

Guide to NRM Photographic Collections

Index

Introduction	7
Abbreviations	11
Adams, JHL	12
Allen, Sir Peter	13
Alliez, G	15
Anderson	16
Andrews, HI	17
Ashford Works	18
Atkinson, JB	19
Barker, WJ	20
Beckerlegge, W	21
Beckett, T	22
Bedford, EJ	23
Bleasdale, RH & RE	24
Bolan, S	25
Boot, W	26
Bow Locomotive Works	27
Box	28
BR (Western Region) Signalling	30
Braden, DJ	31
Brain	32
Brighton Locomotive Works	33
Brookman, R	34
Bruton, ED	35
Bruton, JF	36
British Transport Films	37
Budden, TF	38
Burst, A	39
Burt, GF	40
Carrier, FG	41
Cartwright, L	42

Catton, CE	43
Cawston, AC	44
Chapman, AT	45
Charles Roberts & Co.	46
Chisholm, AJ	47
Clapham (BTC)	48
Clarke, F	49
Click, JG	50
Cooper, BK	51
Cooper, K	52
Corbett, SPW	53
Cowan, ST	54
Cox, HE	55
Craven, F	56
Crewe Works	57
Croughton, AW	58
Crowther, JM	59
Cutler, R	60
Darlington Locomotive Works	61
Davis, GA	62
Dearden, RF	63
Derby Works	64
Dewhurst, PC	65
Doncaster Works	66
Dukinfield Carriage & Wagon Works	67
Earlestown Wagon Works	68
Earley, MW	69
Eastleigh Works	71
England, MD	72
Euston Public Relations Office	73
Fayle, H	74
Field, PG	75
Foote, F	76
Forbes, NN	77

Foster, WH	78
Foulkes - Roberts, D	79
Gateshead Locomotive Works	80
GEC Traction	81
Gleneagles Hotel	82
Gloucester Railway Carriage & Wagon Co.	83
Good, WL	84
Gore-Browne, Col. Sir E	85
Gorton Locomotive Works	86
Grasemann, C	87
Green, AH	88
Grimwade	89
GWR - see Paddington and Swindon	
Halls, A	90
Halshall, AG	91
Hamilton Ellis, C	92
Hatchell, MS	94
Hayward, WE	95
Henton, JF	96
Herbert, CCB	97
Hill, ICM	99
Hobbs, HT	100
Horwich Locomotive Works	101
Household, H	102
Hughes, HC	103
Hunting, W	104
Ian Allan Ltd	105
Jarvis, JG	106
Jones, H W	107
Jones, S	108
Kerr, FR	109
Klapper, CF	110
Lacey, ER	111
Lancing Carriage Works	112

Laundy, C	113
LBSCR	114
Leech, KHL	115
Leitch, ER	116
Locomotive and General Railway Photographs	117
Linfoot, TS	118
Liverpool Street	119
LMS	120
Locomotive Publishing Company	121
Macartney Robbins, J	123
MacLeod, AB	124
Malan, A H	126
Mason, E	127
McNair, A	128
Millbrook House	129
Milligan, A	130
Mills, A	131
Misc. series photograph albums	132
Morgan, J	133
Morgan, SG	134
Mullett, JP	135
Mulligan	136
Nevett	137
Nine Elms	138
Nunn, BN	139
Oliver, HB	140
Overend, HL	141
Paddington	142
Parr, D E	144
Parrish, G	145
Parsons, AB	146
Pearce Higgins, S	147
Peckett & Sons	149
Permanent way	151

Phillips Smith, G	152
Pilcher, PW	153
Pitman	154
Potter, W	155
Preston, T	156
Randall, CJ	157
Ransome Wallis, P	158
Reavil, ALP	160
Reynolds, W J	161
Richards, HWH	162
Romanes, CJL	163
Rowsley to New Mills extension	164
Rumble, DL	165
Russell, RT	166
Russell - Smith, JF	167
Rutherford, HJP	167
Sands, TB	168
Sealink	169
Sellick, RJ	170
Sheppard, RW	171
Sherwood, RL	172
Shildon Works	173
Shuttleworth, F W	174
Simpson, JE	175
Smith, FG	176
Smith, GW	177
Smithson, J	178
Soole, GH	179
Spooner, GS	180
Stephen, RD	181
Steward, FC	182
St Pancras albums	183
Stratford Locomotive Works	184
St Rollox Locomotive Works	185

Swindon	186
Swinger, PW	188
Tatlow, P	189
Teasdale, SE	190
Templeton, J	191
Thompson, N	192
Tidey, H Gordon	193
Tod, G	194
Townley, H	195
Treacy, E	196
Trevena, A	198
Tripp, GW	199
Tuplin, WA	200
Turnbull, LDJ	201
Vivian, H	202
Walton, SV	203
Ward, L	204
Watkins, D	205
Weh-Lyn - see Hayward	206
Wethersett, ER	207
Whitehouse, PB	208
Whitworth, WH	210
Williams, TE	211
Williamson, AG	212
Wilson, GL	213
Windwood	214
Wolverton Carriage & Wagon Works	215
Woodcock, G	216
Wright, JH	217
York Carriage Works	218

Introduction

The National Railway Museum contains one of Britain's finest photographic collections, some 1.4 million images, representing a major reference source for the study not only of railway history and technology, but the social and cultural changes sparked by the transport revolution. The photographs come from two main sources, the railway operating concerns and private enthusiasts. Official photographs produced by the railway companies passed into public ownership under British Railways on nationalisation in 1948. These images, together with those of British Railways' own photographers, were acquired by the Museum under the terms of the 1968 Transport Act, which made provision for the retention of historic objects, relics and records of national importance. The NRM has also collected the work of countless private enthusiasts, who usually photographed railways purely for personal interest. These collections, which often languished unseen for many years in basements, cupboards and attics, were acquired by donation, purchase and bequest.

The earliest official photographs were commissioned by contractors, keen to record for posterity the great works they were undertaking on behalf of the railway companies. Perhaps the most remarkable examples of commissioned photography in the NRM collections are the two albums covering the building of the Midland Railway's St Pancras station between 1867 and 1868. The first operating company to establish a photographic unit was the London & North Western Railway, which employed photographers at its Crewe Works in the 1870s. The LNWR was followed by the Midland Railway in 1882, and soon all the major companies had their own photographers.

The larger companies, which built their own vehicles, employed photographers to record the construction and refurbishment of engines and rolling stock, covering every stage in the production process from raw materials to the finished item. The surviving images provide a superb record of technological development in Britain, with photographs of many industrial processes and the workers who pioneered them. The vehicles themselves also feature, for on completion most new classes were photographed for the company records, typically in broadside views, with the backgrounds blanked out with retouching ink. Engines and tenders were often specially painted in a works grey livery, with fine detail picked out in white. These images, which were often reproduced in company brochures or sold as postcards to customers and collectors, have survived in great quantity and provide a comprehensive coverage of British locomotive and rolling stock design, together with road vehicles operated by the railways. These are typically glass plate negatives, usually between 8½ x 6½ and 16 x 12 ins, and are generally of the highest technical quality, reproducing fine detail in great sharpness. The archive, however, includes virtually every type of photographic image, for all but the earliest processes are represented in the collections.

Company photographers were not confined to their workshop studios. They were often sent out across the system, photographing civil engineering projects, stations, goods depots, sheds, docks, shipping and even businesses which used the railways. An important role was the production of scenic views to attract tourists since the railway companies, innovative in so many fields, were amongst the first to use photographs in advertising and publicity. The LNWR, for instance, gave extensive coverage to its Irish Mail boat train services, and also photographed its station and signalling staff at work. These images are now part of the 'LMS

collection', and similar material survives for the GWR, but for some companies the remaining official photographs are, unfortunately, almost entirely concentrated on mechanical engineering, with few views of people or places. Details of the type of material held are given in the entries on individual official collections.

Amateurs took an interest in railways from the earliest days of photography, and the NRM archives include portraits of staff and images of engines, carriages and bridges dating from the 1850s. These are usually held in albums or as individual prints and include the work of the early railway photographer, R H Bleasdale, some of whose original negatives survive in the LPC collection. By the 1880s, however, expanding groups of amateurs were able to seriously indulge in railway photography, following the invention of 'lightweight', portable cameras - these weighed about 3 lbs (1.35 kg) - and fast emulsions, which for the first time could 'freeze' a moving object. Photographers like Tice F Budden, E J Bedford and P W Pilcher soon became bored with static locomotive shots, and were amongst the first ever photographers to capture speeding trains, then the fastest machines on earth. In the final years of the nineteenth century the first popular railway periodicals appeared, creating a demand for new images, while the Locomotive Publishing Company began to market amateur's railway photographs to fellow enthusiasts. This new interest was fuelled by the picture postcard craze of the early 1900s. LPC were soon joined by E Pouteau and others in issuing postcards that were avidly collected by the 'railwayists' as they liked to call themselves.

Railway photography was at first the preserve of the wealthy, who had the leisure time to travel and the money to buy expensive camera equipment. This perhaps explains why so many of the early enthusiasts represented in the NRM private collections were doctors, teachers and clergymen. The cost of photography fell during the course of the twentieth century and increasing numbers of enthusiasts appeared at the lineside to picture passing trains. In the early years they travelled by train or bicycle, concentrating on locations within easy reach of railway lines until rising car ownership gave access to remote areas. These photographers produced some of the NRM's most dramatic images, typically threequarters views of trains, sometimes set in scenic landscapes.

There was a certain conservatism amongst railway photographers, however. Many, like W H Whitworth, were content to take basic record shots of engines waiting at stations or in sheds. Few enthusiasts photographed passengers or staff and there was little attempt to record the impact of the railways on everyday life - these studies were left to the official company photographers. Many photographers preferred to use cumbersome plate cameras long after the invention of miniature film, but there were notable exceptions. C C B Herbert and Gavin Wilson both experimented with 35mm Leicas in the 1930s, and produced some railway photographs in which form and shape took priority over subject matter. The founding of the Railway Photographic Society in 1922 helped to raise standards as photographs were subjected to the sometimes fierce criticisms of fellow members. The threequarters view still predominated, but the Society produced some of the finest examples of railway photography, and many of these images survive in the NRM collections.

It has never been possible to provide comprehensive lists of every photograph, so for access to most collections researchers must rely on the original finding aids. The official company collections are generally listed in registers, ranging from Shildon's simple notebook to

the ten alphabetically and chronologically ordered catalogues produced at Derby Works. In every case these official registers were compiled by the photographers themselves as working documents, and were never intended as guides for future use by historians or railway enthusiasts. The user therefore requires patience - the 'E' sections, for instance, are always full of descriptions beginning "engine" - and the ability to think laterally. An image of a goods depot, for example, may be listed under the types of freight most commonly handled there.

Enthusiasts, who had detailed knowledge of their own collections could usually find any image they had taken, and unfortunately rarely sorted or listed their photographs. There are exceptions, such as Maurice Earley's exhaustive registers and index cards or Tom Williams' list of locomotive numbers matched to individual negatives. Some of the collections have also been detailed by NRM curators, or by the LGRP and LPC, which once marketed images to enthusiasts. Joint initiatives with special interest groups like the Great Eastern Railway Society have also resulted in thorough catalogues of certain collections, but unlisted material still presents problems, particularly as some collections exist only as negatives. Access to original negatives is usually permitted in exceptional circumstances only, but there are many reference prints available for consultation in the NRM's Reading Room. This is open, by appointment, from 10.30 am to 5 pm, Mondays to Fridays (not Bank Holidays) and a leaflet detailing facilities is available on request. Photocopies of lists can usually be made available, although certain delicate or vulnerable original registers and notebooks may not be copied. Copying costs will, of course, vary according to the size of the original documents.

The NRM has, since 1996, undertaken major initiatives in improving storage and providing better access to its collections. This has included the provision of new, environmentally controlled stores and a pilot digital imaging project. Some official collections are still housed in a Science Museum store in London and unfortunately are currently unavailable, but in recent years a large proportion of these photographs, including negatives from the GER, LNER, Derby Works, GWR and British Railways (Western Region) archives, were transferred to the NRM and are now accessible. The NRM is committed to making all of its photographs publicly available and the coming years will see an expansion of high quality storage facilities and the transfer of further material to York. The Museum will continue to acquire important photographic collections, and through the work of its own photographers is also building a new archive documenting the contemporary railway scene.

The entries in this guide each include a brief biography of the photographer or historical survey of the collection, its size, date range, broad description of content and available finding aids. Where dimensions are given these are in both metric and Imperial measurements, depending on the original medium. The biographical and historical information has come from a variety of sources, including books, articles, obituaries and, of course, the photographers themselves. Four excellent sources are Brian Morrison's *Steam Cameramen* (OPC, 1980), which features biographies of the members of the Railway Photographic Society; Edgar Larkin's *British Railway Workshops* (OPC, 1992) which provides chronologies for most of the works featured in the official collections; Edgar and John G Larkin's *The Railway Workshops of Britain, 1823 - 1986* (Macmillan Press, 1988) and James W Lowe's *British Steam Locomotive Builders* (Goose & Son, 1975). Wherever possible the entries in this guide are accompanied by relevant bibliographical information, particularly if the books mentioned contain images now in the NRM collections, but it has not proved possible to mention every work, especially those of

the most prolific authors. Some biographical entries are rather brief as information on certain photographers has been hard to come by. We are always keen to enhance documentation on our collections we will be extremely grateful if readers are able to provide further biographical details of photographers featured in the NRM collections.

We would like to thank John Minnis for his co-operation in providing information on some of the pioneer railway photographers, especially the entries on the LPC and W J Reynolds, and for reading the manuscript draft of this guide prior to publication. R C Riley provided biographical details of many fellow members of the Railway Photographic Society and filled in many gaps in our knowledge of the NRM collections. We would also like to thank John Alsop and Richard Casserley for their comprehensive catalogue of the LPC collection, while Henry Emeleus, Eric Foster, Terry Gaunt, Patrick Howat, Ron Prattley, Ian Varty and Peter Wardman have spent many hours as volunteers, cataloguing and wrapping NRM collections. Needless to say, any errors which appear in this guide are entirely our own.

A selection of over 200 photographs from the National Railway Museum's collections appear in Ed Bartholomew and Michael Blakemore's *Railways in Focus* (Atlantic Transport Publishing, 1998)

Ed Bartholomew, Curator of Photographic Collections
Amba Kumar, Assistant Curator, Photographic Collections

May 1999

Abbreviations

ABB	Asea Brown Boveri Ltd
BREL	British Rail Engineering Ltd
CR	Caledonian Railway
GCR	Great Central Railway
GER	Great Eastern Railway
GNR	Great Northern Railway
GNSR	Great North of Scotland Railway
GSWR	Glasgow & South Western Railway
GWR	Great Western Railway
HR	Highland Railway
LBSCR	London, Brighton & South Coast Railway
LMS	London, Midland & Scottish Railway
LNER	London & North Eastern Railway
LNWR	London & North Western Railway
LSWR	London & South Western Railway
LTS	London, Tilbury & Southend Railway
L&Y	Lancashire & Yorkshire Railway
M, S & L	Manchester, Sheffield & Lincolnshire Railway
MSWR	Midland & South West Junction Railway
MR	Midland Railway
NBR	North British Railway
NER	North Eastern Railway
NLR	North London Railway
NRM	National Railway Museum
NSR	North Staffordshire Railway
RAF	Royal Air Force
SDR	Stockton & Darlington Railway
SECR	South Eastern & Chatham Railway
SER	South Eastern Railway
SLS	Stephenson Locomotive Society
SMJR	Stratford-on-Avon & Midland Junction Railway
SR	Southern Railway

J H L Adams

John Adams joined the Railway Photographic Society in the mid-1930s while he was studying art and photography in London. During the war he served as a photographer with the RAF, and eventually formed his own photographic company, which specialised in advertising.

Whilst working with the Tal-y-llyn Railway Preservation Society in 1951, he first met Pat Whitehouse (qv). They began a prolific partnership and over the years produced a series of books and magazines, as well as fifty instalments of the 'Railway Roundabout' television series for the BBC.

The Adams collection is mainly composed of 2³/₄ x 1³/₄ to 5 x 4 ins glass and film negatives. These cover the main British operating companies and show locomotives built for the GWR, LNER, LMS, Southern, LBSCR, Great Central, Midland, London, Tilbury & Southend and Great Eastern Railways, together with railways on the Isle of Wight, in Wales and Scotland. There are also images of the Kent & East Sussex and Festiniog Railways, the Wantage Tramway, preserved lines, industrial railways, photographs of railwayana and railway art, and a small number of copy negatives showing stations and trains from the 1880s. The British Railways era is well represented whilst overseas railways featured include the French SNCF and scenes showing engines at Bulawayo in Rhodesia in 1944.

John Adams died in September 1997.

The Adams & Whitehouse film collection is also held by the NRM.

Number: approx 1,175 negatives

Date: c 1928 - 1968

Finding Aids: A typed list featuring 1,075 of these negatives and giving details of the engine name and number, wheel arrangement, company, location and date is available.

Bibliography

- J Adams and P B Whitehouse, *Railway Roundabout*, (Ian Allan, 1960)
- J Adams and P B Whitehouse, *BR Scrapbook 1948*, (Ian Allan, 1976)
- J Adams and P B Whitehouse, *BR Scrapbook 1950*, (Ian Allan, 1978)
- J Adams and P B Whitehouse, *BR Scrapbook 1953*, (Ian Allan, 1978)
- J Adams and P B Whitehouse, *BR Scrapbook 1955*, (Ian Allan, 1976)
- J Adams and P Elkin, *Isambard Kingdom Brunel*, (Jarrold, 1958)
- J Adams and P B Whitehouse, *Vintage Engines*, (New English Library, 1975)
- J Adams and P B Whitehouse, *Railway Picture Gallery*, (Ian Allan, 1962)
- J Adams and P B Whitehouse, *Eastern Steam in Camera*, (Ian Allan, 1977)
- J Adams and P B Whitehouse, *London Midland Steam in Camera*, (Ian Allan, 1976)
- J Adams and P B Whitehouse, *Western Steam in Camera*, (Ian Allan, 1976)
- J Adams and P B Whitehouse, *Southern Steam in Camera*, (Ian Allan, 1977)

Sir Peter Allen

Born in 1905, Sir Peter Allen's career as a businessman began after he left Trinity College, Oxford in 1928 to join Brunner Mond & Co as a chemist. In a long and distinguished career he rose to become Chairman of ICI in both Canada and the UK.

Sir Peter was interested in many forms of transport but it was the locomotive which came first with him. "I think railways have always been my first and greatest love", said Sir Peter Allen in an interview in 1979, "I have always enjoyed the childish and, I hope, innocent pleasure of riding the footplate on steam engines and have done so whenever I could". From 1967 to 1988 he was president of the Transport Trust and he also produced books on railway subjects, in particular his "much loved Isle of Wight railways". He wrote several books in conjunction with the well-known enthusiasts P B Whitehouse and A B MacLeod, both of whose collections are also held by the NRM. He died in 1993. The National Railway Museum's South Hall has been named the 'Peter Allen Building' in recognition of his role as Chairman of the NRM Advisory Committee when the Museum was established in 1975.

Peter Allen's photographs, which concentrate almost entirely on overseas subjects, came to the NRM as part of the Millbrook House collection. They consist of 1¾ x 1½ ins film negatives featuring locomotives of many nations, including the Netherlands, France, Sweden, Greece, Cyprus, Portugal, Austria, Germany, Italy, Yugoslavia, and Brazil, but primarily Spain. Many images are dated from the late-nineteenth century and the early part of the twentieth century, for Allen also collected the work of earlier photographers.

Number: 956 negatives
4,000 prints

Date: c 1890 - 1950

Finding aids: Typed list divided by country, giving details of railway company, locomotive number, type, name, builder, angle of view and date of the photograph. The prints are held in Sir Peter's reference albums, ordered by country and region. There are no negatives for many of the prints.

Bibliography

- P C Allen & R Wheeler, *Steam on the Sierra* (Cleaver-Hume Press, 1960)
PC Allen & R Wheeler, *Vapour en la Sierra* (Aldaba Ediciones, 1987)
On The Old Lines (Cleaver-Hume Press, 1957)
Locomotives Of Many Lands (LPC, 1954)
P C Allen & P B Whitehouse, *Narrow Gauge Railways Of Europe* (Ian Allan, 1959)
P C Allen & P B Whitehouse, *Round The World On The Narrow Gauge* (Ian Allan, 1966)
P C Allen & P B Whitehouse, *Narrow Gauge The World Over* (Ian Allan, 1976)
Narrow Gauge On The Railways Of Europe
P C Allen & G Robson, *Transport Pioneers of the Twentieth Century* (Patrick Stephens, 1981)

Railways On The Isle of Wight (LPC, 1928)

P C Allen & A B MacLeod, *Rails In the Isle of Wight* (George Allen & Unwin, 1967)

P C Allen & A B MacLeod, *Rails In the Isle of Wight* 2nd ed. (David & Charles, 1986)

G Alliez

George Alliez became a member of the Stephenson Locomotive Society in 1932. He was especially interested in the LSWR and in industrial locomotives, on which he was considered to be a leading authority by his peers. He acted as Librarian for the Society, and was tireless in seeking out information on overseas railways, especially those in South America and Africa.

Alliez was an enthusiastic cyclist, a hobby which enabled him to cover much of the country in search of industrial locomotives. He saw his retirement in 1971 as an opportunity to continue his research, but unfortunately died suddenly a short time later whilst holidaying on the Isle of Man.

