher)? of 23 Parliament Street, Westminster, to Johnson. Discusses the arrangement of a meeting.

1 paper

1/36 5 Jul 1859

From M.O. Burton of Walsall to Johnson, which originally enclosed a prescription for Mrs Johnson. Explains that he has prescribed Mercury and arsenite to alleviate her skin complaint. It also advises that Johnson's son should diet and exercise.

1 paper

1/37 6 Jul 1859

Letter and duplicate from Thomas Woodhouse of Perlb Saunders of Derby to Johnson at Lichfield. Sets up a meeting about the Cannock Chase Mines.

2 papers

1/38 18 Jul 1859

From Woodhouse & Jeffcock of Perlb Saunders of Midland Road, Derby, to Johnson. Concerns Cannock Chase. States that they are in contact with Mr Lowe and will reply shortly.

1 paper

1/39 28 Jul 1859

From Francis Piggott at Brindle near Chorley, to Johnson. Concerns the failure of the Marquis' line [Marquis of Anglesey] which will cause a problem for the Hednesford Colliery.

1 paper

1/40 2 Aug 1859

From G.H. Carr in London, to Johnson. States that he has received Johnson's note of acceptance for the £100 and sends Johnson a cheque for £97.10.

1 paper

1/41 4 Aug 1859

From Francis Piggott of Leek [in Staffordshire], to Johnson. Referring to railway matters, including positions on various projects.

1 paper

1/42 5 Aug 1859

From John McClean of 17 Great George St., Westminster, S.W. London to Johnson of Lichfield. Refers to a possible opening in Ceylon, which he has heard about privately, and which Johnson might be interested in.

1 paper

1/43 6 Aug 1859

From Mr. Woodhouse and Mr. Jeffcock of Perlb: Saunders, Midland Road, Derby, to Robert Johnson of Hednesford near Stafford. Refers to their desire to lease a portion of the Cannock Chase Mines from Johnson.

1 paper

1/44 10 Aug 1859

From Charles Vignoles of 21 Duke Street, Westminster, S.W. London, to Johnson of Lichfield. Vignoles refers to the failure of Peto in Portugal. He goes on to say that the Spanish and Portuguese governments want to build a railway from Madrid to Lisbon via Badajoz. He suggests that Johnson could perhaps complete the Badajoz to Lisbon section, or on the other hand he could join the Santarem railway with a bridge over the River Tagus.

1 paper

1/45 14 Sep 1859 (Copy letter)

From Johnson of Froghall near Cheadle in Staffordshire to Francis Piggott of Walsall. In answer to Piggott's letter of the 7th, Johnson states that he wants an appointment with Mr Tredwell on the India Railway. He mentions that he would have to keep up two establishments: one for himself in India and one for his family in England. He also lists further terms and requirements.

1 paper

1/46 16 Sep 1859

From Francis Piggott of Bradford Street, Walsall, to Johnson of Froghall, Staffordshire. Piggott states that he has not passed on the letter because his terms are too high and Tredwell would not agree to them. He goes on to invite Johnson to go partridge shooting.

1 paper

1/47 20 Sep 1859

From J.S. Cummins on behalf of C. Vignoles of 21 Duke Street West London, to Robert Johnson of Lichfield. Cummins responds to Johnson's letter of the 17th sent to Vignoles, which he says he has posted onto him.

1 paper

1/48 21 Sep 1859

From Johnson of Froghall near Cheadle to Francis Piggott. Johnson says to inform Mr. Tredwell that he cannot enter into an engagement in India for less than £1000 per year, as there are many expenses that going to India would incur, particularly since he is married and would therefore need life insurance. He is aware that the first class Resident Engineers in India will be earning £1200. He refers to how his salary whilst working on the Bahia and San Francisco railway was £800 p.a., a sum which he found inadequate. Furthermore, he had to finish his Bahia work early, and return to England, due to the ill health of his wife. He refers also to the problems of coping with a new climate.

1 paper

1/49 23 Sep 1859

From John S. Valentine of 17 Parliament Street, Westminster to Johnson. He states that he can say nothing at present on the subject of resident engineerships. He is also responding to Johnson's thoughts of going to India when he refers to his cousins who have husbands working in India. Finally, he discusses the possibility of a 'line of railway for Parliament.'