The NRM acquired the Alliez collection in 1985. It is composed of 4¼ x 3¼ ins and 3½ x 2½ ins glass and film negatives of industrial locomotives used throughout the London region and Home Counties area, together with Scotland and Yorkshire, in particular Sheffield. There are also a few views of British and overseas tramways, and some copy negatives showing such subjects as the East and West India docks. The collection also includes work by A W Croughton (qv).

Number: approx 1,900 negatives

Date: 1934 - 1954

Finding aids: Typed list giving details of each negative, listing the operating company, location, date, locomotive name and builder. There are some numbered Alliez reference prints in the Pearce Higgins collection and these may be viewed on request.

Bibliography

Neilson's single cylinder locomotives (Industrial Locomotive Society, undated)

Anderson

Very little is known about the photographer of this collection, which is composed of film negatives, taken with a Kodak No 2 camera which produced a characteristic 3½ ins circular image. The subjects range across the UK, combining both railway and maritime views. Foxfield station of the Furness Railway, trains of the LSWR, LNWR and NER together with ferries operated the GWR at Weymouth and the LSWR at Southampton are featured. While the photographs cannot be considered a detailed study of railway operations, they are a charming example of the candid photography popular at the turn of the century.

Number: 17 negatives

Date: c 1898 - 1905

Finding aids: List, giving details of railway company, name and type of locomotive or train and location.

H I Andrews

Dr H I Andrews, who had studied in the United States in the late 1920s, worked for British Railways in the senior position of Assistant Electrical Engineer, before taking up the post of Special Lecturer, Electric Traction at the Imperial College of Science and Technology at the University of London.

This collection primarily consists of prints showing the operations of the Mobile Testing Plant of the LMS, which Andrews had played an instrumental role in establishing. The photographs include trials on vehicles and the permanent way.

Number: 24 negatives
196 prints

Date: 1937 - 62

Finding Aids: The prints are in five albums, most of them captioned.

Bibliography

Railway traction: the principles of mechanical and electric railway traction. Studies in Mechanical Engineering, 5 (Elsevier 1986)

'*The Measurement of Train Resistance*', The Institution of Locomotive Engineers (Advance copy of paper presented to the Institution by Andrews on 10 February 1954)

The Mobile Locomotive Testing Plant of the LMSR, Proceedings of the Institute of Mechanical Engineers, 1948, Volume 158 No 4

Ashford Works

Ashford Locomotive Works was built for the South Eastern Railway Company in 1847 and was extended in the early years of the twentieth century on amalgamation with the London, Chatham & Dover Railway. Engines built at Ashford included the Wainwright Ds and, following the grouping of 1923 Ashford built steam locomotives, diesels and electrics for the Southern Railway. The last engine, a diesel shunter, was built at the works in 1952, and although Ashford continued to maintain and service engines for a further ten years this ceased in 1962, when all Southern Region locomotive repair work was transferred to Eastleigh. Ashford Works was then devoted entirely to the production and maintenance of rolling stock, building wagons both for British and overseas railways.

This collection covers wagon building at Ashford after the Second World War, with views of plant, production lines, components and completed wagons. There are also images of wagons ordered by overseas railways, including vehicles built for Kenya, Yugoslavia, and Sudan.

Number: approx 3,250 negatives

Date: c 1950 - 1970

Finding aids: Part listed

J B Atkinson

The J B Atkinson Collection is composed of three albums showing the locomotives, services and lines of the West London Joint Railways. The collection also comprises cuttings concerning the Railways and details of tickets.

Number: 749 prints in three albums

Date: c 1836 - 1966

Finding Aids: The albums are indexed, with brief captions for the photographs.

Bibliography

The West London Joint Railways (Ian Allan, 1984)

W J Barker

W.J. Barker lived in the Leeds area and photographed trains of the North Eastern Railway and Midland Railway in Yorkshire. Though quite elderly - a letter to a J S Maclean dated 14 May 1920 tells us that he was able to recollect the first NER locomotives in the late 1860s - he was still taking photographs in the 1920s and had been active for at least thirty years. The collection includes views of static locomotives at Neville Hill and Holbeck sheds in Leeds, together with action photographs of passing trains, some dating from as early as 1890.

The photographs are primarily 6½ x 4½ ins glass plate negatives which in most cases result in good quality prints.

Number: 149 negatives

Date: 1890 - 1923

Finding aids: 59 NER reference prints are available in a binder in the Reading Room. Details are given of locomotive, train service, location, date and construction details.

W Beckerlegge

Beckerlegge, who lived in Brighton, was a prominent member of the Stephenson Locomotive Society from its early days. He was a prolific photographer who covered the operations of many different companies and his collection was acquired by the NRM in 1985, as part of the archive of Kenneth Leech. It is composed of 4¼ x 3¼ ins glass negatives, mainly copies of LMS official photographs from the inter-war years, together with a small number of earlier images featuring the Caledonian Railway. The majority of Beckerlegge's negatives, however, form part of the Photomatic collection and prints are available from RAS Marketing.

Number: 107 negatives

Date: c 1923 - 1939
(Some of the Caledonian copy material dates from the 1890s)

Finding Aids: None available.

Bibliography

F.Burt and W. Beckerlegge, *'Pullman Perfection'*, ABC Locomotive Series
(Ian Allan, 1948)

T Beckett

The Beckett photographic collection is part of a personal accumulation of twenty-two albums covering the operations of the Isle of Man Railway and including timetables, brochures, handbills, tickets, special notices, rules and regulations and waybills. The photographs appear in four of the albums devoted to stations and static views of locomotives, railcars and rolling stock.

Number: approx 500 prints

Date: 1900 - 60

Finding Aids: Not listed, but a simple schedule of albums is available.

E J Bedford

Edward John Bedford was born in the mid-1860s and made his career as an art teacher, which culminated in his appointment as Principal of the Lewes School of Art. He took up photography as a hobby in the mid-1880s and although he began by taking photographs of landscapes, natural history and picturesque subjects he was also fascinated by the technical challenges offered by the railways. He took his first railway photographs in the 1880s, and in 1889 began to experiment with the idea of taking photographs of moving trains, an approach which revolutionised railway photography. Initially, the quality of his work went unrecognised and only a few of his photographs were published. It was not until they were reproduced by J E Kite in his *1850 - 1925 Vintage Album* some years later that the quality of Bedford's photography was recognised in a wider field. He takes his place alongside other great contemporary photographers such as Tice F Budden, the Rev A H Malan and P W Pilcher, much of whose work resides at the NRM.

After Bedford's death in 1953 his railway collection was absorbed into a larger body of work by the Chambers brothers and G F Burtt, an amorphous archive which passed through several hands before its acquisition by the NRM.

See entry for F Burtt for collection details.

Bibliography

John Minnis, *E J Bedford of Lewes, Photographer of the London, Brighton & South Coast Railway* (Wild Swan, 1989)

R H and R E Bleasdale

Richard Henry Bleasdale's railway photographs are among the earliest which survive, and are also remarkable for the range of subjects they cover - he is believed to have taken some 3,000 photographs. It is thought that Bleasdale, who was born in 1837, and lived in Warwick and later Birmingham, began taking photographs in about 1857, and over the following years he paid visits to the works of many of the main railway companies. He photographed many of the early engines of the Stockton and Darlington Railway, including 'Locomotion', as well as other well-known engines now in the National Collection, such as 'Puffing Billy' and 'Agenoria'. Photographs of many companies' locomotives and of Swindon Works in the 1880s appear in two albums of Bleasdale's prints, and in two further albums donated by the Smithsonian Institution. The majority of his negatives, however, are held, uncredited, in the Locomotive Publishing Company collection (qv).

R H Bleasdale stopped taking photographs in about 1892 and died in 1897, but the NRM collections contain nine negatives credited to Bleasdale which date from about 1905. These images of static Great Eastern Railway locomotives were probably taken by his son, R E Bleasdale.

A further collection of some 200 of R E Bleasdale's negatives is held by the Manchester Model Railway Society.

Number: 9 negatives (believed to be R E Bleasdale)
approx 400 prints, by R H Bleasdale, in four albums

Date: c 1870 - 1905

Finding aids: R E Bleasdale negatives are listed.

R H Bleasdale negatives in the LPC collection are listed, but not credited to him. A catalogue, dating from about 1890 and held in the NRM's archives, lists many of the images once marketed by the Bleasdales and some of these photographs are now in the NRM collections.

Bibliography

D Baxter, *Victorian Locomotives* (Moorland Publishing Co, 1978)
The Bleasdale Collection of Locomotive Photographs, *The Locomotive*, 15 August 1924

S Bolan

Sean Bolan, an artist who specialises in images of the GWR broad gauge period, donated this collection composed of just four 4¼ x 3¼ ins glass negatives featuring GWR locomotives at Bristol Temple Meads. The museum also acquired one limited edition print of a painting entitled *Awaiting the up train: a tranquil scene at Cricklade c 1910* at the same time as these photographs.

Number: 4 negatives

Date: 1904

Finding Aids: Listed

W H G Boot

W H G Boot, who was Manager of Wines and Spirits at London's Savoy Hotel, amassed a collection which comprises papers, notebooks and 5½ x 3½ ins postcard prints. The photographs represent locomotives of the main British operating companies, and feature LNER, LMS, Southern and GWR engines, and British Railways Standard locomotives. There are also views of preserved lines, such as the Tal-y-llyn and of industrial locomotives, as well as scenes in workshops and sheds. Photographs of overseas railways are included, particularly the French SNCF.

Number: approx 3,800 prints

Date: c 1935 - 1965

Finding Aids: No list is available

Bow Locomotive Works

Bow Locomotive Works was established by the North London Railway in 1853. The site was initially a carriage and wagon workshop but in 1863 the first locomotive was completed at the works, and from then on all the North London's engines were constructed at Bow. In its day one of the most sophisticated workshops in Britain, Bow built its last engine in 1906, although repair work continued. In 1908 the North London Railway was taken over by the LNWR, and Bow Works serviced a wider range of locomotives, a role it kept following the grouping of 1923 when the LMS took control. British Railways engines were serviced at Bow until 1960, when the work was transferred to Derby.

This collection covers only the period when the works was owned by the North London Railway. It includes fine photographs of engines and rolling stock under construction and on completion, views of workshops, offices and staff and scenes at Poplar docks and Broad Street Station. There are also photographic copies of signalling diagrams.

Number: 175 negatives

Date: c 1890 – 1910

Finding aids: Listed. Reference prints of the entire collection are available for consultation in the Museum's Reading Room on request.

A Burst

This collection of twenty-eight albums, acquired by the NRM in 1982, concentrates almost exclusively on the locomotives of the companies which were combined to form the Southern Railway in 1923. The photographs feature the LSWR's Beattie, Adams, Drummond and Urie designs and the locomotives of the LBSCR in some detail, together with engines of the South Eastern Railway, the London, Chatham & Dover Railway and the South Eastern & Chatham Railway. The Isle of Wight is also represented, whilst additional albums cover light railways, the LNWR and the Great Northern Railway.

Few, if any, of the photographs were taken by Burst and many were evidently purchased from the Real, Tidey, LGRP and LPC collections, which are now held by the NRM.

Number: approx 3,470 prints in albums

Date: c 1880 – 1940

Finding aids: A schedule of albums is available, but the prints are neither listed nor captioned.

Box collection

This collection comprises the work of the Box family. Most of the photographs were taken by Frank Box between 1907 and 1953, with the main emphasis on the period from 1930 to 1953. The collection includes many photographs of the Southern Railway's Portsmouth to London line, with coverage of electrics, steam locomotives, drivers and stations. There are also views of GWR locomotives at Salisbury, Yeovil and Birmingham, of LNER trains at King's Cross and the LMS at Oban and the Kyle of Lochalsh in Scotland. Rare wartime images show trains passing through Winchester and Micheldever in April and May 1943. Frank Box also photographed the Festiniog Railway, the Weston, Clevedon & Portishead Railway, and the Liverpool Centenary exhibition of 1925. Included too are a few views of LSWR lines in Devon in 1907, featuring trains, stations, junctions and cuttings.

The collection contains photographs credited to Frank's son, Donovan. These mainly feature the LSWR, Southern and the SECR, with views of stations, trains, bridges and the London, Devon and Portsmouth lines. Certain photographs of LSWR and Southern Railway trains on the Portsmouth line were taken as early as 1906 and are believed to have once been part of the collection of Frank's brother, Wilfred Box, who also took a small number of photographs showing Southern lines in Devon during the 1930s. He was Assistant Engineer of the Liverpool Overhead Railway and his son, Charles, was the author of one of the few histories of this unique line.

Frank Box died in 1943, Wilfred in 1954.

Number: 930 negatives

Date: c 1906 - 1953

Finding aids: Approximately 880 negatives have been listed, giving details of location, company, date, locomotive type, number and, occasionally, time of day. Lists are in numerical sequence, divided into the work of the three photographers.

Bibliography

Frank E Box, *The Barnstaple and Ilfracombe Railway* in *The Railway Magazine*, 1919 and 1920

Charles E Box (Revised by Adrian Jarvis), *The Liverpool Overhead Railway* (Ian Allan Ltd, 1984)

BR (Western Region) Signalling

This collection, acquired by the NRM in 1997, features signalling on British Railways Western Region, the lines previously served by the GWR. Covering Wales, the West Country and the Midlands, the photographs depict permanent way equipment, staff at work, lifting barriers, level crossings, marshalling yards, stations, control panels, signal box interiors, relay rooms and the signals themselves. These themes are repeated in the 35mm slides and lantern slides, but images of circuit diagrams feature more prominently, as do close-ups of the workings of signals. The prints are mainly from the 'C' Series of official negatives produced by British Railways Western Region although a small number were produced by County Photos of Plymouth. The collection was transferred to the NRM by Opal Engineering, a wholly owned subsidiary of British Railways based in Reading, which was responsible for Western Region signalling in the 1990s.

Number: 51 negatives
1570 prints
330 transparencies
7 lantern slides

Date: c 1950 - 1977

Finding Aids: A handwritten register gives details of the subject and negative number. Prints are ordered by location and listed in the registers by place.

Bibliography

Stanley Hall, *BR Signalling Handbook*, (Ian Allan Publishing, 1992)

Adrian Vaughan, *A Pictorial Record of Great Western Signalling*, (OPC, 1973)

D J Braden

Braden photographed railways, particularly near his home town of Rugby, for a period of over forty years. His collection is composed of 35mm to 3¼ x 2¼ ins film negatives and features images of the LNER, LMS, Southern, GWR and British Railways, primarily concentrating on static views of locomotives but with some 'action' photographs of passing trains.

Number: 2,130 negatives

Date: 1922 - 1964

Finding Aids: A register and notebook list locomotives by type and number, complete with dates.

Brain collection

Very little is known about the origins and creator of this photographic collection and it is named after the donor, who found it in the attic of her house in the 1950s. The NRM acquired the collection in 1986 and it is composed of 4¼ x 3¼ ins glass plate negatives, some of which have, unfortunately, seriously deteriorated. They feature LBSCR and LSWR locomotives, railway scenes at Southampton and on the Isle of Wight, and Australian railways in Victoria, particularly in the Williamstown area.

Number: 188 negatives

Date: c 1900 - 1905

Finding aids: Manuscript list giving details of locomotive type and wheel arrangement, occasionally with numbers, name and railway company.

Brighton Locomotive Works

Brighton Locomotive Works was built for the London & Brighton Railway in 1840 and served as the LBSCR's main works until the company's demise on incorporation into the Southern Railway in 1923. Engines built at Brighton included Stroudley's 'Terriers' and Bulleid's Merchant Navy and West Country Pacifics. During the Second World War Brighton Works produced both munitions and locomotives, including the LMS Type 8F 2-8-0 freight engines. Following nationalisation in 1948 British Railways Standards, including the 4MT 2-6-4T were built at the works. Brighton also produced electric units, and the ill-fated 'Leader' class. Locomotive construction and repair ended at Brighton in 1958 and the workshops was finally closed in 1964.

This collection of official photographs includes images of locomotives, carriages and wagons under construction, workshop scenes, passing trains and Southern Railway road vehicles. Some of the photographs were taken at the nearby Lancing Carriage & Wagon Works (qv). Earlier images of Brighton Works feature in the Burt and LBSCR collections held at the NRM.

Number: approx 1,960 negatives
approx 700 prints

Date: c 1940 - 1964

Finding aids: Part listed, with some reference prints in binders held in the Reading Room and in a collection of album pages produced by the Southern Railway/British Railways Southern Region.

Bibliography

A C Perryman, *When Steam was King at Brighton* (Rochester Press, 1982)

R Brookman

These photographs, acquired in 1985 as part of the K H Leech collection, include the work of P W Pilcher, whose negatives also feature in the Burtt collection (qv). The 3½ x 2½ to 5½ x 3½ ins glass negatives include early action photographs of Great Northern trains at Potters Bar, Oakleigh Park, Doncaster and Boston, taken between about 1889 and 1894. There are also images, by an unknown photographer, of GWR trains at Paddington and in Devon, dating from about 1907 to 1929, together with some photographs of models and drawings. A few are copy negatives.

Number: 90 negatives

Date: c 1889 - 1932

Finding aids: Manuscript list in which 75 negatives are grouped by railway company and wheel arrangement. Engine numbers, angles of view, locations and dates are also given.

E D Bruton

"I have steam in my blood", wrote Eric Duncan Bruton in 1993. He took his first railway photograph in 1932 but apprenticeship three years later and eventual employment at a drawing office in St. Albans, together with the outbreak of war in 1939, combined to prevent him from pursuing his hobby.

In 1946 matters improved for Bruton. He was encouraged to join the Railway Photographic Society by Maurice Earley (qv), and this marked the beginning of his career as a serious amateur photographer. He invested in two secondhand cameras, and was also presented with a Voigtlander Brilliant 2¼ ins roll film camera by his mother. He then established a darkroom in the family kitchen, acquired a lineside pass and set out to capture railway activity on the LMS West Coast main line.

In 1954 Bruton's parents' advancing age obliged him to give up his darkroom work, and he sold some of his cameras. Soon after he turned his attention to colour photography, but found the medium more suited to maritime subjects.

The NRM acquired Bruton's collection in 1983. It is composed of 6cm film and 3½ x 2½ ins glass negatives and features railways throughout Britain, particularly lines in Hertfordshire, Wales, Devon, northern England and East Anglia.

Eric Bruton died in 2002.

Number: 1,290 glass and film negatives,
32 transparencies and lantern slides.

Date: 1946 - 1955

Finding aids: Listed in numbered chronological sequence, with details of locomotive type, number, wheel arrangement, location and date. Copyright resides with the donor and images are only reproduced with the agreement of Mr Bruton.

Additional Bruton negatives are held in the LGRP collection.

Bibliography

British Steam 1948 - 1955 (Ian Allan, 1976)

Michael H C Baker, *Taking the Train, A tribute to Britain's greatest railway photographers* (Patrick Stephens, 1993)

J F Bruton

John Bruton, who made his career in the Patent Office, was a member of the Newcomen Society with an interest in early railways and was also a prolific photographer.

The J F Bruton collection, which is composed of film and glass negatives of varying sizes, concentrates primarily on Britain's smaller railway companies, including the Ffestiniog Railway, the Welsh Highland Railway and the Leek & Manifold Railway. The Glyn Valley Tramway and the Wantage Tramway are also featured as are the Isle of Man Railway, Shropshire and Montgomeryshire Railway, Ashover Light Railway and the Groudle Glen Railway. The collection also includes industrial locomotives, the infrastructure of the Hetton Colliery Railway and approximately fifty negatives featuring the railways and steam tramways of the Netherlands.

Number: 475 negatives
39 transparencies

Date: c 1930 - 1950

Finding aids: The collection is catalogued, with details of railway company, location, locomotive, wheel arrangement and name. Some reference prints.

Bibliography

'Some Industrial Steam Locomotives and Railways' J F Bruton (Excerpt from the Transactions of the Newcomen Society. Vol. XXX 1955 -1956 and 1956 - 1957)

British Transport Films

The success of the LMS and Southern Railway's publicity film units inspired the British Transport Commission to found a film unit which would promote the newly nationalised transport concerns. Established in 1949 and headed by Edward Anstey it combined the film-making bodies which had existed before nationalisation with new talent. The unit was to play a leading role in the documentary film movement, employing directors and composers of the highest calibre and using drama, humour and classic newsreel techniques. At one time the BTF was the most active documentary film unit operating in Britain and between 1950 and 1986 produced over 1,500 films, videos, filmstrips and advertisements. John Schlesinger's 1961 film *Terminus*, a study of a day in the life of Waterloo station, was watched by over 5.5 million people, and picked up fourteen awards, including the Venice Grand Prix. In all BTF films won over 220 major honours, including an Oscar for the 1967 production *Wild Wings*.

The majority of the BTF's output was produced for British Railways but the archive is significant not just as a history of the railways, but as a study of daily life in mid-twentieth century Britain. The training and public information films provide an invaluable record of working practices, vehicle operation and the social and cultural impact of transport technologies. The films themselves reside with the British Film Institute but the NRM holds the stills archive, which is composed of negatives, filmstrips, reference prints and colour transparencies.

Number:	2,000 negatives 10,000 slides 5,180 prints
Date:	1950 - 1986
Finding aids:	Six typed registers which are arranged in negative or transparency number order, with details of each production. Information is given on subject, location, date and occasionally photographer. Some prints are also available.

Bibliography

Moving Images. Commemorating 40 years of British Transport Films, John Reed (Capital Transport Publishing, 1990)

T F Budden

Dr Tice F Budden was educated in Bath and at Cambridge University, where he took up photography in 1889. He is considered to be one of the pioneers of railway photography alongside P W Pilcher, E J Bedford, and R H Bleasdale who are also represented in the NRM collections. He initially concentrated on stationary locomotives but soon experimented, taking some of the first photographs of engines in motion. His career as a railway photographer lasted over fifty years - he captured the final years of the GWR broad gauge lines at Ealing in 1892 and took his last pictures near his home in Dorking just after the Second World War.

The 'Budden collection' is composed of twenty-three 4¼ x 3¼ ins glass negatives featuring static views of Southern, Southern Eastern & Chatham, Great Eastern and North British Railway locomotives. There is also an album of prints showing locomotives in Britain, Belgium, Austria and Ireland. The bulk of Budden's work, however, appears in the LGRP collection (qv) which contains about 1,145 of his original negatives and about 200 copies.

Number: 23 negatives with reference contact prints
240 prints in an album

Date: c 1890 – 1923

Finding aids: The 23 negatives are listed and there are simple captions in the albums. LGRP negatives are listed and can be identified by reference to the registers in sequences 21100 to 22247.

Bibliography

R Bucknall & Dr T F Budden, *Railway Memories* (Published by the authors, 1947)
John Minnis, '*Dr T F Budden in Cambridge, 1889*', *British Railway Journal* 32, Summer 1990

A Burst

This collection of twenty-eight albums, acquired by the NRM in 1982, concentrates almost exclusively on the locomotives of the companies which were combined to form the Southern Railway in 1923. The photographs feature the LSWR's Beattie, Adams, Drummond and Urie designs and the locomotives of the LBSCR in some detail, together with engines of the South Eastern Railway, the London, Chatham & Dover Railway and the South Eastern & Chatham Railway. The Isle of Wight is also represented, whilst additional albums cover light railways, the LNWR and the Great Northern Railway.

Few, if any, of the photographs were taken by Burst and many were evidently purchased from the Real, Tidey, LGRP and LPC collections, which are now held by the NRM.

Number: approx 3,470 prints in albums

Date: c 1880 – 1940

Finding aids: A schedule of albums is available, but the prints are neither listed nor captioned.

G F Burtt

Frank Burtt was born in 1871 at Greenwich and after completing his education in 1887 he was apprenticed as a fitter at the LBSCR's New Cross Works, where he knew William Stroudley. On Stroudley's death he applied for a transfer to the drawing office at Brighton where he remained for forty years until his retirement in 1932. The Second World War saw him re-employed at Brighton Works as a photographer of new construction, and in developing and printing x-ray photographs of boilerplate welds. He died in 1949.

Burtt was remembered as a man of "considerable energy" and this is reflected in his many achievements. He was a draughtsman, writer and photographer; he was one of the founders of the Stephenson Locomotive Society in 1909, acted as its first secretary, and was principal founder of what became known as The Institution of Locomotive Engineers. Burtt was an active photographer and his collection is composed of glass and film negatives with a particular emphasis on static views of LBSCR and LSWR locomotives and trains. This collection also includes the work of the pioneering railway photographers, the Chambers brothers, E J Bedford and P W Pilcher (qv).

Reference prints for a proportion of the negatives are available in binders in the Reading Room and a list is given below.

Number:	2,650 negatives 1,585 prints
Date:	c 1890 - 1930
Finding aids:	No list available, but the prints in the Reading Room binders are numbered and captioned.

Bibliography

Cross Channel & Coastal Paddle Steamers (Richard Tilling, 1973)

LB & SCR locomotives - an up to date Survey from 1870 (Ian Allan, 1946)

SE & SCR locomotives 1874 - 1923 (Ian Allan, 1947)

L & SWR locomotives 1872 - 1923 (Ian Allan)

F Burtt & W Beckerlegge, *Pullman Perfection* (Ian Allan, 1948)

F G Carrier

On leaving school Frank Carrier entered into an apprenticeship with the Midland Railway under Sir Henry Fowler, but the First World War intervened and Carrier joined the Grenadier Guards. On demobilisation he returned to the Midland Railway as a locomotive design draughtsman at the Derby Drawing Office, where he remained for the rest of his career. He retired shortly after nationalisation, but not before he had exerted a significant influence on the design of the new British Railways Standard locomotives.

Carrier loved the countryside and he loved the steam engine. These two passions were united in his frequent excursions to photograph trains or to ride locomotive footplates. His great friend was Maurice Earley (qv), who often accompanied him on his photographic expeditions.

The Carrier collection comprises glass plate negatives of passing trains of the LNER, LMS - particularly near Millford tunnel in Derbyshire - and Southern Railways. Industrial locomotives, the Festiniog and Shropshire & Montgomeryshire Railways also feature.

Number: 46 negatives

Date: c 1930 - 1939

Finding Aids: None available, but some reference prints in the Reading Room.

W L Cartwright

Bill Cartwright's photographs of British Railways' North Eastern Region signalboxes were taken as part of his work as a signal engineer based in Yorkshire. His simple record photographs show the boxes themselves, level crossings and some signal box interiors, mainly in Yorkshire but also the North East, including the Newcastle-upon-Tyne area. There are also seven prints showing Lymington Pier signal box in Hampshire.

Number: 856 prints
583 negatives

Date: 1956 – 1957

Finding aids: The prints are on album pages, with captions, with an alphabetical index listing locations. There are negatives for 583 of the prints.

C E Catton

Charles Catton was born in 1899 and as a boy would watch the main line trains around London from the bridge at Brunswick Park, New Southgate and at Kings Cross and Finsbury Park. On leaving school he took up a career as a stockbroker's clerk for Grenfell & Co in London and served in both World Wars, first with the Royal Field Artillery then, when war broke out again in 1939, with the Royal Air Force. Catton's early interest in the railways remained with him for the rest of his life: he devoted a large room in his house to model railway layouts of the Great Northern and Indian Railways, and in the 1970s participated in a three week tour of Indian railways, revisiting the country where he had served with the Army in the 1920s.

The NRM acquired the Catton collection following his death in 1981. It is composed of negatives and prints featuring railways in Britain and India, but the collection is dominated by Catton's fascination with the Great Northern C12 4-4-2 tank engine, which is shown in Great Northern, LNER and British Railways service at locations such as Mablethorpe, Sutton-on-Sea, Southend, Saffron Walden, Audley End and Hornsey. There are also copy negatives of locomotives of the South India Railway, the Bengal & North Western Railway, and the Rohilkund & Kumaon Railway. A few colour transparencies show 0-4-4T engines of the Bombay, Baroda & Central India Railway in 1979 and C12 locomotives in Britain.

The reference prints are not all the work of Catton, but many of the original negatives for these are held in other NRM collections, such as the LPC, LGRP and Ransome-Wallis holdings (qv). As well as the C12s the prints cover GNR lines and stations in London and the Home Counties, GNR Baldwin 2-6-0 locomotives, Burma Railways, South Indian Railways, and the Holland Railway. There is also a small body of material comprising papers and cuttings relating to the Jodhpur Railway, plans of GNR tank locomotives, and a scrapbook of railway-related cuttings.

Number: 106 negatives
12 35mm colour transparencies
approx 515 prints

Date: c 1900 - 1952

Finding Aids: There is no list or register available and the negatives are un-numbered.

A C Cawston

In his own words, the Reverend Arthur Cawston "had the good fortune to live always near to one of the main express routes". Cawston bought his first camera, a 2½ x 3½ ins plate Goerz Tenax, while he was a student at Oxford and in 1932 bought a quarter plate Ensign Special. He used this to good effect for twenty years in his action photographs of passing trains, before exchanging it for a smaller 3½ x 2½ ins plate camera. While ministering to his parishes at Grantham, Margate, Folkestone and Maidstone he cultivated the acquaintance of stationmasters, enginemens, foremen, signalmens, clerks and porters. They would often warn him of the imminent arrival of specials and all except the Great Western provided him with permits to walk along the line. He vividly described the experience of railway photography. "[It] is an agonising business of waiting, even when one knows the time-table. There is the weather to watch, clouds that threaten to cover the sun at the vital moment, unwanted trains on the other track which could rob me of the one special picture I have come far to get".

The Cawston collection of glass plates depicts the LMS, LNER, GWR, and Southern Railway from the early days of the 'Big Four' through the war and, upon nationalisation, to the creation of British Railways and beyond. The diminutive trains of the Romney Hythe & Dymchurch Railway are also featured. Many of Cawston's images are accessible in the binders of reference prints in the Reading Room and a list of these is given below.

Number:	1,123 negatives
Date:	c 1926 - 1956
Finding Aids:	Listed, with details of operating companies, locomotive types, locations and dates.

Bibliography

- A Railway Photographer's Diary* (Town & Country Press, 1972)
- LNER Steam at Grantham* (Wild Swan Publications, 1987)
- Past Masters, Arthur Cawston*, Steam Days, April 1997

A T Chapman

Alfred Chapman was stationmaster at London Victoria station from 1943 to 1957 and during his career met with a variety of notable people and witnessed numerous state occasions. In 1984 the NRM acquired a small number of publicity prints collected by Chapman during the course of his work. These prints were produced by organisations such as the Publicity Department of British Railways (Southern Region), Fox Photos and the Topical Press Agency. They show personalities at Victoria Station, such as the Queen of the Netherlands arriving for a State Visit in 1950, the broadcaster Richard Dimbleby, and the Prime Minister, Sir Anthony Eden. Chapman's estate also donated a morning suit which he wore in the course of his duties. A photograph in the collection shows Mr Chapman in this formal attire.

Number: 40 prints

Date: 1940 - 1957

Finding Aids: Photographs are listed with details of subject and date.

Charles Roberts & Co

Charles Roberts & Co a privately-owned company, based at Horbury near Wakefield, constructed road and rail vehicles. The NRM acquired this collection of 8½ x 6½ ins glass negatives in 1975 after the company was sold to Procor UK. The negatives feature posed 'catalogue' views of wagons, tanks and steel hoppers produced for a wide range of industrial clients, such as the Ministry of Supply, Brunner Mond, the Ipswich Beet Sugar Factory Ltd and the Anglo Persian Oil Co. The museum also holds an archive of papers relating to the Charles Roberts organisation, including some order books containing photographs of wagons produced between 1907 and 1913, complete with details of their construction.

Number: approx 5,200 negatives
approx 760 prints

Date: c 1907 - 1913 (prints)
c 1930 - 1970 (negatives)

Finding aids: There is a card index available for consultation on request in the Museum's Reading Room. The Historical & Model Railway Society have also produced a printed list of the negatives is available giving details of the vehicle type, including lettering and numbering, the company it was supplied to and the date.

Bibliography

Bill Hudson, *Private Owner Wagons Volume One*, Oxford Publishing Company, 1976/Headstock Publications, 1988

Bill Hudson, *Private Owner Wagons Volume Two*, Oxford Publishing Company, 1978

Bill Hudson, *Private Owner Wagons Volume Three*, Oxford Publishing Company, 1984

Bill Hudson, *Private Owner Wagons Volume Four*, Oxford Publishing Company, 1987

A J Chisholm

Alexander John Chisholm, who was born in 1876, photographed railway scenes in and around London, in Yorkshire, Scotland, the West Country and the Midlands. This collection comprises 4¼ x 3¼ ins glass plate negatives, mainly static views of locomotives and trains of various pre-grouping companies. Typical photographs show engines of the NER at Scarborough, the LNWR at Willesden and Camden, the GWR at Weymouth - including a boat train - the Somerset & Dorset Joint Railway at Bath and the Cambrian Railway at Barmouth. Chisholm also captured Midland Railway locomotives at Nottingham, the Isle of Wight Railway, some Great Central stock at Neasden, the LBSCR at London Bridge and the South Eastern & Chatham Railway at Hastings. In his later years Alexander Chisholm lived at Worthing and became involved with the newly established Bluebell Railway, contributing items to its magazine until his death in 1966. The remainder of Chisholm's negatives are in the R K Blencowe collection.

Number: 50 negatives

Date: 1900 - 1910

Finding aids: List available. Details of railway company, locomotive type, name and number, location, some construction details and the angle of view of the locomotive or train.

Bibliography

'The North London Railway', The Railway Club Library Vol. III, (Published by author, 1902)
Obituary, Bluebell News Vol 8 No 7, November/December 1966

Clapham (BTC)

This collection, compiled by the British Transport Commission, is a wide ranging archive of historic images covering railways in Britain from their earliest days until the 1950s. The photographs include views of locomotives, carriages, wagons, road vehicles, workshops, stations, bridges, people, shipping and events.

The collection also contains the work of Southern Railway official photographers dating from 1939 until the company's nationalisation in 1948, and there are photographs of locomotives, shipping, and events, with numerous Second World War views of bomb damage to stations and depots in the southern counties of England.

Number: approx 8,050 negatives

Date: c 1825 (copies of contemporary illustrations) - 1960
c 1938 – 1948 (original Southern Railway official photographs)

Finding aids: Part listed in handwritten registers, with large numbers of reference prints available for consultation in the Reading Room.

F Clarke

Most of Clarke's negatives form part of the Maurice Earley collection (qv). They feature railways in Britain, particularly locomotives of the GWR, LNER, LMS and North British Railway, but also include coverage of the LNWR, Caledonian, Glasgow & South Western, Highland, Furness and Lancashire & Yorkshire Railways. There is also a collection of photograph albums, believed to have once been owned by C J L Romanes, which were transferred to the NRM on foundation in 1975 from the Museum of British Transport, Clapham. The albums include prints taken from many of Clarke's negatives and which have been captioned by the photographer, but unfortunately they are not identified by their reference numbers.

Number:	approx 440 negatives ten albums containing approx 480 prints
Date:	c 1920 - 1930
Finding aids:	Clarke's notebook lists his negatives by company and in numerical order.

J G Click

John Gaywood Click, who was born in 1926, went to work for the Southern Railway in 1943 as a Premium Apprentice. On completion of his apprenticeship he joined the company's Drawing Office, and then worked as a Technical Assistant at the Rugby Locomotive Testing Station, before being seconded to the Irish Transport Company in 1956 as personal assistant to O V Bulleid. He worked in Dublin for two years on the creation of the 'Turf Burner', an experimental double bogie steam locomotive which was intended to burn peat as fuel. His work was halted by the onset of the diesel in Ireland and he returned briefly to Rugby in 1958 where he continued his experimental work in other areas.

During the 1960s Click took up the post of Assistant Works Manager at Eastleigh Locomotive Works, where he laid the foundations for the repair of diesel locomotives and associated equipment. He resigned in 1965 and continued his design work with a British-based American company, but lack of investment meant that he was compelled to consider an alternative career. In 1971 he underwent teacher training, and taught engineering and technical drawing at Bexley in Kent. He maintained his links with the railway community, however, by speaking at society meetings, and providing advice to owners of preserved Bulleid engines. "He was a mine of information on Bulleids," said an acquaintance, "We frequently rang him up for help, and he was glad to oblige". He died in 1989.

The Click collection consists of photographs of the Southern Railway, Bulleid locomotives, and Rugby Test Plant, together with images of railways in Ireland and preserved lines in the UK. There is also a body of archive material and albums once owned by Click in the 'Misc' series.

Number: 2,340 negatives
1,500 prints
3,050 slides

Date: c 1950 - 1980

Finding aids: List available of negatives, divided by railway company, locomotive class, name/number and location. The negatives are also listed in numerical order.

Basil K Cooper

The work of a prolific author and technical journalist with a special interest in electric railways, Cooper's collection was acquired in 1994 as part of the Millbrook House archive. It is composed of medium format film negatives featuring locomotives of the Big Four including those built for the Midland, LNWR, London, Tilbury & Southend Railway, Caledonian, Highland, Great Northern, Great Eastern, North British, and the LB&SCR. There is also a small number featuring industrial locomotives, ferries and engines in Belgium, France and Spain.

Number: 250 negatives

Date: 1937 - 1958

Finding aids: Handwritten list giving details of constituent companies, class and wheel arrangement, engine number and name, location and date. There are also reference prints available to view on request.

Bibliography

British Rail Handbook, (Ian Allan, 1981)

Rail Centres: Brighton, (Ian Allan, 1981)

Electric Trains in Britain, (Ian Allan, 1979)

BR Motive Power since 1948, (Ian Allan, 1985)

Electric Trains and locomotives, (Leonard Hill Books, 1953)

Electric Trains and locomotives, (Leonard Hill Books, 1953)

Inside a diesel locomotive, (Ian Allan, 1964)

Intercity 125: the world's fastest diesels, (Ian Allan, 1987)

J R Day and B K Cooper, *Railway Signalling Systems*, (Frederick Muller, 1958)

Southern Railway Handbook, (Ian Allan, 1983)

R Antell and B K Cooper, *LSWR - a tribute to the L&SWR*, (Ian Allan, 1988)

Railway Terminology, (Ian Allan, 1994)

A Portrait of Steam, (Cotswold Publishing 1988)

British Handbook, (Ian Allan, 1984)

K Cooper

This collection was acquired by the NRM in 1994 as part of the Millbrook House archive. It is composed of 35mm negatives and features a wide variety of British Railways locomotives seen at engine sheds and depots throughout the country. There are also a few images of industrial and colliery engines and of locomotives in the Netherlands.

Number: 248 negatives

Date: 1948 - 9

Finding aids: A manuscript list is available delineating the engines by their pre-grouping companies, locomotive type and wheel arrangement, engine name and number, location and date.

S P W Corbett

S P W Corbett was a railway official with the LMS in the 1930s. He served as a Lieutenant Colonel in the Royal Engineers during the Second World War, when he was given the responsibility for revitalising the Belgian Railways after liberation. At the end of the war he returned to his former post with the LMS and following nationalisation worked for British Railways until 1955.

The Corbett collection consists of an album of postcards and photographs showing locomotives of the LMS, LNER, GWR and Southern Railway and to a much lesser extent, French and Danish railways. It also includes images of the Great Central, Highland Railway, Caledonian Railway and Great Eastern Railway together with nine train log books of British locomotive performances from 1932 to 1954, with Corbett's accompanying comments.

Number: 395 prints

Date: 1930 - 1949

Finding aids: The prints are stored in an album complete with an index. No negatives are available, but images may be copied to order.

S T Cowan

Dr S T Cowan mainly concentrated on railways in the Midlands and north, showing a particular interest in the operations of the companies which in 1923 formed the London, Midland & Scottish Railway. He first used a simple Autographic Kodak Junior camera before progressing to a more sophisticated Kodak III. In 1931 he moved over to an Ensign Cabin 14 camera, but the following year settled on a higher quality Thornton Pickard Horizontal Reflex. He found that this was, for him, the best model with which to capture moving locomotives and it served him until the end of his photographic career.

Dr Cowan, who died in 1976, holds the distinction of being the first railway enthusiast whose work was acquired by the NRM, when the collection was donated to the museum in 1977. It is composed of 3½ x 2½ ins and 4½ x 2¾ ins film negatives of locomotives and moving trains, often shown in context. There are images of the Lancashire & Yorkshire Railway, Midland Railway, LNWR, Great Central Railway, North British, and Caledonian Railway, with some views of the LNER, Glasgow & South Western Railway and the Southern Railway. Railways in Switzerland also feature, together with ferries, sailing scenes, and family photographs.

Number: 1,275 negatives

Date: c 1919 - 1939

Finding aids: Eight photograph albums featuring prints taken from the negatives and covering most of the subjects described above. A schedule is available.

There are comprehensive registers. Two volumes list the negatives by wallet number, giving details of the scene featured but no date. There are three foolscap notebooks which provide greater details of the scenes depicted, including exact dates and times, exposure and weather details. These can be matched to the prints in the albums. A further register records copy slides and an 'X' series register lists copy negatives which Cowan made in 1974.

Bibliography

Michael H C Baker, *Taking the Train, A tribute to Britain's greatest railway photographers* (Patrick Stephens, 1993)

H E Cox

H E Cox worked as Deputy Chief Engineer (Signals) on the Great Indian Peninsular Railway and the NRM acquired his collection of papers and four photograph albums in 1995. The albums feature photographs, possibly taken by Cox, of signalling installations on GWR lines and in India.

Number: 253 prints in four albums

Date: 1935 - 1960

Finding aids: Prints are captioned, but the original negatives have not survived.

F Craven

Craven worked for the Motor Transport section of British Railways, and his collection of prints features road vehicles of the LMS and its nationalised successor, British Railways London Midland region.

Number: 164 prints

Date: c 1930 - 1960

Finding Aids: None

Crewe Locomotive Works

Crewe Locomotive Works was built in 1843 for the Grand Junction Railway, and was taken over by the London & North Western Railway three years later. The largest railway owned works in the world at the time, Crewe was based on a company town, with the LNWR providing its own housing, gasworks, water supply, park, sports grounds and even an Anglican church. The works was at the forefront of new technology, one of the first to introduce machine tools and a pioneer of the Bessemer steel process. By 1900 4,000 engines had already been built at Crewe, including Webb's compounds, the Precursors and the Claughtons. In 1888 a world record had been established there, when the 0-6-0 freight locomotive No 2153 was assembled in only 25½ hours.

On grouping in 1923 Crewe Works was taken over by the London, Midland & Scottish Railway, building Stanier engines such as the prestigious Coronation Pacifics in the 1930s. During the Second World War armaments were also manufactured at Crewe, including Covenanter tanks and artillery components. After the war the works began production of diesels and in 1958 built its last steam locomotive, a 9F. The works was modernised in the 1960s and High Speed Train power cars were produced at Crewe in the 1970s, together with the Class 87 electrics. In 1989 the works was privatised, as part of BREL Ltd.

The LNWR was very publicity conscious, and employed photographers at Crewe Works from the 1870s onwards. This wide-ranging collection includes views of completed engines and rolling stock, workers, workshops scenes with detailed views of manufacturing processes, special visits, publicity events, stations, signalling, civil engineering and maritime scenes.

LNWR official photographs also feature in the 'LMS' collection (qv).