1 paper

1/50 27 Sep 1859

From G.H. Carr of London to Johnson. Carr responds to Johnson's letter of last week, and mentions Jose de Salamanca. Then he goes on to say that he received a letter dated the 19th from Mr. Shaw mentioning that a Mr. J.D. Powles of 46 Wimpole Street [in London] has agreed to do the Cintra rail road. He believes that somebody must be backing Powles as he has no means of his own.

1 paper

1/51 28 Sep 1859

From Johnson of Lichfield to J.D. Powles. Powles has undertaken the construction of the Cintra railway and Johnson is asking if he requires engineering staff as he would like a post in Portugal, due to him having many friends there. Johnson was formerly Resident Engineer for the first half of the Lisbon to Santarum Railway. He mentions that his father-in-law is Mr. Shore. He also states that a reference can be obtained from Mr. G.H. Carr.

1 paper

1/52 16 Nov 1859

From Thomas Brassey at the Hotel Meurice, Rue de Rivoll in Paris, to Johnson. Brassey states that he is not interested in the Genoa line and that it has been conceded to Sir S.M. Peto. But he offers to mention Johnson's interest in being on the staff to Peto.

1 paper

1/53 19 Nov 1859

From Charles Vignoles of 21 Duke Street, Westminster, S.W. London, to Johnson of 8 Darnley Road [in London]. Vignoles states that he has no positions to offer him in his establishment. He also refers to how the person intending to complete the Badajoz Railway has not agreed to the terms, and instead Jose de Salamanca is preparing to bid.

1 paper

1/54 23 Nov 1859

From Francis Piggott of Walsall to Johnson. Piggott had mislaid Johnson's letter and could not reply until he had seen Johnson's father for the address. He is not going to venture into the Nice and Genoa line. He says that he hopes that Johnson's wife is in better health and he refers to Johnson's children.

1 paper

1/55 24 Nov 1859

From F.F. Shore of Lisbon to Johnson. Shore is Johnson's father-in-law and it is with Johnson that Shore's wife Izabel is staying whilst their daughter Fanny is ill. Shore asks Johnson not to go to India. He goes on to refer to Jose de Salamanca, who now realises that he has a bad bargain and is demanding concessions which he will not be granted.

1 paper

1/56 30 Nov 1859

From Tho. Johnson of Lichfield to his son Robert 'Bob' Johnson. Thomas writes, enclosing £10. He also sends his love to Robert's wife Fanny.

1 paper

1/57 20 Jan 1860 (Copy letter)

From Johnson in Lisbon to John Watson of 47 Parliament Street, Westminster, London. Johnson writes to Watson (a Contractor on the Bahia and San Francisco Railway) with regard to his work on the said railway. He is £300 out of pocket, due to him having to return to England early in October 1858. He asks if anything can be done to compensate him. Johnson also requests that any reply be sent via F.F. Shore in Lisbon.

1 paper

1/58 (28)? Feb 1860

From Johnson in Lisbon to an unknown recipient addressed as 'your Excellency.' Refers to the interview that Johnson had with him the previous day. Johnson relates how he went to Portugal to lay out the extension to the Southern Railway which he is now awaiting the courts to sanction. Johnson says that he would like to work with him and he attaches a list of the projects which he has worked on since 1845. The

letter is accompanied by two translations into French and another paper containing some further notes.

4 papers

1/59 1 Mar 1860

From N. Phelps Richards on board the Onrida, to Johnson. Richards says that he has heard about Johnson's residence in Lisbon from Mr. Lambley. He enquires as to the health of Mrs. Johnson. Mentions the work of Hutton Vignoles, and how he has sent one of his workers home early from Bahia. Refers also to an outbreak of yellow fever amongst English labourers there. He finally asks Johnson to send any reply to 8 Mayfield Place, Kensington, Middlesex. With the letter are two wage bills referring to Sarah Joue and Anne Tink.

3 papers

1/60 2 Mar 1860 (Written in French)

From Jose de Salamanca of Lisbon to Johnson. Referring to work conditions and terms.

1 paper

1/61 3 Mar 1860

From (Hancourt)? White in Santiago to Johnson in Lisbon. Refers to Johnson's illness and advises him to rest and not to come out to Santiago until he is better. Also refers to the line near Evora.