Number: 2,465 negatives

Date: c 1875 - 1933

Finding aids: Handwritten registers, chronologically and alphabetically ordered. There are reference prints of large numbers of these images, available for consultation in the Reading Room by special request.

Bibliography

Brian Reed, *Crewe Locomotive Works and its Men* (David & Charles, 1982)

Diane K Drummond, *Crewe, Railway Town, Company and People, 1840 - 1914* (Scholar Press, 1995)

A W Croughton

The Alfred Croughton collection is divided into two portions. The first section was acquired by the museum in 1985 as part of the Alliez Collection and shows industrial locomotives. The second portion was acquired with the Millbrook House archive in 1994, and mainly features light and narrow gauge railways of Britain and Ireland, together with a small number of preserved historic engines and standard gauge locomotives of the LNER, GNR, NER and GWR. Croughton, who lived in Bromley, Kent, was a prolific photographer. The bulk of his negatives, dating from the early 1920s onwards, are held by Lens of Sutton.

Number: approx 360 negatives

Date: 1923 - 1957 (Alliez)
c 1920 - 1952 (Millbrook House)

Finding aids: Alliez: typed list available giving details of company, location, date and locomotive name.

Millbrook House: manuscript list available giving details of railway company, engine type, name and number of locomotive, location and date.

Further Croughton negatives feature in the Real Photographs collection, identified by an 'X' prefix.

J M Crowther

The NRM received Crowther's collection of book, papers and photographs as a bequest, after his death in March 1988. The photographic collection is composed of medium format film negatives comprising views of railways in Britain in the inter-war years. There is particular emphasis on the LNER and LMS, images of the GWR in Devon and the Ravenglass & Eskdale Railway, characteristically views of passing trains or static locomotives.

Number: approx 900 negatives
approx 494 prints in six albums

Date: c 1929 - 1939

Finding aids: No list is available, but over half of the collection appears in the albums, identified by negative numbers but with no captions.

R Cutler

Roy Cutler, who worked for British Rail, amassed a great library of railway literature which the NRM acquired in 1981. It is composed of photograph albums of prints, drawings and postcards of locomotives and trains from a variety of sources, including the Locomotive Publishing Company (qv). Locomotives of all railways in the British Isles are represented, including main line, industrial, light and narrow gauge. The collection also comprises overseas subjects such as European, North American, Asian and Scandinavian railways.

Number: 104 albums containing approx 17,500 prints

Date: c1868 - 1964

Finding aids: Manuscript lists in each album give details of the images. There are no negatives, except for the LPC photographs.

Darlington Locomotive Works

Darlington Locomotive Works was completed in 1863 for the Stockton & Darlington Railway but was taken over by the North Eastern Railway within a few months. It turned out its first locomotive, the long boilered 0-6-0 'Contractor', in 1864 and although production of larger classes was initially concentrated at Gateshead, subsequently built engines for the LNER and then British Railways, including the B17, D49, A1, V2 classes. The LNER's experimental water tube boilered locomotive No 10000 was also built at Darlington, as well as the NER's first electric engine and steam railcars. During the First World War construction of new locomotives was greatly reduced, and the works concentrated on repair work and the manufacture of munitions, employing over 1,000 women on the site. In 1923 the LNER opened a wagon works at the nearby Faverdale site. In 1933 the first diesel locomotives were maintained at North Roads works and following the Second World War Darlington began construction of diesel electric shunters. The introduction of diesel locomotives by British Railways, however, led to a great reduction in new orders and repair work and Darlington Works was closed in 1966, some eighteen months after turning out its last locomotive, the Type 2 diesel D7597.

This collection represents the work of official company photographers, and includes views of the locomotive workshops at Darlington, Gateshead and York Carriage Works and of newly completed locomotives and carriages.

Number: approx 1,285 negatives

Date: c 1885 - 1960

Finding aids: Handwritten registers listing approx 900 negatives in numerical sequence, with a brief index ordered by locomotive class.

Reference prints in binders in Reading Room

Bibliography

K Hoole, *North Road Locomotive Works Darlington, 1863 - 1966* (Roundhouse Books, 1967)

G A Davis

These photograph albums show the building, between 24 May 1882 and 12 July 1883, of a grain elevator at Fleetwood in Lancashire for the Lancashire & Yorkshire Railway. The albums combine images of the elevators under construction and on completion, with views of the docks.

Number: two albums containing 68 prints.

Date: 1882 - 1883

Finding Aids: Albums available to view on request, but no original negatives exist.

R F Dearden

The NRM acquired the Dearden or 'Main Line' collection in 1982. It is composed of 5 x 4 and 4¼ x 3¼ ins glass and film negatives showing locomotives and trains of the 'Big Four' railway companies.

Dearden photographed GWR 'King', 'Castle', 'Hall' and 'County' Class engines at Twyford East signal box, Sonning Cutting, Waltham, Ruscombe, Maidenhead Station, Taplow, and Theale. He covered the LMS at Elstree, Bourne End, Northchurch Tunnel, Beattock, Berkhamstead, Tring, Watford Junction and Kings Langley. His collection focuses on Jubilee, Patriot and Royal Scot Class locomotives, together with engines from pre-grouping companies such as the LNWR and the Midland Railway absorbed by the LMS in 1923. Dearden's LNER views show V2, A1, A2, A3 and A4 class locomotives as well as engines from constituent companies, mainly photographed at Potters Bar, Hadley Wood and Stevenage. His Southern Railway photographs concentrate on trains passing Fleet, Bramshot, Brookwood, Farnborough, Pulborough and Worplesdon and include King Arthur, Merchant Navy and Schools class locomotives.

Number: approx 700 negatives

Date: 1934 – 1949

Finding aids: Typed lists divided by company. Details given of locomotive type, engine name and number, location and date.

Derby Works

Derby Locomotive Works was constructed in 1840 for the North Midland Railway, and in the years that followed 2,995 steam engines were built there for the Midland, LMS and British Railways. They included the famed Midland compounds, Stanier's Pacifics, the Royal Scots and British Railways' Standard locomotives. Derby produced diesels from 1934 onwards, and in 1947 built Britain's first main line diesel locomotives, so when construction of steam engines ended work was concentrated on diesels and diesel electrics. This continued until 1962, when production was transferred to Crewe and Derby Works was used for repair work.

Derby Carriage & Wagon Works opened in 1876, and by the end of the century was producing eight carriages and 180 new wagons a week, whilst also repairing existing stock. Based at the Litchurch Lane site, the works had facilities to build vehicles from the basic raw materials to the finished article and during the Second World War also produced aeroplane wings. In post-war years the works pioneered the construction of all-aluminium and all-steel vehicles, but in 1962 the building of wagons ceased and the works, which today is owned by ABB, was given over to the construction and repair of carriages.

The first photographer, Thomas Scotton, was employed at the works in 1882 and with his successors produced an extensive archive which covers the construction and repair of locomotives, carriages and wagons, civil engineering, stations, goods depots, road vehicles, people, scenic views, places, publicity and events.

Number: approx 28,500 negatives

Date: c 1885 - 1961

Finding aids: Handwritten photographers' registers listing negatives chronologically and alphabetically by subject. There are also many reference prints in binders in the Reading Room and albums of prints produced by the LMS. Some of the photographs taken in the late 1950s and early 1960s were also listed by the Railprint Joint Venture scheme which marketed these images for a short period. They appear on Railprint's list P30.

Bibliography

J B Radford, *'Derby Works and Midland Locomotives'* (Ian Allan, 1971)

P C Dewhurst

P C Dewhurst, who was born in 1884, is unique amongst the photographers represented in the collection for his long service as an overseas railwayman. He began his exotic career in a prosaic fashion with the locomotive department of the Midland Railway. The Chilean Transandine Railway was his next stop, where he took up a post as Locomotive Superintendent in 1910. Four years later, after a fleeting return to England, he joined the Jamaica Government Railway and in 1923 he became Chief Mechanical Engineer to the Government of Columbia. He returned briefly to Europe in 1929 to fulfil a commission to inspect the mechanical and allied departments of the railways in southern Greece. In 1930 he reached the pinnacle of his career when he was appointed Chief Mechanical Engineer of the Central Uruguay Railway, a post which he held until 1945, when he retired. During his incumbency in all of these influential positions, he ensured that the railway systems underwent a significant improvement and expansion. For example, the Colombian railway network was virtually doubled under Dewhurst's aegis, and he modernised a great many of the locomotives in Uruguay. He died in 1964.

The Dewhurst Collection consists of photographs of Midland Railway locomotives taken before the First World War, and engines in South America, Jamaica and the Balkans, particularly Greece. There is also a large body of archive material.

Number:	1,011 negatives 554 prints
Date:	1904 - 35
Finding aids:	Prints are numbered. No comprehensive list is available for the photographs, but a typed schedule for the entirety of the collection exists and some reference prints may be consulted in the Reading Room.

Bibliography

The Norris Locomotives, Bulletin No 79 of the Railway & Locomotive Historical Society, 1950
Norris Locomotives in England, Excerpt from the Transactions of the Newcomen Society, Vol 26
The Crampton Locomotive in England, Excerpt from the Transactions of the Newcomen Society, Vol 30

Doncaster Works

Construction of a locomotive and a carriage works for the Great Northern Railway Company began at two sites in Doncaster in 1853, and in 1889 these were followed by a wagon works, which was built a short distance away.

The first engines were manufactured at Doncaster in 1866 and in the years that followed many famous locomotives were built and serviced at the works, such as Stirling's Singles and, in LNER days, Gresley's A4 Pacifics, including the record-breaking 'Mallard'. Following nationalisation the works turned out British Railways Standard locomotives and built its last steam engine in 1957. Doncaster continued to produce electric and diesel engines until 1987, when the Works was converted to serve as a maintenance depot.

The Carriage Works produced its first vehicles in 1866, and built all types of carriage, including the UK's first dining car, together with sleeping cars, kitchen cars and the carriages for the LNER's 'Flying Scotsman' service. Production ceased in 1960, when the Works turned to maintenance. The Carriage Works was privatised in 1987.

The Wagon Works built vehicles from its opening until the GNR was absorbed by the LNER in 1923, and from then on concentrated on repairs. The site was closed in 1965, when wagon maintenance work was transferred to the Carriage Works.

This collection represents the work of generations of official photographers, and includes images of locomotive, carriage and wagon construction, together with views of road vehicles and war work. The photographs are mostly 8½ x 6½ ins glass plates which generally produce high quality prints.

Number: approx 12,200 negatives

Date: c 1897 - 1967

Finding aids: Handwritten registers ordered chronologically, listing images in numbered sequences. Large numbers of reference prints are available for consultation in the Reading Room

Dukinfield Carriage & Wagon Works

The Great Central Railway approved plans for the construction of the carriage and wagon works at Dukinfield, near Manchester, in 1905 when it was realised that the nearby Gorton Works was no longer able to meet all the company's needs. The works was fully operational by 1910 and at its peak employed over 1,400 staff responsible for building new vehicles and the repair of some 400 carriages and 3,000 wagons a year. The works also produced munitions during both world wars, but was closed after the Second World War.

This collection covers carriages, wagons, road vehicles and locomotives built for the Great Central, NER, LNER and British Railways. There are also portraits of senior staff and a small number of photographs of events. On the closure of the works this archive was evidently incorporated into other works collections and it therefore includes some material unrelated to Dukinfield, such as images of the 1925 Stockton & Darlington Railway Centenary celebrations and railways in the north-east of England.

Number: approx 1,045 negatives
10 lantern slides

Date: 1910 - 1955

Finding aids: This collection is not listed, but a small number of reference prints appear in binders in the Reading Room. An album, 'Misc 013', features the construction of Dukinfield Works but the original negatives unfortunately, are not part of the Dukinfield collection.

Earlestown Wagon Works

The London & North Western Railway took over the Earlestown Carriage & Wagon Works in 1853, and by the beginning of the twentieth century the works was producing some 4,000 wagons a year. Road vehicles were also built there. The works came under the control of the London, Midland & Scottish Railway on grouping in 1923, and new mass production techniques were introduced the following year. This collection, however, covers only the early years of the twentieth century, when the works built vehicles for the LNWR.

Earlestown Works closed in 1963, when remaining production was transferred to nearby Horwich.

Number: 130 negatives

Date: c 1900 - 1910

Finding aids: Listed, with some reference prints available for consultation in the Reading Room.

M W Earley

"I took my first railway photograph on March 27 1922", recorded Maurice Earley in *The Railway Magazine* of April 1951. Of his work he once wrote "I have tried to combine the railway interest with a photographic outlook, and though I have never attained to the ideal (and probably never shall), I have in mind the type of picture I should like to be able to turn out". He began his career as a railway photographer because he was "not satisfied with those [pictures] which were then available". In 1925, the Great Western granted Earley a line-side permit, giving him the opportunity to take the photographs of GWR locomotives travelling at high speed which made his name as a railway photographer. The permit specified Sonning Cutting and it became one of Earley's favourite locations - his negative registers list pages of photographs taken at this spot near his home in Reading. Initially Earley used 3½ x 2½ ins glass plates, but preferred working with 5 x 4 ins plates because he felt "there is nothing to equal the detail gained by the larger negative".

In 1922 Earley founded the Railway Photographic Society so that its members might comment on a circulating portfolio of prints, and this undoubtedly helped to raise the standards of railway photography. The RPS attracted other skilled railway photographers, like C C B Herbert and Dr Pat Ransome-Wallis, whose work is also represented in the NRM's collections. Such was their loyalty to Earley that when he retired from the Society at the age of 76 they all retired with him. He was, by all accounts, a modest and friendly man: in his 1951 article he wrote, "I have enjoyed every moment spent with my camera, and I have made a host of friends". Maurice Earley died in 1982.

The Earley collection is dominated by images of GWR locomotives from the early days of the 'Big Four' to the introduction of diesels on British Railways Western Region, but also covers the Southern, LMS, LNER and their successors. Earley's work is characterised by high quality images of moving trains, workshop scenes and the railway infrastructure. There are also photographs of SNCF locomotives in France and the collection includes photographs by Halls, Clarke and Rumble (qv)

Number:	approx 3,265 negatives thirty-six albums containing approx 1,350 prints
Date:	c 1922 - 1966
Finding Aids:	Typed negative register together with fourteen manuscript folios of photographic exposure handbooks and diaries covering the period 1922 to 1941. Card index listing locomotives by class and company, together with associated subjects. Schedule giving details of albums and contents. Nearly every print in the albums is identified by a unique negative number.

Bibliography

My Best Railway Photographs (Ian Allan, 1946)

The Great Western Scene: an album of photographs (Oxford Publishing Company, 1970)

Truly the Great Western (Oxford Publishing Company, 1975)

Michael H C Baker, *Taking the Train, A tribute to Britain's greatest railway photographers*
(Patrick Stephens, 1993)

Eastleigh Works

In 1891 the London & South Western Railway moved its Carriage & Wagon Works from Nine Elms in London (qv) to a spacious new site at Eastleigh in Hampshire. Locomotive production was also transferred to Eastleigh in 1909, and new company housing built for the 2,600 workers employed in locomotive and rolling stock construction and repair. The works built engines to designs by Drummond and Urie, and following grouping in 1923, Southern Railway locomotives including Maunsell's Schools and Lord Nelson classes and Bulleid's Merchant Navy and West Country Pacifics. During the Second World War LMS Type 8F 2-8-0s were built at Eastleigh along with artillery pieces and assault craft. The Carriage Works, meanwhile, constructed ambulance trains, landing craft and aircraft components.

In the years following the war the Carriage Works produced diesel-electric multiple units, but was closed in 1962 when the locomotive works took over responsibility for repair work for the whole of the Southern Region. Eastleigh became part of BREL in 1987, and is now owned and operated by Wessex Traincare.

This collection covers the period when Eastleigh Works built and repaired vehicles for the LSWR and Southern Railway. It includes workshop scenes, showing locomotives, carriages and wagons under construction and on completion. There are also photographs of LBSCR engines in this collection, evidently negatives transferred from Brighton to Eastleigh after grouping in 1923.

Number: 805 negatives

Date: c 1910 - 1935

Finding aids: Part listed, with reference prints available for consultation in the Reading Room, by special request.

Bibliography

Gavin Bowie, *Built at Eastleigh* (Waterfront Publications, 1992)

M D England

Derrick England, who was born in 1908, was trained at the London Foot Hospital and took up a career as a chiropodist in Surrey. He was a Senior Lecturer at the Hospital, and an active member of the Society of Chiropodists, becoming an honorary vice president in 1970.

An enthusiast whose interests spanned many subjects, he was held in high esteem by aviculturalists, ornithologists and photographers. Not only was he an avid railway photographer, but he also led expeditions to find rare species of birds, and his definitive photographs appeared in such reference works as *The Dictionary Of Birds*. He was also the photographic editor of *British Birds* magazine from 1976 until ill-health forced him to retire. Like many of the photographers whose work is represented in the NRM collections he demanded high technical standards of himself and others. On his death in 1980 he was described in his obituary as a man who was "modest and almost self-effacing, he stayed determinedly independent ... though often critical of needless bureaucracy and inefficiency, he remained always polite and good humoured".

England's photographs cover the Big Four, British Railways, industrial railways, a small number of pre-grouping railways, such as the LBSC, Irish and overseas railways, particularly Spain and Scandinavia. Preserved railways are also featured. England also acquired the work of his friend, F C Steward (qv).

Number: 5,700 negatives
340 prints
2,300 transparencies

Date: c 1920 - 1975

Finding Aids: Manuscript list giving details of engine type, locomotive name and number, railway company, location and angle of view. List is incomplete.

Euston

The first Public Relations Office at Euston was established by the LNWR. It employed photographers who travelled throughout the LNWR network, photographing events, buildings and train services. The area they covered expanded on grouping in 1923, and the archive these photographers created is now held by the NRM as the LMS collection (qv). On nationalisation the Euston department performed the same role for British Railways' London Midland Region, producing official images similar to the work of their LNWR and LMS predecessors. These Euston D, DG and DM series negatives are also part of the NRM collections and include images of locomotives, passing trains, places, stations, engine sheds and railway infrastructure.

Number: approx 10,900 negatives

Date: c 1956 - 1970

Finding aids: Listed, in chronological order. There are some reference prints, notably views of the demolition of Euston station and its Doric portico. Part listed by the Railprint Joint Venture scheme which marketed these images in the late 1970s and early 1980s. See Railprint lists P25, P26 and P27.

H Fayle

Fayle was an authority on Irish narrow gauge railways, but this collection is composed of a small body of negatives showing GWR locomotives at Bristol Bath Road. There are images of 'King Henry IV', Castle, Hall and River class locomotives, some including the enginemen. There are also photographs of LMS locomotives. Fayle, who lived in Bournemouth, is best known for his extensive photography of Irish railways in the early years of the twentieth century and these negatives are held by the Irish Railway Record Society.

Number: 43 negatives

Date: c 1920 - 1939

Finding Aids: The twelve GWR negatives have been listed

Bibliography

H Fayle & A T Newham, *The Dublin & Blessington Steam Tramway*, Locomotion Papers No. 20 (Oakwood Press, 1963)

H Fayle & A T Newham, *The Waterford & Tramore Railway*, (2nd ed, David & Charles, 1972)

H Fayle, *Narrow Gauge Railways of Ireland*, (republished by S R Publishing, 1970)

P G Field

The Field collection was acquired by the NRM in 1984. It is composed of loose and card-mounted prints of miscellaneous subjects including LNER district engineers in October 1927, Great Northern station staff at Peterborough in about 1900, portraits, images of locomotives and accident scenes. There is also a small archive of newspaper cuttings from the 1970s, published material and LNER correspondence from 1926 onwards.

Number:	approx 60 prints
Date:	c 1900 - 1927
Finding Aids:	Prints captioned but not listed.

F Foote

The Foote collection is composed of 3½ x 2½ ins film negatives and a large body of prints. These concentrate almost exclusively on the London & South Western and Southern Railways, particularly in the Weybridge area, with photographs of engines, rolling stock and passing trains. There are also small numbers of images showing engines of the GWR, LBSCR and LNER, together with the Romney, Hythe & Dymchurch Railway and ferries. The negatives are the work of Foote, but the prints come from a variety of sources, including the LPC and LGRP collections (qv).

Number:	approx 580 negatives approx 800 prints
Date:	c 1890 - 1950
Finding Aids:	Some of the negatives are listed.

N N Forbes

The NRM acquired Forbes' collection of photograph albums in 1985. These feature overseas railways, including those of Ireland, Germany, Austria, South America, Asia, Africa, Australasia, India and Japan. British subjects include the Southern Railway, GWR, LNER, Great North of Scotland, British Railways and industrial locomotives. The photographs originate from a wide variety of sources, and none appear to have been taken by Forbes.

Number: approx 1,400 prints in 34 albums

Date: c 1900 - 1966

Finding Aids: Albums available to view on request. Most prints captioned. Notebooks on locomotive identification and classification accompany the collection.

W H Foster

The Foster collection is mainly composed of prints, but there is also a small body of negatives and transparencies. These concentrate mainly on railways in Yorkshire, particularly the Settle to Carlisle line, with images of locomotives, passing trains and railway infrastructure. There are also small numbers of views of the Great Western and Romney, Hythe & Dymchurch Railways. Many of the photographs were taken by Foster, but some are from official company sources or the LGRP collection (qv).

Number:	12 negatives 335 prints 13 transparencies
Date:	c 1910 - 1965
Finding Aids:	none available

Bibliography

F W Houghton and W Hubert Foster, *The Story of the Settle Carlisle Line* (Norman Arch Publications, 1948)

D Foulkes-Roberts

The Foulkes-Roberts collection is composed of loose album pages mounted with 3½ x 2½ ins black and white prints. They feature locomotives, trains in motion, stations and marshalling yards of the LSWR, GWR and LNWR at locations such as Watford, West Drayton, Southampton and London. A railway accident at Huntonbridge near Watford in 1922 and a special train photographed on the day of the 'White Horse' Cup Final between West Ham United and Bolton Wanderers at Wembley on 28 April 1923 are also featured. Foulkes-Roberts photographic interests also included London Underground Lines, such as the Hampstead Tube extension in 1922 and power stations used in the operation of electric trains.

Foulkes-Roberts negatives are held by the Historical Model Railway Society.

Number: 164 prints

Date: 1922 - 1923

Finding Aids: Prints are numbered and captioned but no original negatives are available.

Gateshead Locomotive Works

Gateshead Works was built for the Stockton & Darlington Railway between 1862 and 1863, but within a few months had been taken over by the North Eastern Railway, which made it the headquarters of its Locomotive Department. At first Gateshead operated as the NER's main works, producing twice as many locomotives as the nearby Darlington Works. In 1908, however, Darlington produced its first large passenger engines and two years later new building ceased at Gateshead, where new development was restricted by railway tracks and the River Tyne. Gateshead Works, which from 1910 onwards concentrated on heavy maintenance, was closed in 1959.

Photographs of Gateshead Locomotive Works feature in the Darlington official collection (qv).

Number: see Darlington

Date: c 1885 - 1910

Finding aids: Handwritten registers and some reference prints in binders in Reading Room.

Bibliography

K Hoole, *North Road Locomotive Works Darlington, 1863 - 1966* (Roundhouse Books, 1967)

GEC Traction

This collection comprises archive material from GEC Traction's Trafford Park and Preston works. There are photographs from the GEC group's constituent companies, including English Electric, Robert Stephenson & Co, Vulcan Foundry, Metropolitan-Vickers, Hawthorn-Leslie and W G Bagnall. The subjects include locomotives built for railways in Britain and overseas, with detailed views of components and workshop scenes.

Number: approx 13,600 negatives
approx 5,250 prints
210 lantern slides

Date: c 1925 - 1978

Finding aids: None available. There is a schedule, but this collection is closed pending agreement with GEC on access.

Bibliography

R P Bradley, *Power for the World's Railways, GEC Traction and its predecessors, 1823 to the present day* (OPC, 1993)

Gleneagles Hotel

Railway companies aimed to offer a complete service for their passengers and in Scotland specialist hotels with golf courses attached proved especially profitable. The Caledonian Railway began construction of its magnificent Gleneagles Hotel and golf course in Perthshire at Auchterarder in 1913. Work was interrupted by the First World War and it took eleven years to complete, eventually opening to visitors in 1924 under the ownership of the LMS. *The Scotsman* announced that: 'Gleneagles Hotel has attained unto world fame suddenly'. It was 'a place to stay as well as a place to play' and its golf courses were acclaimed as 'among the best in Britain'. On nationalisation in 1948 the hotel was taken over by British Railways. It was sold into private ownership in 1981 and is recognised today as one of Britain's foremost golf courses.

The Gleneagles Hotel collection comprises 6½ x 4¾ and 8½ x 6½ ins glass plate and film negatives, and black and white transparencies, all featuring golf at the Gleneagles Hotel course. The collection includes publicity photographs of the course, posed views of golfers, together with photographs of major competitions in progress.

Number: 149 negatives
2 transparencies

Date: c 1923 - 1929

Finding Aids: Listed, with details of the course, hole or scenic view depicted. There are no reference prints.

Bibliography

Oliver Carter, *An Illustrated History of British Railway Hotels 1838 - 1983*, (Silver Link Publishing 1990)

Gloucester Railway Carriage & Wagon Company

The Gloucester Railway Carriage & Wagon Company Ltd was established in 1860 to take advantage of a growing market for railway wagons, building vehicles for both the railway operators and for private concerns. Companies which regularly used the railways to transport freight normally owned their own wagons and the Gloucester works was well-placed to serve the needs of collieries in South Wales, the Midlands and the Forest of Dean and soon built up a lucrative business supplying mineral wagons.

In 1867 the company received its first overseas orders, from India and Russia, and even set up a temporary assembly plant in Riga, Lithuania. The Gloucester works then expanded its output to include carriages and road vehicles, and during the Boer War produced ambulance trains. In the First World War vehicles were built to replace damaged French rolling stock, and in the 1920s the works supplied coaches for the London underground. The company also manufactured buses and everything from hand carts to a luxurious railway carriage built for the Maharajah of Indore. During the Second World War Churchill tanks were built at the Gloucester works, together with mines, shells and aircraft components. In post-war years there were major orders from Canada and Australia, whilst the company also produced freight bogies, wagons and tankers for British Railways.

The works closed in the 1960s, although the company name was still in use in the 1990s.

Number: approx 6,000 prints

Date: c 1885 - 1964

Finding aids: Listed, with prints available for consultation by special request. There are no original negatives, but copies can be produced to order.

Bibliography

A History of the Gloucester Railway Carriage & Wagon Company Limited (Weidenfeld & Nicholson, 1960)

Keith Montague, *Private Owner Wagons for The Gloucester Railway Carriage & Wagon Company Limited* (OPC, 1982)

W L Good

The Good collection was acquired by the NRM in 1994 as part of the Millbrook House holding. It is composed of 4¼ x 3¼ ins glass negatives and features locomotives and trains of the 'Big Four', primarily LMS locomotives built originally for the Midland, Lancashire & Yorkshire and LNWR together with the LNER's constituent engines constructed for the Great Northern, Great Central and Great Eastern Railways. There are also small numbers of photographs showing the GWR and Southern Railway. W Leslie Good, who for many years marketed his work as 'Good Photographs', lived at Kings Norton near Birmingham and the collection is particularly strong in photographs taken in the West Midlands.

Number: 683 negatives

Date: c 1920 - 1939

Finding Aids: A manuscript list is available dividing photographs by railway company and giving details of locomotive type and wheel arrangement, engine name and number, location and date.

Colonel Sir E Gore-Browne

Colonel Sir Eric Gore Browne's formal connection with the Southern Railway began when he joined Glyn Mills (now part of the Royal Bank of Scotland) as Secretary to the Chairman, and eventually succeeded to that position. Glyn's was represented on the board of the Southern Railway and in 1931 Sir Eric was appointed a Director. He was elected Deputy Chairman in 1935 and it was at this time that he began to maintain records of Southern activities by creating albums and keeping press cuttings. In 1944 he became Chairman of the Southern Railway and received a knighthood in 1948. In 1957 he was appointed High Sheriff of his home county, Rutland.

The Gore-Browne collection consists of albums of photographs in which Sir Eric features prominently. The subjects mainly cover official functions, including naming ceremonies of locomotives such as the 'West Country' class in 1946; maiden voyages of ships including the 'Queen Elizabeth'; the Centenary celebrations of Southampton Docks; visits by prominent dignitaries such as Field Marshal Montgomery's visit to the T S S 'Falaise' in 1947 and inspection tours of Southern lines undertaken by Sir Eric in 1944 and 1945. Wartime images are also represented in the collection: the Home Guard on parade, bomb damage, D-Day preparations at Southampton Docks and troops preparing for embarkation. Sir Eric often included accompanying ephemera with the photographs such as programmes, invitations, transcriptions of speeches and newspaper cuttings, all of which help to create a more detailed picture of the events he recorded.

Number:	Seven albums containing approx 700 prints
Date:	1938 - 1947
Finding Aids:	There is a one page summary of albums. Many prints are captioned, but not listed. With the exception of a few images which may appear in the Clapham collection there are no original negatives.

Gorton Locomotive Works

Gorton Works at Openshaw near Manchester was constructed in 1848 to service the engines of the Manchester, Sheffield & Lincolnshire Railway. The first locomotive was built in 1858, on a site which also had facilities for carriage and wagon production. The workshops were extended in 1880, but thirty years later responsibility for the production of rolling stock was transferred to the new works at Dukinfield (qv). In 1897 the M,S & L was renamed the Great Central Railway and by the time of the grouping in 1923, when the company was taken over by the newly-formed LNER, Gorton works has built over 900 locomotives. Under LNER ownership Gorton never worked to full capacity, concentrating on repair work as new engines were manufactured at Doncaster and Darlington. The last steam engine built at Gorton was a BI 4-6-0, completed for British Railways in 1950. The works then produced electric locomotives for the Manchester, Sheffield and Wath line, including EMI No 26001 which became part of the national collection. Gorton Locomotive Works closed in 1963 and is now the site of Manchester's wholesale fruit and vegetable market.

This collection is in two parts. There are about 280 negatives covering the Great Central and LNER period, featuring posed views of locomotives and a small number of carriages built at the works. The later material includes photographs of the workshops, locomotives, detailed views of components and instructional material.

Number: approx 6,400

Date: c 1890 - 1930
c 1947 - 1963

Finding aids: Early material is listed with reference prints available for consultation in the Reading Room. There are no finding aids for the later photographs.

Bibliography

Jeffrey Wells, *The Gorton Complex*, in *Backtrack*, January 1995

C Grasemann

Cuthbert Grasemann, who was born in 1890, was for twenty years, Public Relations Officer of the Southern Railway. The son of the LNWR's Chief Goods Manager he was educated at Rugby School and Trinity College, Cambridge. He joined the Southern's Publicity and Advertising Department in 1930 and in 1949 he briefly took up the post of Public Relations & Publicity Officer to the new British Railways (Southern Region) before retiring in 1950.

Contemporaries record that Grasemann possessed a formidable personality but also had a strong sense of humour, and the NRM archive contains a book of humorous pen portraits of his acquaintances. His collection comprises a number of letters and papers amassed during his time with the Southern Railway, and photographs of notable events such as royal visits and an escaped lion at Clapham Junction. Grasemann's passion for yachting meant that a great deal of his spare time was dedicated to this pursuit and his collection comprises an album of yachting scenes.

Number: 42 prints

Date: 1943 - 1950

Finding Aids: None available. All the photographs exist as prints only.

Bibliography

Round the Southern Fleet: a brief review of the Southern Railway's fleet in 1946 (Ian Allan, undated, c 1946-7)

C Grasemann & G W P McLachlan, *English Channel Packet Boats* (Syren & Shipping Ltd, 1939)

Ian Allan, *Driven by Steam* (Ian Allan Ltd, 1992)

A H Green

This collection of prints, some of which are LMS official photographs taken during the Second World War, show the installation of new signalling at Wigan with images of signal box interiors, lever frames, signals and circuit controllers. There are also official Derby Works photographs featuring wartime damage at Sheffield Midland and Glasgow Central stations. A set of prints taken during the pre-grouping era, shows LBSCR signalling at Tunbridge Wells West and South Eastern & Chatham Railway signalling at Cannon Street, with one or two photographs taken in the United States and Canada.

Number: 120 prints

Date: c 1935 - 1945

Finding Aids: No list, but some original negatives survive in the Derby Works WD series.

Grimwade collection

This is a small collection inherited by the NRM in 1975 from the Museum of British Transport, Clapham. It is composed of prints mounted in an album collected by Mr Grimwade, who worked with J T Holder's railway at Broome.

The collection comprises an assortment of prints taken from negatives from various sources such as the Locomotive Publishing Company, Horwich Works, and H Gordon Tidey (qv). They are mainly posed views of pre-grouping locomotive engines, in a standard front threequarter or side-on position. However there are also views of trains in motion, in snowy and arboreal settings. Companies represented include the Lancashire & Yorkshire Railway, the Wirral Railway, the NER, Midland, Great Eastern, the South Eastern & Chatham Railway and the LSWR.

Number:	Album of 36 prints
Date:	c 1909
Finding Aids:	Album available to view on request.

A Halls

The NRM acquired the Halls collection in two sections in the 1980s, from Maurice Earley and R J Sellick (qv). It is composed of 4¼ x 3¼ ins glass negatives featuring locomotives and trains of the GWR, LSWR and Southern Railway. Landkey, Sonning Cutting, Bishops Tawton, Pines Dean and Newport are some of the favoured locations where Halls photographed of GWR 'King', 'Castle', 'Saint' and 'Hall' Class locomotives. His Southern Railway photographs were mainly taken near Barnstaple Junction and include some views of freight trains.

Number: 100 negatives

Date: c 1930 - 1932

Finding Aids: A typed list is available, giving details of the location, railway company, locomotive type and name. There are modern reference prints available to view on request for most of the collection.

A G Halshall

The NRM received this album of photographs and postcards from the estate of Arthur Halshall in 1989. During a long lifetime - he was ninety-nine years old when he died in 1986 - Arthur Halshall acquired a collection of prints and postcards, most featuring pre-grouping locomotives and trains in motion. The main companies represented are the LNWR, Great Central, Great Eastern, SECR, LSWR and Lancashire & Yorkshire Railways and the collection also includes postcards of people on platforms at Victoria Station, and scenes at Euston, Waterloo and Liverpool Street stations. There are also postcards of British and German ships, dated just after the end of the First World War, and a commemorative view of the 'Titanic'. In addition, the album contains some colour postcards of British biplanes.

Number: approx 295 prints

Date: c 1905 - 1920

Finding Aids: Some prints captioned. Album available to view on request.

C Hamilton Ellis

In an interview with Sir Peter Allen in 1976, Cuthbert Hamilton Ellis was asked when he became interested in trains. "Oh trains! Trains began, to my recollection, in July 1911, probably before, but that is as far back as I can remember". This casual reply belied the fact that the railway had captured his imagination and imprinted itself on his earliest childhood memories - he was only two years old in 1911! The emotion railways aroused in him is expressed in his choice of words: "I was born to it" he said, referring to his preference for the LSWR, "but I became very fond of the Great Western; I always loved the enemy".

Hamilton Ellis' mother was a professional photographer and when her son was twelve she photographed some captive wildlife specimens to illustrate an article he wrote on lizards - a lifelong passion - for *Country Life*. Hamilton Ellis himself became a keen photographer and journalist, beginning his career with *The Railway Magazine*, and *Railway Gazette*, before moving on to write for *Modern Transport*. It was at this time, in 1947, that "everybody's Christmas book", *The Trains We Loved*, was published. It made his name and brought him a flood of commissions in the following decade. Though his bank manager commented nervously "It is a very hazardous way of earning a living isn't it?", he embarked on a successful second career writing and illustrating books on both trains and ships, as well as selling paintings from his exhibitions. He also possessed a strong sense of humour, and published comic railway books such as *Rapidly Round the Bend* and *Ballad of the M7*.

Hamilton Ellis's collection of railway negatives covers locomotives and trains of the LNER, Southern, GWR, LNER and the LMS. British Railways, Irish, overseas and industrial railways are also represented whilst some of his oil paintings and drawings are held in the NRM's pictorial collections.

Number:	approx 1,025 negatives
Date:	c 1923 - 1955
Finding Aids:	Lists available giving negative numbers and brief descriptions of images. Part of the lists covering the LMS, LNER, GWR and some industrial railways have been typed. The remainder are handwritten, and detail negatives from the LMS, LNER, GWR, SR, preserved lines, British Railways, Irish and overseas railways.

Bibliography

- H Maxwell & C Hamilton Ellis, *Ballad of the M7* (Privately printed, undated)
The Beauty of Old Trains (George Allen & Unwin Ltd., 1952)
The Beauty of Railways (Max Parrish, 1960)
British Railway History: an outline from the accession of William IV to the Nationalisation of Railways. 1877 - 1947. (George Allen & Unwin Ltd, 1959)

C Hamilton Ellis, ed *British Trains of Yesteryear: a pictorial recollection of the pre-1925 railway scene* (Ian Allan, 1960)

The Engines That Passed (George Allen & Unwin Ltd., 1968)

Famous Locomotives of the World (Frederick Muller Ltd., 1957)

The Flying Scotsman 1862 - 1962: Portrait of a Train (George Allen & Unwin Ltd., 1962)

Four Main Lines (George Allen & Unwin Ltd, 1950)

Highland Engines and their Work (Locomotive Publishing Co. Ltd., 1930)

History of the Steam Locomotive Industrial In Great British from 1812 - 1960
(Ian Allan Ltd., photocopy, no date)

Lewin papers concerning Sir George Gibb, Reprinted from 'Journal of Transport History', vol 5, part 4, November 1962.

The London Brighton & South Coast Railway: a history of the railway from 1839 to 1922 (Ian Allan, 1960)

The Lore of the Train (Crescent Books, 1971)

London Midland & Scottish: a Railway in retrospect (Ian Allan, 1970)

The Midland Railway (Ian Allan, 1953)

Nineteenth Century Railway Carriages in the British Isles from the 1830s - 1900s (Modern Transport Publishing Co. Ltd., 1949)

The North British Railway (Ian Allan, 1955)

The North British Railway (Ian Allan, revised edition, 1959)

Popular Carriage: two centuries of carriage design for road and rail (British Transport Commission, 1954)

The Pictorial Encyclopaedia of Railways (Paul Hamlyn, 1968)

The Pictorial Encyclopaedia of Railways (Hamlyn Publishing Group, revised edition, 1976)

A Picture History Of Railways (Hulton Press, 1956)

Railway Art (Ash & Grant, 1977)

Railway Carriages in the British Isles from 1830 - 1914 (George Allen & Unwin Ltd., 1965)

Rapidly Round the Bend: a short review of railway transport from the time of Abraham. (Max Parrish, 1959.)

Royal Journey: a retrospect of Royal Trains in the British Isles (British Transport Commission, 1953)

Royal Journey: a retrospect of Royal Trains in the British Isles (British Transport Commission, 2nd edition, 1960)

The Royal Trains (Routledge & Kegan Paul, 1975)

Some Classic Locomotives (George Allen & Unwin, 1949)

The South Western Railway: its mechanical history and background 1838 - 1922 (George Allen & Unwin, 1956)

The Splendour of Steam (George Allen & Unwin, 1965)

Steam Railways (Eyre Methuen Ltd, 1975)

The Trains We Loved (George Allen & Unwin, 1947)

Twenty Locomotive Men (Ian Allan, 1958)

P C Allen & G Robson, *Transport Pioneers of the Twentieth Century* (Patrick Stephens, 1981)

M S Hatchell

Hatchell worked for the Southern Railway and his collection was acquired by the NRM in 1985. It is mainly composed of prints featuring the Southern Railway and its forerunners, with photographs of LSWR, South Eastern & Chatham Railway, and LBSC locomotives. Some of these are official photographs, for which there are negatives in the Brighton, Eastleigh and Clapham collections (qv). There are also photographs of LNER and Great Central engines and a few views of French engines and the Rouen locomotive works. The Hatchell archive collection comprises brochures, charts, calendar plates and leaflets on a variety of railway-related subjects.

Number:	9 negatives approx 550 prints
Date:	c 1880 - 1955
Finding Aids:	None available. Prints available to view by request.

W E Hayward

This collection of official lantern slides features scenic publicity photographs of places served by the railways. There are images of Yorkshire, East Anglia, Lincolnshire, Scotland, Northumberland, Durham and the Isle of Man. A lantern slide lecture on York includes views of the original Queen Street Railway Museum founded by the North Eastern Railway. There are also images of Horwich Works, Germany and Switzerland. The collection is sometimes known as the 'Weh-Lyn' collection, a combination of Hayward's initials and the name of his house.

Number: approx 2,265

Date: c 1920 - 1950

Finding aids: The lantern slides are accompanied by scripts used in lectures. They are available for consultation by special request. A small number of the Horwich slides are also held as negatives in the official works collections.

J F Henton

John Fletcher Henton spent his boyhood near the LMS lines at Long Eaton in Derbyshire and often cycled to Trent Junction and the surrounding areas with his copies of the *Wonder Book of Railways*, *Railway Magazine* and cigarette cards featuring current locomotives in use. In 1937 a letter to the editor of the *Railway Magazine* brought about a meeting with a member of the Railway Photographic Society, J P Wilson who encouraged him to begin photographing trains. Six years service in the Royal Navy during the Second World War interrupted his hobby, but afterwards he returned to the pursuit with a new and better camera. The results he achieved with it were good enough to win him membership to the Society in the early 1950s.

The NRM acquired the Henton Collection in 1993. It is composed of film negatives, and 35mm colour transparencies. The negatives show locomotives of the GWR; LNER; LMS; the Romney, Hythe & Dymchurch Railway; Weston, Clevedon & Portishead Railway, London Transport; locomotives of British Railways main regions including diesel and electric trains and preserved locomotives. Also represented are railways in Ireland, France and Switzerland. Henton also made records of the railtours arranged by the Railway Correspondence and Travel Society from 1953 to 1965, and included cuttings and itineraries in his albums.

The transparencies cover British Railways, preserved railways, rail tours and overseas railways and date from about 1955 to 1985. There is also an album of 138 postcards collected by a schoolboy, Master Donald Pearson, between 1905 and 1906. It covers railway stations, locomotives of the GWR, LNWR, and some views obtained from the Locomotive Publishing Company.

Number:	approx 2,825 prints approx 2,390 negatives 225 colour transparencies
Date:	c 1938 - 1985
Finding Aids:	Listed and numbered, ordered by railway company and locomotive type in a provisional catalogue. Twenty-one albums contain reference prints.

C C B Herbert

"I was probably destined to be interested in railways from the day I was born", wrote Cyril Herbert in 1984. He was the fourth generation of the Herbert family to join the railways: his great grandfather was Secretary and later Manager of the South Eastern Railway, two great uncles were Directors of the Cambrian Railway and Great North of Scotland Railway, and his father worked for the Home Railways market at the London Stock Exchange.