1 item

1/62 10 Mar 1860 (Written in French)

From Jose de Salamanca in Lisbon to Johnson. In response to a letter of the 4th August, Salamanca says that he cannot accept Johnson's proposition and has given the job to someone else.

1 paper

1/63 23 Mar 1860

From (Hancourt)? White in Beja to Johnson. The letter, in response to Johnson, refers to the railway line from Vendas Novas to Beja via Evora. He questions the scale used by Johnson in his survey. It also refers to the work of Valentine.

1 paper

1/64 Not dated [cMarch 1860]

From Henry Heathfield in Santiago to Johnson in Lisbon. Heathfield refers to his living arrangements in Santiago and to how he has just completed the setting out of the deviation on the line. He mentions how dependable Mr. Shirley is, as well as the fact that Mr. White is at Evora and Mr. Richardson and his men are working towards Beja. Heathfield finishes by telling Johnson to stay in Lisbon until he is better.

1 paper

1/65 27 Apr 1860

From Hardy Hislop in Lisbon to Johnson. Refers to the Cintra railway and the financially-related stipulations laid down by the government. Mentions Valentine's departure and how the Duque de Serieira's death may produce a ministerial crisis.

1 paper

1/66 2 May 1860

From John S. Valentine in Lisbon to Johnson in Santiago. Refers to the South Eastern Railway of Portugal. Valentine asks Johnson to meet him at Vendas Novas, bringing tracings of the line and any other documents. He plans to spend Friday and Saturday carefully examining the line from Vendas Novas to Santiago, and wishes Johnson to accompany him.

1 paper

1/67 8 May 1860

From G.H. Carr in London to Johnson in Lisbon. States that he has sent three packages on a steamer, and that Johnson can pass on what is owed for sending them to Mr. Shore. Carr says he hopes that Johnson will soon be off the sick list and that Fanny and the children are well in Cintra. Finally, there is a summary of charges.

1 paper

1/68 24 May 1860

From Johnson in Lisbon to John S. Valentine, a Civil Engineer. The first side of the letter is in response to Valentine's request to Johnson that he forward the accounts. Johnson goes on to explain some figures in the accounts and states that he is not prepared to deduct anything due to the time lost during his illness, since the illness was caused by the climate. The second side of the letter is labelled 'private' and Johnson attempts to explain his illness, which is essentially a bad abscess. He explains that he is improving slowly but that he will join his family in Cintra for the next two to three weeks. Accompanying the letter is a second sheet which chronicles Johnson's movements from January to May 1860.

3 papers

1/69 c24 May 1860

From Johnson to an unknown recipient detailing the dispute between himself and Mr. Valentine. It is accompanied by a complete list chronicling Johnson's movements from December 1859 until the end of March 1860.

2 papers

1/70 29 May 1860

From Hardy Hislop in Lisbon to Johnson in Cintra. Hislop has just left the Minister of Obras Publicas (Public Works) who gave him the plans made by Valentine as there was an omission that needs repairing. Valentine omitted to give a transversal section which was a stipulation in the contract, and Hislop cannot have the plans approved without the section. Hislop is seeking Johnson's advice on the omission, in order for a Mr. Cockburn with the help of Mr. Heathfield, to rectify the plans.

1 paper

1/71 30 May 1860 (Copy letter)

From Johnson in Cintra to Hardy Hislop in Lisbon. Johnson advises that before a transverse section can be made out it is necessary to know the width of gauge as that will regulate the width of cutting and embankment. He also mentions other features that must be decided upon by Mr. Valentine in his role as Chief Engineer. Johnson says that he should not interfere with Valentine's work.

1 paper

1/72 31 May 1860

From Hardy Hislop in Lisbon to Johnson in Cintra. Hislop explains that he is sending Mr. Cockburn to see him to discuss the problems, as he is eager to rectify Valentine's mistakes. He further mentions that there are several 'nibbling' at the Cintra project, including Mr. Powles.

1 paper

1/73 2 Jun 1860

From Thomas Brassey of 4 Great George Street, Westminster, London, to Johnson at Cintra, near Lisbon, Portugal. Brassey states that he has no work for him nor has any desire to be involved in the Cintra railway. He advises Johnson to contact Peto if he has any views on the project, either by himself or through him. Brassey also mentions the Littorale railway for which there is nothing decided but an offer has been made to the government who are considering it.