Though his enthusiasm for photographing engines had begun in 1919 with the gift of a 2C Folding Brownie, Herbert's "glorious years" did not begin until he joined the LNER in 1925 as a trainee in the Southern Area Engineering Department at Kings Cross. He bought a 35mm Leica camera, and thus armed, set out to hunt Gresley 'Pacifics' and 'Atlantics'. Unlike the work of other enthusiasts represented in the NRM collections, Herbert's is exceptional in that most of his photographs were taken on the spur of the moment. He was never forced to endure the agonies of waiting and worrying about inclement weather and unforeseen obstacles so vividly described by the Reverend Cawston. Herbert and his camera were rarely parted while he was at work: in 1947 he wrote that many of his photographs were taken "during opportunities that I seized, some while working on the line, standing back at the look-out man's whistle to let an express pass, some during train journeys, and a lot round about Kings Cross".

Herbert always favoured the Leica because he believed its versatility enabled him to take impromptu shots, and his photographs have the 'photojournalist' style which lightweight 35mm cameras made possible. His approach to his work was to produce pictures "giving a fine impression of a railway scene with the 'atmosphere' and feeling of speed" rather than a record photograph. Not only had Herbert an eye for "artistic treatment and composition", but his pieces in the ABC Locomotive Series show his familiarity with the technical processes of his time. He was a member of Maurice Earley's Railway Photographic Society, the Leica Historical Society and was President of the Leica Postal Portfolios for 20 years.

The Herbert Collection consists of 35mm film negatives, and 3½ x 2½ ins film negatives showing the LNER, mostly at work around London, but also in East Anglia and Scotland. They are taken almost day by day, and paint a finely detailed portrait in miniature of the company's activities, including the scenes of devastation caused by German bomb and rocket attacks on London during the Second World War. However it is difficult to gain access to all the photographs as Herbert did not provide individual captions or identification numbers for much of his work. Herbert also took some photographs of the GWR and the Southern. A small proportion have been printed, and grouped by subject, but are un-numbered, and thus difficult to reconcile with the negatives. The NRM also possesses a quantity of prints with accompanying criticism sheets taken by Herbert for submission to the Railway Photographic Society and the Leica Postal Portfolios.

Number: 16, 065 negatives
2,655 prints

Date: 1931 - 1957

Finding Aids:

Four negative registers. The greater body of prints have been divided by subject by Library staff in the past, and this affords some means of access in to the Collection. However, most of the prints lack a reference number corresponding to a negative. There is some duplication, and though most of the prints appear to be taken by Herbert it is clear that a few originate from other sources.

Bibliography

My Best Railway Photographs (No 4 LNER) ABC Locomotive Series (Ian Allan, 1947)

More Of My Best Railway Photographs (No 12) ABC Locomotive Series (Ian Allan, 1948)

Michael H C Baker, *Taking the Train, A tribute to Britain's greatest railway photographers* (Patrick Stephens, 1993)

ICM Hill

The Ian Hill collection was acquired by the NRM in 1980 and is composed of photograph albums featuring locomotives in Britain and overseas. The wide ranging coverage includes the Great Northern, Midland, Great Central, LNWR, Great Eastern, Lancashire & Yorkshire, Caledonian, Southern, LB&SCR and the South Eastern & Chatham Railway as well as railways in the United States, Canada, Australasia, South Africa and Canada. The albums also include colour plates, cuttings and postcards as well as photographs.

Number: Thirty albums containing approx 12,200 prints

Date: c 1880 - 1950

Finding aids: There is a schedule for seven albums, giving details of the railway company and locomotive type, but unfortunately no images are captioned. There are no accompanying negatives. None of the photographs appear to have been taken by Hill, although some images feature in official company collections and the LPC and LGRP collections already held by the NRM.

H T Hobbs

H T Hobbs lived in Penarth, where he owned a chemist's, and his collection of 1³/₄ x 1¹/₄ and 4¹/₄ x 3¹/₄ ins glass plate and film negatives is mainly centred on Wales and the West Country. It shows locomotives built for the Taff Vale Railway, the Barry Railway, the GWR and British Railways Western Region with further images of the LSWR and Southern Railway

Number: 480 negatives

Date: c 1920 - 1962

Finding Aids: There are handwritten lists, by Hobbs, recording some of the photographs by railway company and locomotive type. There is also a separate list of photographs of thirty-eight locomotives, from many different companies.

Horwich Locomotive Works

Construction of the Lancashire & Yorkshire Railway's Horwich Locomotive Works near Bolton, was completed in 1887 and the following year the first locomotive, the Aspinall 2-4-2 tank engine No 1008, left the workshops. Over 1,800 steam locomotives were to be built at the works, including Hughes' 'Crabs', the Kitson 'Pugs' and British Railways 'Standard' engines. During the First World War munitions were manufactured at Horwich, and weapons production recommenced during the Second World War, when tanks were also built on the site. Horwich's last steam locomotive a Class 4 2-6-0 No 76099, was built in 1957 and it was followed by nearly 170 diesel shunters. Some 3,000 workers were employed at the works in the 1950s, but the workforce declined in the next decade when production of new vehicles ceased. Horwich then concentrated on locomotive repairs and, finally, wagon maintenance, before its closure in 1983.

This collection represents the work of official company photographers employed by the Lancashire & Yorkshire and its successors, the LNWR, LMS and British Railways. The bulk of the photographs were taken pre-grouping, and they include images of the works at Horwich and at nearby Earlestown and Newton Heath with scenes of locomotive, carriage and wagon construction and maintenance. There are views of locomotives and rolling stock on completion and in service, and photographs of early electric trains and generating plant. Also featured are stations in the North West, engine sheds, the innovative L&YR iron foundry, docks, some bridges, signalling equipment, royal visits, personalities and special occasions. First World War photographs show ambulance trains and armaments constructed by the L&YR with images of women at work in the munitions factories established at Horwich Works. The post-grouping period is mainly represented by photographs of LMS advertising material on stations and in streets, while the operations of the works under British Railways' ownership between 1952 and 1979 are featured in about 525 negatives.

The majority of these photographs were taken on glass plates and considering their age are generally of high quality, making this one of the most significant archives of industrial photography held by the NRM.

Number: approx 6,175 negatives
approx 1,090 prints in fourteen albums

Date: c 1890 - 1933
1952 - 1979

Finding aids: Listed, in eleven handwritten registers compiled by the photographers and ordered broadly chronologically in numerical sequence.

No subject index is available yet, but large numbers of reference prints are available for consultation in the Reading Room, ordered by themes.

Bibliography

M D Smith, *Horwich Locomotive Works* (Wyre Publishing, 1996)

H Household

Humphrey Household was born in 1906 and started railway photography by asking his father to picture engines and passing trains which caught his eye, but in his teenage years he acquired his own camera and subsequently went to work for the LNER.

Household was a prolific photographer and his images are generally good quality, atmospheric views of trains in motion. He photographed the GWR, including both trains and ferries, the LMS, Southern and London Electrics (Metropolitan) trains, the NER, Great Central, Great Eastern the Midland & South West Junction Railway and for the LNER locomotives, trains, engine sheds and Hull docks. He visited and recorded the Weston, Clevedon & Portishead Railway and the Derwent Valley and Nidd Valley Light Railways. The collection also includes views of narrow gauge railways, Welsh railways, the Ravenglass & Eskdale Railway, Lynton & Barnstaple Railway, Romney, Hythe & Dymchurch Railway, and the Harrogate Gas Co Railway. Household also photographed the Wisbech & Upwell Tramway (of the GER/LNER) in 1927 and 1928, and the construction of Scar House Dam in North Yorkshire between 1923 and 1928. He had a keen interest in industrial locomotives and quarrying, photographing the Leckhampton Quarries Co Ltd in 1923 and 1924. Other locations Household covered include the Shropshire & Montgomeryshire Railway, the Swansea & Mumbles Railway and the Kent & East Sussex Railway.

The collection also features overseas railways, including the US Pullman Car Co, European Wagonlits and lines in France, Belgium, Germany, Canada, Switzerland, the Canary Islands, South Africa and Serbia.

The Household collection also comprises the work of John St Aubyn FRPS with some forty-five glass, celluloid and stereo negatives covering the LBSCR and Southern Railway from about 1922 to 1959.

Number:	890 negatives
Date:	c 1921 - 1986
Finding Aids:	Over 750 images were identified by number, and catalogued by Household.

Bibliography

- The Thames & Severn Canal* (Alan Sutton, 1983)
- Gloucestershire Railways in the Twenties* (Alan Sutton, 1984)
- Narrow Gauge Railways - Wales and the Western Front* (Alan Sutton, 1988)
- Narrow Gauge Railways - England and the Isles* (Alan Sutton, 1989)
- With the LNER in the Twenties Narrow Gauge Railways* (Alan Sutton, 1985)

H C Hughes

H C Hughes, a teacher by profession, was an authority on Indian railways and the author of *Indian Locomotives*, which described every engine to have worked on the Indian sub-continent. On his retirement he emigrated to New Zealand, where he died in 1998.

The Hugh Hughes collection covers the electrification of lines in southern England and features prints of LBSCR converted steam stock, Waterloo & City, Southern and British Railways electric trains. These originate from a variety of sources, including the Topical Press and the carriage builders, Metro. There are also documents relating to the Southern Railway and its pre-grouping constituents including timetables, drawings and notices.

Number:	82 prints 100 35mm copy transparencies which Hughes had used in lectures
Date:	c 1921 - 1960
Finding Aids:	List of slides available, most prints captioned. There may be negatives for a small number of these images in the Clapham and LPC collections (qv).

W Hunting

William Hunting worked as Breakdown Supervisor at Stratford Depot during the Second World War and was in charge of re-railing after accidents and bomb damage on the line. This collection is composed of prints, many in an album, featuring scenes showing damage in and around Stratford Depot at the beginning of the war. Most are official LNER photographs, some possibly taken by C C B Herbert (qv).

Number: 136 prints

Date: 1940 - 1

Finding Aids: The prints in the album are captioned and are available to view on request.

Ian Allan Ltd

Born in 1922, at sixteen Ian Allan joined the Public Relations Office of the Southern Railway. One of his tasks was to answer enquiries about the company's locomotives, so he compiled a notebook giving names, numbers, shed allocations and basic details of all the Southern engines. A railway enthusiast himself, Allan suggested to his superiors that the book be published and despite vehement opposition from the Southern's Chief Mechanical Engineer, Oliver Bulleid, in 1942 the '*ABC of Southern Locomotives*' appeared under Ian Allan's imprint. The ABC series proved to be the start of a major specialist publishing business encompassing railway, nautical, motoring and aviation books, and magazines which have included '*Modern Transport*', '*Trains Illustrated*', '*Railway World*' and '*Modern Railways*'. To support these titles Ian Allan Ltd amassed a vast photographic archive, acquiring the railway collections once marketed by LPC, LGRP (qv) and Real Photographs. In 1992 these collections were purchased by the NRM with the aid of the National Heritage Memorial Fund. They include the work of Stanley Rhodes, H Gordon Tidey, W H Whitworth and E R Wethersett whilst there are also sections which incorporate images by other photographers, some unidentified, including the F, K and X series.

Number: approx 93,000 negatives

Date: c 1850 - 1975

Finding aids: Lists produced by Ian Allan and predecessor companies. Reference prints for many images. See individual entries for LPC, LGRP, Tidey, Whitworth, Wethersett for further details.

Bibliography

Driven by steam (Ian Allan Ltd, 1992)

C J Allen, *1942 - 1967, Ian Allan Ltd - a publishing success story*, *Railway World*, November 1967

Stanley J Rhodes, *The 'Real Photographs' Story*, *British Railway Journal*, Volume 62

R G Jarvis

R G Jarvis was a draughtsman at British Railways' Brighton Works who supervised the production of drawings for the British Railways 9F 2-10-0 and the rebuilds of the Southern Pacifics. This collection of lantern slides was used by Jarvis to illustrate his lectures on locomotive design. It features copies of official photographs, with scenes of engines under construction, including detailed views of the Southern Railway's Merchant Navy class and LMS locomotives. There are also charts and graphs, and images showing both diesel and steam locomotives in operation in the United States.

Number: approx 465 slides

Date: c 1945 - 1960

Finding Aids: None available, but lantern slides can be consulted by special request. Some of the negatives may appear in the Brighton Works collection (qv).

H W Jones

H W Jones' interest in railways began when he was a boy growing up on the Wirral line on Merseyside. On his appointment as a Physics teacher at Doncaster Grammar School he became involved in the school's very active Railway Society with its expanding museum. It was there that he developed an interest in narrow gauge railways and for a few years he worked as a volunteer on the preserved Tal-y-llyn Railway.

This collection of photographs by H W Jones includes images of the Cromford & High Peak, Tal-y-Llyn, Welshpool & Llanfair, Ffestiniog, Penrhyn, Padarn, Ravenglass & Eskdale, Romney, Hythe & Dymchurch and Vale of Rheidol Railways, in both colour and black and white.

Number: 160 35mm colour and black and white transparencies
204 black and white negatives

Date: 1955 - 1972

Finding aids: Listed. Transparencies may be viewed on request and there are contact prints of some of the negatives.

S Jones

Stuart Jones' collection is composed of 6 x 9 cm film negatives featuring steam and diesel operated trains in East Anglia, Devon and Cornwall and the Midlands, including enthusiasts' rail tours, signal boxes, stations and depots.

Number: 131 negatives

Date: 1960 - 1962

Finding Aids: Typescript negative list is available.

F R Kerr

This collection features British Railways diesel and electric services, in both colour and black and white, together with preserved lines in Britain and railways in South Africa, East and West Germany.

Number:	1,100 negatives 240 colour transparencies.
Date:	1970 - 1987
Finding Aids:	Listed, with details of locomotive type, location and date.

C F Klapper

Charles Klapper was born in London in 1905 of a Scottish mother and German father. At nineteen he forfeited a university place in favour of a career in road haulage with Henry Theophilus Capon and in 1935 he joined *Modern Transport*, eventually becoming its editor and then a director. *Modern Transport* - self-styled "*The Times* of the transport world" - was taken over by Ian Allan Ltd in the 1960s and ceased publication in 1968. Despite an inauspicious first meeting with his future employer Klapper remained with the Ian Allan company until the end of his working life. The Institute of Transport admitted Klapper as a Graduate in 1935, and a long association culminated in his appointment as its Vice President in 1962. He was also a founder member of the Omnibus Society, which he served as Secretary, Editor of the magazine, and, in 1950, as President. Other Presidential appointments were to the Railway & Canal Historical Society from 1964 to 1965 and the London Underground Railway Society. He died in 1980.

The Klapper Collection consists of film negatives showing locomotives of the 'Big Four', with miniature, light, industrial and narrow gauge railways also represented. There are also photographs from the British Railways era, including views of diesel and electric trains. Klapper's travels resulted in photographs of railways in Spain, France, Germany, Canada and New Zealand. There is also a body of archival material from the Omnibus Society.

Number:	535 negatives, 1,500 prints 510 lantern slides 75 transparencies
Date:	c 1930 - 1960
Finding Aids:	No list available.

Bibliography

London's Lost Railways (Routledge and Kegan Paul, 1976)
The Golden Age Of Tramways, 2nd edition, (David & Charles, 1974)
Roads And Rails Of London 1900 - 1933 (Ian Allan, 1976)
Golden Ages Of Buses (Routledge and Kegan Paul, 1978)
Sir Herbert Walker's Southern Railway (Ian Allan, 1973)
Ian Allan, *Driven by Steam* (Ian Allan Ltd, 1992)

E R Lacey

The Lacey collection, which the NRM acquired in 1987, features railways in the south of England and the Isle of Wight, including the Southern Railway, locomotives of the LBSCR and the Kent & East Sussex Railway. Lacey also photographed signals and stations, mostly in Sussex. The LNWR, some London & Birmingham Railway coaching stock and minor and industrial railways, including the Snowdon, the Romney, Hythe & Dymchurch, Mersey Docks, Ravenglass & Eskdale, Lynton & Barnstaple and Hilsea Gasworks are also listed.

The collection also comprises maps, engravings, issues of 'Model Engineer' and some uniform badges.

Number: 364 negatives
7 prints

Date: c 1920 - 1955

Finding Aids: Lacey catalogued his collection, but the list is somewhat idiosyncratic and a little difficult to use.

Lancing Carriage Works

Lancing Carriage & Wagon Works was built in 1888 for the London, Brighton & South Coast Railway. On grouping in 1923 the works produced vehicles for the Southern Railway, and during the Second World War built aircraft components in addition to carriages and wagons. The Works was closed in 1962.

Photographs of Lancing Carriage Works feature in the Brighton Works official collection (qv).

Number:	see Brighton
Date:	c 1940 - 1960
Finding Aids:	Part listed - see Brighton.

C Laundry

Cecil Laundry was born on 1 March 1880 and was a cousin of Kenneth Leech, whose work is also represented in the NRM collections. The museum acquired the Laundry collection in 1985 and it is composed almost entirely of glass and film negatives, together with eight prints which show Laundry's family at the turn of the century. Most of the photographs are by Cecil Laundry, but a small number are possibly by H Gordon Tidey and Robert Brookman (qv). The subjects covered include the railways of Hertfordshire, particularly the Great Northern, Midland and LNWR lines near Potters Bar and Hitchin. There are also some LBSCR views, whilst other lines covered include the Southern, South Eastern & Chatham Railway, LNER, Midland & Great Northern Joint, Great Central and Great Eastern Railways. Laundry died in 1945.

Number: 820 negatives
8 prints
5 lantern slides

Date: c 1909 - 1934

Finding Aids: Listed. There are some reference prints available for consultation in the Reading Room.

LBSCR

These official company photographs show locomotives under construction at the London, Brighton & South Coast Railway's Brighton Works (qv). There are also static views of carriages, engines and tenders at Brighton, Lancing and at Crumbles sidings in Eastbourne, the Royal Train at Battersea and at Epsom Downs for the Derby, Pullman cars used on the 'Southern Belle' service and trials carried out on various locomotives.

There are also four negatives of Great Northern locomotives, probably because Douglas Earle Marsh, who was Locomotive Superintendent for the LBSCR for much of the period covered by this collection, had worked under H A Ivatt as Chief Assistant Mechanical Engineer of the GNR.

A small number of LBSCR official photographs also feature in the Eastleigh collection (qv).

Number: 93 negatives

Date: c 1905 - 1922

Finding aids: The collection is listed, and there are reference prints in a binder available in the Reading Room.

K H L Leech

Kenneth Leech had a particular attachment to Stirling Singles. His cousin, Cecil Laundry, persuaded his shedmaster friend at Peterborough to schedule a Stirling engine on the 5.20am departure from Kings Cross and as a boy Leech would wake at 5.30am in order to watch the train go past his parents' house at New Barnet. A Stirling 'Eight Footer' was the subject of his first railway photograph in 1906 at the age of fourteen and after he finished school he was apprenticed to the Locomotive Superintendent at the London Tilbury & Southend Railway, where he continued his new-found hobby. Leech made his career with the Westinghouse Brake & Signal Company, retiring in 1957 from his post as Chief Mechanical Engineer. Two world wars had intervened to halt his photographic forays and it was not until the nationalisation of the railways in 1948 that he rediscovered his interest. "Everything is changing so rapidly on the railways that these things aren't going to be around much longer. I'd better begin photographing them while I still can", he reasoned. When his mammoth task finished, he estimated that he had taken 18,000 photographs, but unfortunately only a tiny number of these are held by the NRM.

Leech died at the age of 102 in 1995. He was a man of many abilities: a keen railway model enthusiast, a dedicated mountaineer - who only ceased climbing at the age of 86 - and a talented composer, whose work was broadcast on the radio.

The NRM acquired the Leech Collection in 1985. It is composed of 4¼ x 3¼ ins glass negatives, featuring views of the London, Tilbury & Southend Railway dated 1911 to 1916; the Great Northern Railway - including two photographs of his beloved Stirling Singles - from about 1906 to 1923 and some LNWR views. There is a small body of work by an unknown photographer showing LNWR stations, engines and trains between about 1900 and 1905.

Number: 187 negatives

Date: 1906 - 1927

Finding Aids: The LT&SR photographs have been listed.

Bibliography

K H Leech & M G Boddy, *The Stirling Singles Of The Great Northern Railway* (David & Charles, 1965)

B Holden & K H Leech, *Portraits of 'Kings'* (Moorland Publishing Company, 1979)

K H Leech & M F Higson, *Pendennis Castle - GWR 4079* (Roundhouse Books, 1965)

B Holden & K H Leech, *Portraits of 'Castles': Portraits Of Every Western Region Castle Class Locomotive, With Footplate Comments* (Moorland Publishing Company, 1981)

B Holden & K H Leech, *Portraits of 4-6-0s* (Moorland Publishing Company, 1983)

B Holden & K H Leech, *A Century In Steam* (Irwell Press, 1992)

N Pigott, 'Guest Photographer' in 'Steam Railway', December 1989

N Pigott, 'The Nick Pigott Interview', 'The Railway Magazine', February 1995

Obituary, 'The Railway Magazine', March 1995

E R Leitch

The Leitch collection is composed of 35mm and medium format film negatives, and features railways throughout Britain, but especially GWR and British Railways Western Region lines around Bath and Bristol, and in North Devon. There are also images of LMS and GWR trains around Chester, and views of LNER locomotives. Some negatives show railways in the Netherlands, whilst the most recent photographs cover the operation of diesels and electrics on British Railways, together with preserved lines.

Number: approx 2,525 negatives

Date: c 1934 - 1975

Finding Aids: None available.

Locomotive & General Railway Photographs

Charles Clinker, historian of the GWR, was so deeply disturbed by the destruction of collections of early railway photographs by F E Mackay and E Pouteau, "a tragedy of the worst kind", that he set up LGRP with the intention that "history should not repeat itself". In June 1939 Clinker went into business with V Stewart Haram, who was to run the 'sales section' and W Vaughan-Jenkins who managed the photographic side of the new organisation. Clinker's role was to make contact with early railway photographers and persuade them to pass over their negatives to the care of LGRP, which would then sell prints to enthusiasts.

The first photographs acquired by the company were F W Brewer's negatives of the GWR, in 1939. The Second World War then intervened, but 1946 marked the beginning of a great period of acquisition. One of the most significant collections to be incorporated into the growing library was that of the eminent Dr Tice F Budden (qv). Nearly 1,150 of his negatives were absorbed and catalogued, and copy negatives were taken from prints in his albums. Other famous names which came to be represented in the LGRP collection were H L Salmon, C J L Romanes and J E Kite, whilst J B Sherlock, H R Norman and C L Mowat sold photographs of stations on the GWR, LSWR and in Scotland and Ireland. Stations in the 1940s and 1950s are also represented, from the archives of the Railway & Technical Press, but the quality is not as high as the earlier images.

The original partnership came to an end in 1951 when Vaughan-Jenkins sold his share of the business. The archive then passed from owner to owner, including the publishers David & Charles, Real Photographs and finally, Ian Allan Ltd, from whom the museum purchased the collection and the associated rights in 1992, with the aid of the National Heritage Memorial Fund. In 1948 Clinker had expressed the hope that that his archive would come to the [then] 'York Railway Museum' and so it is perhaps appropriate that it has taken up final residence at the NRM.

Number:	approx 29,000 negatives
Date:	c 1890 - 1950
Finding Aids:	Registers list all the negatives in numerical order, with brief details of locomotive type, wheel arrangement, company, date and location. Published lists produced by Ian Allan Ltd, are divided by railway company, locomotive type or location. Reference prints for most of the images are on access in the Reading Room although not all negatives are represented.

Bibliography

John Minnis, *Locomotive & General Railway Photographs*, British Railway Journal No 57, Autumn 1995

T S Linfoot

Tom Linfoot, who was born in 1942, made his career with the railways. He began as a traffic apprentice for British Railways' Western Region at Maidenhead, where he eventually became Stationmaster. He later took up a post in administration at the Regional Headquarters.

His enthusiasm for Irish railways was fired by his subscription to the Irish Railway Record Society and was stoked by the running of several 'steam specials' at Tullow, Palace East, Courtmacsherry and Horseleap, on lines which were being threatened with closure. Linfoot also had several memorable holidays on Ireland's inland waterways, and developed a strong interest in Irish culture. He died in 1989.

The Linfoot collection is composed of film negatives and 35mm colour slides showing British and Irish railways and waterways, together with the railways of continental Europe, including the Netherlands, France, Spain and Portugal. There is also an archive of timetables, timing logs, rule books, diagrams and maps.

Number: approx 1840 negatives and 4100 slides

Date: 1959 - 1971

Finding Aids: There are fifteen ringbinders of transparencies, which are stored in polyester sleeves so that they can be viewed on a lightbox. Handwritten lists are available for each box. Lists of the negatives can be produced to special order only.

Liverpool Street

During the First World War the Great Eastern Railway's photographers, based at the company's headquarters at London's Liverpool Street station, began to record engineering works on the network of lines that served Essex, Suffolk, Norfolk, Cambridgeshire and Lincolnshire. Their photographs initially covered bridges, tunnels, and viaducts, but eventually branched out to feature stations, shipping, goods depots and some events. When the GER was absorbed into the newly formed London & North Eastern Railway in 1923 the photographers' brief was extended to cover the lines of the former Great Northern and Great Central Railways serving the north of England. This role continued on nationalisation in 1948, when the Liverpool Street photographers' documented work on the southern area of British Railways Eastern Region.

There are further images of the GER network in the Windwood collection, while official photographs of vehicle construction at Stratford and Temple Mills Wagon Works feature in the Stratford collection (qv).

Number: approx 12,000 negatives

Date: c 1917 to 1972

Finding aids: Photographers' registers, together with annotated registers compiled by the Great Eastern Railway Society. These photographs were part listed by the Railprint Joint Venture scheme which marketed these images in the early 1980s. See Railprint lists P22, P23 and P24.

LMS

Despite its title, the LMS collection dates from before the grouping of 1923 and has its origins in the work of photographers employed by the LNWR publicity department based at Euston. They were responsible for photographing operations throughout the LNWR network and on the formation of the LMS in 1923 their remit was greatly expanded to cover areas which had formerly been managed by the Midland, Lancashire & Yorkshire Railway, Highland, Caledonian, North British and smaller companies. The photographers produced one of the most wide ranging official collections held by the NRM, for it features places, scenic views, stations, docks and ferries - with particularly fine photographs of the Irish Mail train and ferry services at Holyhead - railway staff and officials, passenger and freight train services, road vehicles, advertising and the people who used the railway. Views of locomotives and workshop scenes are comparatively rare in this collection, but the breadth of coverage of these high quality images gives a very good impression of the scale of LNWR and LMS railway operations in the first half of this century.

Number: approx 3,645 negatives

Date: c 1905 - 1948

Finding aids: Original photographers' chronologically ordered register in numbered order with an alphabetical index ordered by subject. The collection is incomplete, but there reference prints of many images are available for consultation in the Reading Room. A small portion of this archive was once marketed by Real Photographs, and reference prints of these are available.

Locomotive Publishing Company

The Locomotive Publishing Company was established in 1900, and was probably the first organisation to make railway photographs commercially available. The LPC had sprung from the 'F Moore' trading company founded by two railway enthusiasts apprenticed to the Great Eastern Railway, A and A R Morton Bell. In 1896, joined by a third brother, W J Bell, they had commenced publication of the first popular railway periodical, *Moore's Monthly Magazine*, which soon changed its name to the *Locomotive*. It drew on an archive of railway images the brothers had acquired from the steadily growing band of railway photographers, and the LPC successfully marketed these 'F Moore' photographs to a new phenomenon, groups of railway collectors and enthusiasts. The business expanded during the first decades of the twentieth century, with increasing numbers of photographers supplying negatives to the LPC or placing them on loan for copying. The LPC also used some official photographs and commissioned work, including images taken by W J Bell.

LPC initially issued its photographs as 10 x 8 and 8½ x 6½ ins prints or as 'cartes de visites' but in the early years of the twentieth century the company became involved in the new postcard collecting hobby and sold large quantities of these cards. They included 'painted photographs' and copies of paintings by John Rudd, who signed himself 'F Moore', and both printed and genuine versions of photographs.

Having survived bombing during the Second World War at its home in Amen Corner, London and a subsequent move to Horseferry Road, the company was sold in 1951 to the publisher Ian Allan. In 1992 the archive, together with its associated rights, was acquired by the National Railway Museum, with the assistance of the National Heritage Memorial Fund,.

LPC images cover a wide range of subjects relating to railways in Britain, with particular emphasis on locomotives. All of the main line companies are represented, together with light, narrow gauge and industrial railways, and many of these images have been published since the archive was first established. Among the photographs represented in the collection are those of Major S A Forbes, who was responsible for many Scottish subjects of particularly high quality; P Caldecott's views of Scottish locomotives; R Welby King's images of moving trains of the GNR and LBSCR; W J Reynolds (qv); B Mashiter's photographs of NER subjects in the Whitby area; F Snary's GWR scenes and F W Blauvelt's views of locomotives in the USA. There are numerous images by F E Mackay, regarded by many contemporaries as the finest images of trains in motion and extensively featured in the railway press. Negatives by R H Bleasdale (qv) and P W Pilcher (qv) were added in the inter war years.

Number: approx 14,000 negatives

Date: c 1850 - 1969

Finding aids: Listed, ordered by railway company and locomotive type. Published lists produced by Ian Allan Ltd, divided by railway company, locomotive type or location are also available.

Reference prints for many of the images are available for consultation in the Reading Room.

Bibliography

V R Webster, *'F Moore', the story of a notable railway artist*, 'Railway World', November 1984
Stanley J Rhodes, *The 'Real Photographs' Story*, British Railway Journal, Volume 62

J Macartney Robbins

John Macartney Robbins' professional railway career began in 1915 with the operating and traffic department of the London & North Western Railway, and continued with the newly-formed LMS after the LNWR was absorbed on grouping in 1923. In 1942 he left the railways to join the BBC's Northern Ireland office in Belfast, where he remained until retirement in 1946. He then moved to Dublin and worked as an agent for several London publishing houses.

Robbins often spent his leave on trips to railways overseas, ranging from Scandinavia to Spain. He was a founding member of the Irish Railway Record Society and was elected its honorary secretary. On his death in 1953 his obituary in the Society's Journal credited him with the success of the organisation: "his wide experience and extensive acquaintance among professional railwaymen" meant that "what we have been enabled to accomplish during the life of the Society has been built on the foundation of good feeling laid by J M Robbins through his personal friendships in the Companies".

The NRM acquired the J M Robbins collection from the Irish Railway Record Society. It is composed of glass and film negatives and features engines of the LNWR, LMS, Great Eastern, Great Central, Midland Great Northern Joint, NER, North British, LNER, LSWR, LBSCR, South Eastern & Chatham Railway, Southern, GWR, Metropolitan Railway, Kent and East Sussex Railway, Romney, Hythe & Dymchurch Railway and industrial locomotives.

Number: approx 305 negatives

Date: c 1920 - 1950

Finding Aids: A manuscript list is available grouping photographs by locomotive company and giving details of location and engine type but this does not relate to the numbering system of this collection. There are some reference prints available for consultation in the Reading Room.

A B MacLeod

Born in 1900, the railway career of Alistair MacLeod, or 'Uncle Mac' as he was known to his friends, began in 1919 when he joined the LBSCR Works at Brighton. His interest in railways, however, began long before that when, at the age of fifteen he joined the London Model Railway Club, and a passion for model and miniature railways fired much of his life. On the grouping in 1923 his employer became the Southern Railway and in 1928 he was appointed Assistant for the Isle of Wight, effecting great improvements in the running of the system. He was later promoted to Stores Superintendent. Nationalisation of the railways in 1948 brought MacLeod to the London Midland Region, and there he remained until his retirement in 1964 from the post of Supplies and Contracts Manager. He then worked in the archives of Ian Allan Ltd, the company founded by his former colleague on the Southern.

During the 1930s MacLeod frequently visited the Romney, Hythe & Dymchurch Railway where he was a volunteer driver. It was in the 1950s that he became one of a syndicate of six owners of a 7¼ ins gauge railway at Walton-on-Thames and contributed rolling stock and equipment to the threequarters mile long track until it was sold to the publisher Ian Allan in 1962. He died in 1990.

The MacLeod collection covers a wide range of railways in Britain. There is a great concentration of negatives showing the Caledonian Railway and other Scottish railway companies, whilst the Isle of Wight, LMS, Great Western, Great Central, North Eastern, Midland, and Great Eastern are all represented, as are the Lynton & Barnstaple Railway, Metropolitan Railway, Lancashire & Yorkshire Railway, narrow gauge and light railways and Irish railways. The collection also comprises a body of archive material comprising F Moore colour prints, drawings, plans and gradient profiles extracted from magazines such as 'Engineering', 'Railway Engineer', 'Railway Gazette', together with some official company drawings. There is also some film material, held at the National Film & Television Archive, with copies retained by the NRM.

Number: 1,800 film negatives
1,200 prints

Date: c 1860 - 1965 (print collection)
c 1920 - 1965 (negative collection of McLeod's own photographs)

Finding Aids: List available, ordered by railway company, covering approx 1,375 of MacLeod's own photographs. Some reference prints produced from MacLeod's negatives. The archive of historic prints is not numbered or listed, nor are there negatives, but these are broadly grouped by subject.

Bibliography

P C Allen & A B MacLeod, *Rails In The Isle Of Wight* (George Allen & Unwin, 1967)
The McIntosh Locomotives Of The Caledonian Railway 1895 - 1914 (Ian Allan, 1944)
The McIntosh Locomotives Of The Caledonian Railway 1895 - 1914 (Ian Allan, 1948)
'Memories of Model and Miniature Railways', *Historical Model Railway Society Journal*, Vol. 9,
No.1, January - March 1976, pp. 27 - 31
Ian Allan, *Driven by Steam* (Ian Allan Ltd, 1992)
P C Allen & G Robson, *Transport Pioneers of the Twentieth Century* (Patrick Stephens, 1981)

A H Malan

The Reverend Alfred H Malan is famed for his photography of the Great Western Company's broad gauge engines in their final years. In 1876 he was ordained a priest and in 1887 became the vicar of Altarnun near Truro in Cornwall, where he remained for 31 years until his retirement.

The nearest GWR station to Altarnun was 10 miles away and Malan's passion for his hobby was evident in the great lengths he went to in order to take his photographs. A typical outing would probably take the following form: a 10 mile journey to the station at Launceston, followed by laborious train journeys from Plymouth to Highbridge, Brent Knoll, Bleadon & Uphill or Worle, and from there by horse and carriage to the selected areas of the main line, all with the cumbersome photographic equipment of the late nineteenth century. One of the greatest assets any railway photographer could acquire was the co-operation of the engine drivers, and Malan was on friendly terms with the drivers, who were happy to confide details of their working lives to him.

The Malan collection resides at the Public Record Office in London but in the 1980s the NRM acquired copies of nearly two hundred photographs which depict Great Western broad gauge scenes. These are available in two binders of reference prints. Requests for copies of the photographs should be made to the Public Record Office but a small number of Malan images also appear, uncredited, in the LGRP and LPC collections.

Number:	156 prints
Date:	1880 - 1892
Finding Aids:	Prints are numbered.

Bibliography

Michael H C Baker, *Taking the Train, A tribute to Britain's greatest railway photographers* (Patrick Stephens, 1993)

E Mason

Eric Mason's railway career began when he was apprenticed to the Lancashire & Yorkshire Railway at Horwich Works. In 1919 he became shed foreman at Agecroft in Manchester before being promoted to Assistant District Motive Power Superintendent at Stoke-on-Trent in 1939. It was at about this time that he published an acclaimed work on the Lancashire & Yorkshire as well as another book under the pseudonym of 'Rivington'. He was a member of the Stephenson Locomotive Society, a great music lover and accomplished church organist, remembered as a man with a friendly disposition and good sense of humour.

The NRM acquired the Mason Collection in 1979. It is composed of albums of prints showing a wide variety of locomotive classes, Horwich Works, station and line views, tunnels, locomotive sheds and railway mishaps from the Lancashire & Yorkshire Railway. There are also accompanying notebooks kept by Mason on subjects such as locomotives, resignalling in Southport in 1919 and Manchester in 1929, electrification and press cuttings on the L&YR from the *Railway Magazine*. Further albums of photographs and postcards feature a wide range of railway companies, from pre-grouping days onwards.

Number: Seventy-three albums containing approx 15,000 prints

Date: c 1880 - 1960

Finding Aids: A schedule of the albums is available, detailing the subjects covered. The prints come from a wide variety of sources, including negatives held by the NRM, such as the LGRP, LPC and Horwich Works collections but in most instances there are no negatives.

Bibliography

The Lancashire & Yorkshire Railway (Ian Allan, undated)

The Lancashire & Yorkshire Railway In The Twentieth Century (Ian Allan, 1954)

A McNair

The McNair collection covers a wide range of railways in Britain with LMS locomotives, including those built for the Midland Railway and LNWR well represented. There are also images of railways in Scotland, mainly LMS locomotives originally used by the North British, Caledonian and Highland Railways. Photographs of Southern Railway engines include LBSCR and South Eastern & Chatham Railway locomotives. McNair continued taking photographs in the British Railways era, particularly of steam operations, and also photographed the original Railway Museum at Queen Street in York and early preserved steam workings. The collection also reveals an interest in narrow gauge, industrial railways and French locomotives.

Number: approx 1,360 negatives
10 colour transparencies

Date: c 1930 - 1965

Finding Aids: There are no finding aids, and access to this collection is difficult.

Millbrook House

The Millbrook House collection was purchased by the NRM in 1994, from the publishing company founded by Patrick Whitehouse. It includes some of his own photographs, together with images by Peter Allen, Basil Cooper, K Cooper, A W Croughton, W L Good, J Morgan, N Thompson, Eric Treacy, W A Tuplin, and E R Wethersett.

Number: approx 14,000 negatives

Date: c 1920 - 1978

Finding aids: See entries on individual collections for further details.

A Milligan

This collection resulted from Milligan's travels around the world to locations where he could photograph steam locomotives in action, and includes transparencies showing railways in Germany, Austria, Belgium, Luxembourg, France, Turkey, Indonesia, Thailand, Malaysia, Spain and South Africa. There are also colour transparencies of British railway subjects, including Western Region diesel engines and industrial locomotives photographed in London, Warwickshire, Staffordshire and Wales. The collection comprises a large body of black and white prints which were taken at about the same time and similarly show overseas locomotives posed and in motion, mainly from Holland, France, Belgium and Ireland. There are also colour postcards of pre-grouping locomotives of the LBSCR, LSWR, Great Central, Great Northern and M&GNR.

Number: approx 4,980 35mm colour slides
approx 1,000 prints mounted on paper

Date: c 1959 - 1973

Finding aids: Handwritten list giving details of country, company, locomotive type, number, name, location and date.

R Mills

This collection of prints compiled by R Mills is a wide ranging accumulation of historic images covering railways in Britain from the late-nineteenth century to the 1960s. The photographs were acquired from a variety of sources, often from material now held by the NRM, such as the LPC, LGRP and Pearce Higgins collections. They are typically views of static locomotives, but with some images of passing trains, taken on the SECR, LNWR, Midland, Lancashire & Yorkshire, Great Central, and North British Railways, together with lines in Wales and Ireland.

Number: approx 3,000 prints

Date: c 1880 - 1965

Finding Aids: No list is available.

Misc series photograph albums

The NRM holds a collection of photograph albums, acquired from a variety of sources and covering a wide range of subjects. Some of the photographs are from official sources now held in the Museum's photographic collections, but generally there are no original negatives. The albums may be viewed in the Museum's Reading Room, although occasionally certain items are withdrawn as part of a rolling conservation programme. Basic details of these albums are outlined in a separate listing.

J Morgan

This collection was acquired by the NRM in 1994 as part of the Millbrook House collection and covers the railways of Southern England. There are photographs of LMS engines on the London, Tilbury & Southend line and of LNER operations on the former Great Eastern lines, together with images of LSWR, South Eastern & Chatham Railway and LBSCR engines at work in Hampshire, Surrey and Sussex. GWR services to Devon are also featured, whilst a small number of photographs show a diesel multiple unit and former LMS locomotives at Llandudno. There are also images of a tank locomotive at St Helier in Jersey and of engines on the Longmoor military railway near Aldershot.

Number: 105 negatives

Date: c 1923 - 1963

Finding Aids: A manuscript list is available with the engines ordered by their pre-grouping companies, locomotive type and wheel arrangement, engine name and number, location and date. Reference prints are also available to view on request.

S G Morgan

Born in 1884, Sydney Morgan trained as a civil engineer, working initially on designing bridges, buildings, piers, wharves and permanent way for colonial railways. He later worked for the Thames Ironworks & Shipbuilding Company and then the South Eastern & Chatham Railway, and on grouping in 1923 was employed by the Southern Railway.

These albums cover Southern Railway civil engineering operations in the inter-war years. Morgan had special responsibility for bridges and these are well represented in the albums, which also include views of the construction of engine sheds, workshops, station buildings, wharves, power stations and the permanent way in and around London.

Number: Three albums containing 250 prints

Date: 1924 - 36

Finding Aids: Albums available to view on request, but no original negatives accompany the collection

J P Mullett

This collection covers the 'Big Four', with photographs of the LNER, LMS, Great Western and Southern Railways and includes views of the locomotives built for their constituent companies. Mullett also photographed British Railways engines after nationalisation in 1948, together with light, independent and industrial railways and the railways of Jersey and Ireland. There are many action views of passing trains as well as posed images of static locomotives. The collection also includes a small number of images of London Transport.

Number: 865 negatives
1,500 prints and postcards

Date: c 1935 – 1965

Finding aids: A typed list is available for part of the collection and gives details of railway company, engine type, name, number, location and date. The prints come from a variety of sources, including Mullett himself and commercial outlets such as the LPC and LGRP (qv). Unfortunately it is difficult to match Mullett's own prints with his negatives.

Mulligan

This collection of 35mm transparencies features the final years of steam working on British Railways, with images of locomotives built for the Southern, LNER and GWR on train services in the 1960s. LMS and British Railways Standard locomotives are represented in a small number of photographs. There are also transparencies showing industrial railways, particularly locomotives operated by the National Coal Board and by Bowaters paper works in Sittingbourne. Preserved lines are also covered, including the Severn Valley, Bluebell, Tall-yllyn, Welshpool, Festiniog and North Norfolk Railways.

Number:	approx 450
Date:	1962 - 1979
Finding aids:	none available

Nevett Collection

This collection, the work of the Nevett brothers, is particularly strong on the London, Midland & Scottish Railway, featuring locomotives built for its constituent companies prior to grouping, including the LNWR, Midland Railway, Caledonian Railway, Highland Railway, Lancashire & Yorkshire Railway, Furness Railway and North Staffordshire Railway. The GWR and Southern Railway are also covered, together with some industrial railways, generally in simple record views of stationary locomotives.