1 paper

1/74 26 Jun 1860 (Draft letter)

From Johnson in Lisbon to Mr. John S. Valentine of 17 Parliament St., Westminster. This letter refers to the work that Johnson did in Portugal. He has no legal document to prove the verbal agreement which the two of them made, and which Valentine has not fully honoured. Therefore Johnson is having to accept the terms offered but is registering his anger at this. The letter is accompanied by a receipt, signed by Johnson, acknowledging the receipt of £80 from John Valentine for his work on the Vendas Novas and Evora Railway.

2 papers

1/75 28 Jun 1860 (Copy letter)

From Johnson of Cintra to Thomas Brassey. Refers to having received Brassey's letter dated 2nd June. States that the Belgium company have been given a month longer to start work on the Cintra Railway. If by then they have not commenced, the work will be contracted elsewhere. If this is the case, Johnson states, he shall approach Peto to whom he may be of service. Furthermore, Johnson states that he has finished his connection with the South Eastern Railway.

1 paper

1/76 1 Aug [1860]? (In a fragile condition)

From Henry Heathfield in Santiago to Johnson. Heathfield explains his current illness caused by his walk of the line in the heat a few days before. Explains how he will try to get the money that he owes Johnson to him. Says goodbye in case they don't meet again and expresses his thanks for the kindness Johnson has shown him whilst acting as his superior.

1 paper

1/77 16 Aug 1860 (Copy letter written in French)

From Johnson of 11 Largo de San Antonio da Se Lisbonne, to Sr. Thiago Augusto Velloso de Horta, the Minister of Public Works. Referring to the appointment of Engineers.

1 paper

1/78 Not dated [1860]

From (Hancourt)? White in Santiago to Johnson. Mentions that Valentine has gone to Beira. Gives details about setting out a deviation and mapping out the railway line. Gives Johnson instructions on how to find the line.

1 paper

1/79 Not dated [1860]

From William Duarte in Lisbon to Johnson. Mentions that Johnson has gone to Cintra. Regards the £30 that he has agreed to loan Johnson for the Cintra project.

1 paper

1/80 18 Jan 1861

From Johnson in Lisbon to His Excellency S. Thiago Horta. Refers to the interview that he had with him earlier in the year respecting the Cintra Railway. An agreement had been made with Mr. Powles which he later rejected. Johnson is now completing the studies for a line of railway on the north side including Cintra. Johnson will shortly submit proposition in terms favourable to the Portuguese government.

1 paper

1/81 28 Apr 1861

From Johnson in Lisbon to William Duarte. Johnson asks if he will tell his partner that the capital required to carry out one of the road contracts will be between £1000 and £2000, with an initial outlay of £300. He also says that half the profit would go to him and half to Duarte and Mr (Carvallis)?

1 paper

1/82 16 Aug 1861

Extract of a letter from Messrs Carr & Hoare, London. The original recipient is unknown. Messrs Carr and Hoare say to tell Mr. Johnson that 'our Prior' has had interviews with Messrs Devany about Portuguese railways but they have previously lost too much time and money negotiating with the Portuguese government. They will have no involvement until the projects have passed the courts, because previously they lost much money when the minister was told the project must be put up to public competition.

1 paper

1/83 6 Sep 1861 (Portion of the letter missing)

From G.H. Carr of London to Johnson in Lisbon. Carr wishes for Johnson to be involved with some of the Portuguese railways but mentions that many Capitalists and Contractors in Britain will not venture into Portugal due to the bad order of the Portuguese government. He further mentions that the division of railway construction in Portugal into small sections is enough to deter many of the larger firms from participating. Carr asks Johnson to submit a proposal for Mr. Devause to look at. He also says that he is not surprised that Mr. Shore does not wish to be involved. He finishes by saying that he hopes Fanny and the youngsters are well.

1 paper

1/84 21 Sep [1861]?

Sender and recipient unknown, but refers to the division of the railway construction into sections, and how one company will not be granted all the projects; they will be divided.

1 paper

1/85 24 Jan 1862

From Mr. Notman and Mr. McClean to Hardy Hislop in Lisbon. Two almost identical letters saying that Notman and McClean authorise Hardy Hislop to obtain the Lisbon Cintra Railway project on their behalf, and in doing so not having to incur any expenses of his own. These letters are accompanied by a copy of a longer letter from Notman and McClean to Hislop, again granting authorisation, but also setting out their terms.

3 papers

1/86 1 Mar 1862 (Copy letter)

From Johnson of 55 Sacramento da Lapa in Lisbon to John R. McClean. Johnson states that he passed on the proposal to the minister, but he could not advance things due to there having been ministerial changes. There have been two other proposals but Johnson is confident that they will be successful and that the Cintra Railway might finally be built.

1 paper

1/87 Not dated [c1862] (On carbon paper and written in Portuguese)

From Johnson to the Minister of Public Works in Portugal referring to the proposal for the Cintra Railway which presumably accompanied the letter. Refers also to the initial submission of the proposal on 5th February 1861.

1 paper

1/88 10 Mar 1862

From Johnson of 55 Sacramento da Lapa in Lisbon to His Excellency the Marquis of Loule, Minister of Public Works. Johnson states that on the 5th February last he gave the late Minister of Public Works [Horta] a letter addressed to Mr. Hardy Hislop and dated 24th January containing a proposition for the Lisbon to Cintra Railway from Robert Notman and John McClean. Johnson goes on to say that he is keen to realise the project and is passing on a copy of the original proposition, in the hope that it is considered. He further states that Notman is known to the Minister as the Chairman of the South Eastern Railway of Portugal and McClean is a London Engineer.

1 paper

1/89 Undated (Written in Portuguese)

From a Portuguese official to Jono Rebirto [Robert Johnson]. The date of and contents of the letter are uncertain but it refers to Vendas Novas.

1 paper

2001-8351/2 Portuguese Railway Proposals

Estimates, costings, sketches and notes written by Johnson and documents from the Ministry of Public Works, relating to railway proposals.

2/1 Lisbon to Cintra Railway

2/1/1 Early 1860s

Proposal for the railway. Gives details of the suggested route and terminus.

1 paper

2/1/2 Early 1860s

Estimate of costs, including measurements for section of railway from Alcantara Bridge to Cintra (a section of 16 miles).

1 paper

2/1/3 Early 1860s

Sketch on tracing paper showing a section of the railway coming into Alcantara. Aquaduct indicated.

1 paper

2/1/4 Early 1860s

Estimate for the Lisbon to Queluz section of the railway. Contains measurements and costs.

1 paper

2/1/5 Early 1860s

Estimate for the Lisbon to Queluz section of the railway. Contains measurements and costs. Contains different costings from previous paper.

1 paper

2/2 Braga to Guimaraes Railway

2/2/1 9 Nov 1861 (Written in Portuguese)

Proposition for railroad written for Thiago Augusto Velloso de Horta (Minister for Public Works in Portugal).

1 paper

2/2/2 9 Nov 1861 (Written in Portuguese)

Copy letter by Johnson to the "Ministro das Obras Publicas" (Portuguese Minister of Public Works). Concerns the proposal for the railroad.

1 paper

2/2/3 9 Nov 1861

Copy letter by Johnson written from Lisbon, concerning the proposal, recipient unknown.

1 paper

2/2/4 c.1861

Accumulation of papers including notes on the railroad, giving calculations of measurements and costs. Includes sketches of bridges.

4 papers

2/2/5 c.1861

“List of prices from the government schedule for the Braga to Guimaraes railroad”.

1 paper

2/2/6 c.1861

Estimates of costs relating to the government plan for the seven arch bridge at Braga.

2 papers

2/3 Guimaraes to Fafe Railway

2/3/1 Early 1860s

Estimates of costs.

2 papers

2/4 Villa Real to Mirandella Railway

2/4/1 23 Nov 1861 (Written in Portuguese)

Proposal for the railroad, written in Lisbon.

1 paper

2/4/2 9 May 1861 – c.1861

Estimate of costs, including a piece of tracing paper with sketches of cross sections.

2 papers

2/4/3 c.1861

Estimate of costs for the Villa Real railroad exclusive of the bridge over the River Corgo.

1 paper

2/4/4 1861

Estimate of costs and notes on sections of the railroad.

1 paper

2/4/5 c.1861

Estimate of costs for three sections of the railroad.

2 papers

2/5 Lagos to Villa Real Railway

2/5/1 6 April 1861

Estimates of costs for the first part of the railroad between Tavira and Ponte de Cacella giving details of when the tender must be delivered to the Governor of the Faro District.

2 papers

2/5/2 c.1861

Estimate of costs for the railroad, also includes estimates for the Trancoso to Lamigo railroad.

1 paper

2/5/3 c.1861

Distance calculations for the fifth section of the railroad from Tavira to Villa Real.

1 paper

2/5/4 c.1861

Calculations for embankments and earthworks. Includes a tracing paper sketch of a cutting and a bank.

2 papers

2/5/5 c.1861

Details of the working capital for the project. Refers to the estimate, outlay and government payments.

1 paper

2/5/6 c.1861

Map on tracing paper showing the proposed route from Lagos to Villa Real.

1 paper

2/6 Trancoso to Lamigo Railway

2/6/1 6 April 1861

Estimates of costs for the first part of the railroad between Trancoso to the river Gradiz.

2 papers

2/6/2 13 May 186(1)?

Workings for the costing of a bridge and estimate for the first section of the railroad.

1 paper

[See also no. 2/5/2]

2/7 Official papers from the Portuguese Ministry of Public Works

2/7/1 8 March 1861

Official document entitled "Portaria" stipulating conditions by which prospective contractors must abide.

2 papers

2/7/2 19 March 1861

Official document entitled "Portaria" stipulating conditions by which prospective contractors must abide.

1 paper

2/8 Miscellaneous railways

2/8/1-5 c.1850s-60s

Calculations and costings along with an unidentified sketch of a bridge. Presumably relating to proposals for Portuguese railways.

5 papers

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ANGLESEY, Marquis of

1/33, 1/39.

BOYD, Mr.

1/22, 1/23.

BURTON, M.O.

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BRASSEY, Thomas

(1805-70) Railway Constructor.

1/8, 1/23, 1/52, 1/73, 1/75.

CARR, G.H.

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FOWLER, Mr.

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GILES, Nettam

1/5.

HEATHFIELD, Henry

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HISLOP, Hardy

Director of the Peninsular Central Company of the Railways of Portugal.

1/65, 1/70, 1/71, 1/72, 1/85, 1/88.

HORTA, Thiago Augusto Velloso de

(D.1862) Portuguese Minister of Public Works from 1860 to 1862.

1/77, 1/80, 1/88.

HUME, David

1/11.

JOHNSON, Thomas

(B.c1795) Father to Robert and a notable Magistrate, Councillor and Architect.

JOHNSON, Thomas Moreton

Brother to Robert Johnson.

1/9.

LOULE, Marquis of

Horta's successor as Minister of Public Works in 1862

1/88.

LOWE, Mr.

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McCLEAN, John Robinson

(1813-1873) Eminent Engineer.

1/25, 1/31, 1/85, 1/86, 1/88.

MARLEY, Charles

1/12.

NOTMAN, Robert

Chairman of the South Eastern Railway of Portugal.

1/85, 1/88.

PAINE, S.H.

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PETO, Sir Samuel Morton

(1809-1889) Railway Contractor.

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RICHARDSON, Mr.

1/64.

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SALAMANCA, Jose de

Director of the Royal Portuguese railway company.

1/50, 1/53, 1/55, 1/60, 1/62.

SERIEIRA, Duque de

1/65.

SHORE, F.F.

An Engineer and father-in-law of Robert Johnson.

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SHIRLEY, Mr.

1/64.

SMALLMAN, Richard

Resident Engineer of the Bahia and San Francisco Railway.

1/1.

TREDWALL, Mr.

1/27, 1/45, 1/46, 1/48.

VALENTINE, John S.

Eminent Engineer whom Robert Johnson was apprenticed to.

1/49, 1/63, 1/66, 1/68, 1/69, 1/70, 1/71, 1/74, 1/78.

VIGNOLES, Charles Blacker (1793-1875)

Eminent Engineer.

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VIGNOLES, Hutton

Engineer and son of Charles Vignoles.

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VIGNOLES

1/4, 1/47.

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WARING, Henry

1/20.

WATSON, Mr.

1/57.

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LUKMAINER (Switzerland)

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MATTA DE SAO LOAO (Brazil)

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MONTIBA (Brazil)

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