Number: approx 1185 negatives

Date: c1920 - 1939

Finding Aids: none available

Nine Elms Locomotive Works

The first locomotive, a 2-2-2 single named 'Eagle', was built at the London & South Western Railway's Nine Elms works in 1843. At its peak the works employed about 2,400 men, each year building some thirty locomotives and carrying out maintenance work on a further 400 engines. The Nine Elms site, however, was too cramped to meet all the company's needs and could not be expanded because it was hemmed in by the LSWR's lines into Waterloo Station. In 1891, therefore, carriage production was transferred to Eastleigh in Hampshire (qv) and in June 1908 the last locomotive was built at Nine Elms. A new, more efficient locomotive works was opened in 1910 at Eastleigh. It incorporated some of the Nine Elms buildings, which were re-erected on the site, and machine tools which had been transferred from London were also used in the new works. 832 locomotives had been built at Nine Elms, and on the closure of the works the site became a major depot.

The collection comprises photographs of newly completed locomotives; engines decorated for special occasions; Eastleigh Works and running shed; stations, including Waterloo; signalling; the Bodmin & Wadebridge Railway; Waterloo & City rolling stock and a view of the NER headquarters in York.

Number:	356 negatives
Date:	c 1885 - 1910
Finding aids:	Reference prints of many of these negatives are available for consultation in the Reading Room.

Bibliography

J N Faulkner & R A Williams, *The LSWR in the twentieth century* (David & Charles, 1988)

B N Nunn

The Nunn collection of 35mm black and white and colour copy transparencies covers British railway history from the earliest years and originated from a wide variety of sources. Companies represented include the LSWR, GWR, South Eastern, NER, Midland, Southern and LNWR. There are views of locomotives, carriages, wagons, road vehicles, workshops, stations, bridges, people, shipping and events.

Number: approx 2,490

Date: c 1835 - 1965

Finding Aids: No list is available. Many originals of these images feature amongst material already held by the NRM, including the official works archives and the LPC and LGRP collections.

H B Oliver

H B Oliver had a particular interest in the North Staffordshire Railway and his albums contain photographs of the Railway from its opening and early independent operation to the days of LMS and then British Railways ownership. There are detailed studies of locomotives, electric and diesel trains, stations, signalling, signal boxes, level crossings and civil engineering.

There is similar, albeit slightly less extensive, coverage of the Leek & Manifold Valley Light Railway, Midland Railway, Furness Railway, LNWR, Somerset & Dorset Joint Railway, North Eastern Railway, Great Eastern, Great Central, the Settle & Carlisle route, various light and narrow gauge railways, industrial railways - including brewery lines in Burton-on-Trent - the Romney, Hythe & Dymchurch Railway and enthusiasts' rail tours.

The images originate from a variety of sources, including the LPC and LGRP collections (qv). Oliver's own photographs date from about 1947 to the late 1960s and reference prints feature in the albums, although on occasion it can prove difficult to match these with corresponding negatives.

Number: approx 2,500 negatives
thirty albums containing approx 7,650 prints

Date: c 1890 - 1969

Finding Aids: A list of albums is available and one or two of these have been catalogued by Oliver in some detail and include negative numbers for his own photographs.

H L Overend

Born in 1905, Leslie Overend was encouraged by his father at an early age to take up photography, and when he was thirteen produced his first published photograph. Taken from the top of Bradford Town Hall it showed the Armistice celebrations on 11 November 1918, and was used by the 'Bradford Daily Argus'. This early success prompted Overend to make a career in photography and journalism, and with his father he founded the Overend Press Agency in 1926. In a long journalistic career he covered events throughout Yorkshire. He died in 1989.

The NRM acquired Overend's collection of railway photographs in 1984. It features locomotives built for the LMS and LNER operating on the East and West Coast main lines, the Settle to Carlisle line, accidents and railways in the Leeds and Bradford area.

Overend's collection also includes photographs by J H Wright (qv).

Number: 218 negatives
102 prints

Date: c 1936 - 1958

Finding Aids: A typed list is available giving details of operating company, engine type, number, name and location. The prints may be viewed on request.

Paddington

The Great Western Railway's publicity photographers, who were based at offices in London's Paddington station, had a wide ranging brief to cover operations throughout the company network, from Penzance in the west to Birkenhead in the north. The images they created covered railway staff and officials, passenger and freight train services, road vehicles, stations, advertising, shipping and the people who used the railway. Views of locomotives and workshop scenes are comparatively rare in these collections, but photographs taken to support safety awareness programmes provide a good coverage of everyday working life on the railways, including some dangerous practices which the company wished to stamp out. Major events featured include the General Strike and both World Wars, with extensive coverage of ARP precautions and bomb damage suffered between 1939 and 1945. The photographers' role remained unchanged on nationalisation in 1948, for they continued to cover operations on British Railway's Western Region.

The publicity photographs are primarily contained in four main collections, the 'A', 'B', 'E' and 'B-Box' series, and to a certain extent their subject matter overlaps, for all are concerned with operations and events. The A series negatives date from about 1896 to 1925 and include many evocative scenic views, images of bridges and viaducts, some station scenes and a small number of photographs of shipping, locomotives and other vehicles. The B-series also includes many fine scenic views taken for the annual *Holiday Haunts* brochure which publicised locations served by the Railway in the West Country, Wales, Ireland, the Channel Islands and even Brittany. The B and B-Box collections both include images of the company's hotels, particularly the Tregenna Castle in St Ives, the Manor House in Moretonhampstead and Paddington's Great Western Royal. The C-series negatives cover a wide range of subjects, from publicity images and scenic views of places to railway infrastructure, signalling and locomotives. The E-series negatives also cover publicity subjects and scenic views and feature images of places, locomotives and events, such as the wartime evacuation of children from London and Home Guard parades held in 1944. The B-Box collection contains the majority of the civil engineering photographs, with images of work on bridges and viaducts, tunnels, stations and even company housing. Major projects covered include the Ealing and Shepherd's Bush extension and the strengthening of the sea wall at Dawlish. The final years of the B-Box collection concentrate almost exclusively on construction work.

Number: A-series approx 1,750 negatives
B-series approx 10,200 negatives
B-Box series approx 13,050 negatives
C-series approx 12,500 negatives
E-series approx 850 negatives

Date: A series c 1896 - 1925
B-series 1904 - 1950
B-Box series 1919 - 1955
C-series c 1890 - 1972
E-series c 1930 - 1958

Finding aids:

Registers for each series, ordered alphabetically by subject. Part listed by the Railprint Joint Venture scheme which marketed these images in the late 1970s and early 1980s. See Railprint lists P5, P9, P15, P16 and P19. Welsh material separately listed by WIMM. Neither negative sequence is complete.

Bibliography

C W Judge, *Thro' the Lens, A Pictorial Tribute to the Official Work of the GWR Photographers* (Railprint, 1985)

D E Parr

This collection of 8½ x 6½ ins glass plate negatives originally formed part of the Locomotive Publishing Company collection (qv). The photographs show static views of Great North of Scotland Railway locomotives, some featuring staff posed on the footplate and on the track, and may have been the work of the nineteenth-century photographer R H Bleasdale (qv) whose work is extensively represented in the LPC Collection.

Number: 8 negatives

Date: c 1885 - 1900

Finding Aids: Listed. Details given of wheel arrangement, engine number, angle of view and LPC reference number.

G Parrish

These images, by an unknown photographer, were donated to the NRM by Mr Parrish in 1988. They show the construction of the Barry Railway's Brecon and Merthyr extension and include views of groups of railway navvies and the building of the Llanbradach Viaduct.

Number: 41 negatives

Date: 1904 - 5

Finding Aids: No list or reference prints available yet.

A B Parsons

The NRM acquired the Parsons Collection in 1988. It is composed of prints featuring a wide range of railway-related subjects from a variety of sources, including the agencies Topical Press, Fox Photos, Central Press Events, Photocrom and the Daily Mail. These publicity pictures include scenic images of Loch Lomond and golfers, royal visits, GWR and LNER shipping and the North British Hotel in Edinburgh. There are also photographs of the docks and unloading of freight at Hull, and views of Newcastle-upon-Tyne's famous bridges and 'diamond' of tracks. Colour photographs of LNER publicity posters are also included.

Number: 120 prints

Date: c 1926 - 1950

Finding Aids: No list is available, but the collection may be viewed on request.

S H Pearce Higgins

Selwyn Howard Pearce Higgins, who was born in 1912, was educated at Malvern School and at Jesus College, Cambridge. He became a schoolmaster at Liverpool College and later at the Royal Wolverhampton Grammar School. A member of the Newcomen Society, the Industrial Locomotive Society and the Great Western Society he became an authority on industrial locomotives and minor independent railways, particularly in Wales. He was also the author of a book on the Wantage Tramway.

Over some forty-five years, Pearce Higgins amassed a vast collection of railwayana, perhaps his most noteworthy piece being a Cambrian Railways bogie coach. His archive consists of thousands of photographs which he mostly took himself using 3½ x 2½ and 4¼ x 3¼ ins glass plate negative cameras, as well as manuscript notes, transcripts, and cuttings from technical journals.

The NRM acquired the Pearce Higgins collection shortly after his death in 1980. It is composed of glass and film negatives featuring Welsh railways, industrial railways, tramways, locomotives and trains of the GWR, LMS, LNER, Bishop's Castle Railway and the Somerset and Dorset Joint Railway.

Number: 7,200 negatives
435 prints
1,100 lantern slides

Date: c 1900 - 1970

Finding Aids: The collection is listed. There are manuscript lists for a small portion of the negatives prepared by Pearce Higgins, ordered both chronologically and by company. These contain somewhat idiosyncratic notes giving brief details of the locomotive or train in the photograph, the location and date and the conditions under which the picture was taken. The remainder of the collection has been listed by the NRM and is available in typescript. The formats laid down by Pearce Higgins have been followed and expanded upon. Photographs divided by railway company are accompanied by brief descriptions of the locomotive class, wheel arrangement, number and name, with location and date where known. Photographs ordered chronologically from 1961 – 1978 are accompanied by an index of subjects and contact prints which are available to view on request. There is a part list available of the contact prints. There are also indexes featuring the subjects covered by Pearce Higgins' transparency and print collections, also available to view by special request.

Bibliography

The Wantage Tramway: A History Of The First Tramway To Adopt Mechanical Traction
(Abbey Press, 1958)

Peckett & Sons

In 1880 the locomotive manufacturing firm of Fox, Walker & Co was taken over by Thomas Peckett & Sons. Based at the Atlas Works in Bristol, Peckett concentrated mainly on producing light industrial locomotives for the home market, specialising in 0-4-0 and 0-6-0 saddle tank engines which were sold to quarries, collieries, docks, sugar refineries, steelworks and other large industrial concerns. Locomotives were also shipped overseas, to Africa, South America, the Middle East and Australasia. Peckett built about 1,500 locomotives, the majority steam-powered, although a small number of diesels were produced just before the company ceased trading in 1961.

This collection, which was acquired from the Industrial Railway Society, mainly comprises posed views of newly completed locomotives, but there are also images of the Atlas Works.

Number: 616 negatives
28 prints

Date: c 1890 - 1950

Finding aids: Part listed, by engine name, number or company which ordered the locomotive. Reference prints of all the images are available for consultation in the Museum's Reading Room.

Frank Jux, *'Peckett & Sons Locomotive Works List'*, published by the author, 1988

Ian D Young, *'The Locomotives of Peckett & Sons'*, Liverpool University Public Transport Society, 1969

M J Lee, *'Peckett & Sons, a brief memoir'*, Industrial Railway Record No 53, April 1974

R A Wheeler, *'Peckett's in retrospect'*, Industrial Railway Record No 53, April 1974

J F Russell-Smith

John Russell-Smith was educated at Bryanston School and served in the Royal Navy Volunteer Reserve during the Second World War, before becoming a manager with a brewery. He had a long-standing interest in railways and although he began taking railway photographs somewhat late in life he soon achieved recognition for the high standard of his work when his images were published by the railway press in the 1950s.

A member of the Railway Photographic Society, Russell-Smith preferred to photograph the Great Western and its successor, British Railways' Western Region, although Eastern and Southern lines are also represented in his collection. There are also photographs of locomotives on GWR lines operating out of their normal area during the 1948 exchanges. Russell-Smith wrote that he took his photographs "primarily for the excitement of photographing moving trains and secondly with the object of recording the older classes of GWR engines at work. For my own enjoyment they were mostly taken in pleasant rural settings".

The NRM acquired the Russell-Smith collection in 1980. It is composed of high quality glass and film negatives, including some excellent photographs of country branch lines.

Number: 650 negatives

Date: 1947 - 1958

Finding Aids: A handwritten register, compiled by Russell-Smith, lists dates, places, classes of locomotive and types of train. There are also reference prints of some of these images in the Reading Room.

Permanent Way

These photographs were taken to illustrate reports which studied the effects of wear on track, tyres and springs. They are mainly microphotographs or cross sections showing the metallurgical structure of rails, accompanied by detailed descriptions. The first group of photographs was produced by the Metallurgical Section of the Chief Chemist's Department of the LNER. On nationalisation in 1948 the Section's role was taken over by the Metallurgical Division of British Railway's Research Department based in Derby, which was responsible for the later photographs.

Number:	approx 3,600 prints
Date:	c 1931 - 1955
Finding aids:	The reports are available for consultation on request. There are no original negatives in the NRM collections.

G Phillips Smith

G Phillips-Smith, who was born at the turn of the century, was a driver on the LNWR and subsequently the LMS. This small collection of photographs features LNWR steam and electric services between Watford and Euston, the LMS, narrow gauge and independent railways, the Southern Railway's Green Arrow service, railways in Northern Ireland, the transport of livestock and railways in France.

Number: 22 negatives
44 prints
4 lantern slides

Date: c 1867 - 1960

Finding Aids: The negatives are part listed, and most of the images also feature in the print and lantern slide collections. About half of the prints, stuck to album pages, are captioned.

P W Pilcher

Born in 1866, Percy William Pilcher was educated at Bath College and graduated in Music from Caius College, Cambridge before joining Shrewsbury School as a Music and House master in 1918. His first railway photograph was probably taken in 1882, for lists of his collection record images of a GWR broad gauge express at Bath and a Great Northern engine at Boston taken in this year. Pilcher was one of the first photographers to successfully capture images of moving trains and his work provides a fine record of the pre-grouping railway companies, with particular emphasis on the LNWR and Great Northern. He also covered the engines of the London, Brighton & South Coast Railway and the GWR, and continued photography into his seventies, producing images of the LNER and LMS. His contemporary at Bath and at Cambridge was another well-known railway photographer, Tice F Budden, who is also represented in the NRM Collection, so it is not impossible that they knew each other. As well as photography, Pilcher's interests extended to metalwork and woodwork, and he made both cameras and model trains.

Pilcher died in 1937 and his collection was at some point fragmented. Part was sold to the Locomotive Publishing Company in the late 1930s and some material was acquired by Frank Burtt. These segments are now reunited, as both the Burtt and LPC collections are held by the NRM.

Number:	approx 365 negatives in the Burtt collection (qv)
Date:	c 1882 - 1936
Finding aids:	Pilcher photographs held in the Burtt collection are listed and reference prints are available in the Reading Room. LPC photographs are not credited to Pilcher, but are listed by subject.

P Pitman

This collection of 35mm transparencies features images of British Railways locomotives in the final days of steam working, diesel and electric services, preserved lines, buildings, bridges and civil engineering structures and royal trains.

Number: approx 2,650

Date: c 1960 - 1975

Finding aids: None available.

W Potter

This collection of lineside photographs features the engines of the Great Northern, LNWR, GWR, Great Eastern and the Western Region of the newly formed British Railways. Most were taken by Potter, but a small number are images which he acquired from other photographers. Bill Potter died in 1997.

Number: 286 negatives

Date: c 1922 - 1952

Finding aids: Part listed.

Bibliography

Vintage Photography, The D & E Years, Rail No 304, 7 May 1997

Bill Potter, A Tribute, Steam World, June 1997

T Preston

Thomas Preston began working for the North Eastern Railway in about 1905, resigning when he was Personal Clerk to the General Superintendent in 1911. He subsequently published articles in the *Railway Magazine* on the North Eastern and on signalling. This small collection of 6½ x 4½ ins glass and film negatives taken in Yorkshire and Durham features North Eastern locomotives with goods and passenger trains, together with Lancashire & Yorkshire and Great Northern engines.

Number: 25 negatives

Date: c 1912 - 14

Finding Aids: List giving details of railway company, engine type and location.

Bibliography

North Eastern Memories, Railway Magazine, March 1958

C J Randall

This collection of Second World War official Southern Railway photographs shows the damage to Charing Cross railway bridge after it was hit by a German VI flying bomb on 17 June 1944. It also includes scenes of destruction caused by a V2 rocket at Southard Park Road Bridge in London on 6 November 1944. There are also photographs of the repair work.

Number: 14 prints

Date: 1944

Finding Aids: Listed. Prints may be viewed on request, but no original negatives are available.

P Ransome-Wallis

"My earliest childhood memory is not of my home or of my well-loved parents, but of a Great Central locomotive". Thus, at an early age, Patrick Ransome-Wallis determined he would one day become a locomotive mechanical engineer: his father, however, decided that his son would follow in the family tradition and enter the medical profession. Despite this change of track, Ransome-Wallis' love of the railway never subsided. When he qualified as a doctor his hospital appointments and temporary general practice work were always determined by his interest in the local railway, so it was at Herne Bay, with its "great diversity of motive power working on the Kent Coast Line of the Southern" that he settled into a full-time medical career.

The NRM acquired the Ransome-Wallis collection in 1985. The earliest material appears in two diaries chronicling railway events in the 1920s, but the collection mainly consists of film and glass negatives, and almost seventy albums of captioned prints. They provide a comprehensive coverage of railways in Britain, featuring the GWR, LNER, LMS and Southern, the engines of the pre-grouping companies and light and narrow gauge railways such as the Romney, Hythe & Dymchurch, Festiniog, Corris, Tal-y-llyn, Snowdon, and Chattenden & Upnor Railways. The NRM also holds a great body of images amassed from Ransome-Wallis' explorations of continental and overseas railways. His service with the Royal Navy during the Second World War afforded him six years' worth of travel: he made friends with railwaymen in Asia, Africa and North America and when the war ended his desire to photograph the railways of Eastern Europe also led him into adventure behind the Iron Curtain. Permission for photography was rarely given: a Czech driver once threw a lump of coal at him as he photographed his train, and he was arrested several times. He also photographed the railways of the USA, South Africa, Australia, Egypt, Sierra Leone, India, Ceylon, and Thailand.

In the post-war years he took up his pen and "wrote far into every night, article followed article and book followed book. Railways provided most of the subjects ... but ships and the sea all helped". In the 1960s the BBC recruited him for their 'On Railways' series, and as "our man from the BBC" he was again able to indulge in his passion for travel and foreign railways. He never retired from his career as an audiologist, and died in July 1985 aged seventy-nine.

A member of the Railway Photographic Society, Pat Ransome-Wallis' approach to photography was "technical rather than emotional", and his aim was to "make good record photographs". He believed that "clouds of steam and smoke, bits of foliage and 'arty' locations" were "not essential or even desirable" though he was often obliged to please editors on this point and consequently produced some of the most striking images in the NRM collections.

As well as photographic material, the NRM also hold a series of stamp albums showing railway subjects, recordings of his 'On Railways' broadcasts for the BBC, and boxes of magazines, cuttings, pamphlets, brochures and booklets on the world's railways.

Number: approx 14, 570 negatives
approx 19, 240 prints
520 transparencies

Date: 1922 - 1983

Finding Aids:

The collection is not listed, but there are seventy albums of prints ordered by subject with images identified by the appropriate negative numbers.

Bibliography

On Railways At Home and Abroad (Spring Books, 1951)

British Railways Today (A & C Black Ltd, 1964)

The World's Smallest Public Railway: The Romney, Hythe & Dymchurch Light Railway (Ian Allan)

Snowdon Mountain Railway (Ian Allan)

On Engines In Britain And France (Ian Allan, 1957)

The Last Steam Locomotives of British Railways (Ian Allan, 1966)

Locomotives Through The Lens (Ian Allan, 1948)

Locomotives & Trains Of The Big Four (Ian Allan, 1978)

The Last Steam Locomotives Of Western Europe (Ian Allan, 1963)

The Last Steam Locomotives Of Eastern Europe (Ian Allan, 1974)

Ed P Ransome-Wallis, *The Concise Encyclopaedia Of World Railway Locomotives* (Hutchinson, 1959)

Train Ferries Of Western Europe (Ian Allan, 1968)

Southern Album (Ian Allan, 1968)

Roaming The Southern Rails (Ian Allan, 1979)

Famous Railway Photographers (David & Charles, 1973)

My Favourite Railway Photographs (Ian Allan)

Michael H C Baker, *Taking the Train, A tribute to Britain's greatest railway photographers* (Patrick Stephens, 1993)

A L P Reavil

The Reavil collection is composed of glass and film negatives featuring French, German, Belgian, Dutch and Swiss locomotives in the 1920s. The museum also holds photographs by Reavil in the 'Clapham' collection (qv) acquired from the Museum of British Transport when the NRM was established in 1975.

Number:	120 negatives
Date:	c 1920 - 1930
Finding Aids:	No list is available.

W J Reynolds

William John (Josh) Reynolds was born in 1883, the son of a farmer, and took up photography in 1896 while still at school in Brighton. Although his earliest photographs were of London, Brighton & South Coast Railway subjects, he is particularly associated with the GNR, living adjacent to the main line at Potters Bar in the years before the First World War. After the war he lived at Margate and travelled each day to London, where he was employed as Production Manager of Longmans, Green & Co. He was well known amongst enthusiasts as editor of the Stephenson Locomotive Society Journal between 1930 and 1945, and took many of his photographs on SLS shed visits.

Reynolds took nearly 7,000 photographs which have rarely been credited to him. He specialised in portraits of stationary locomotives as opposed to moving trains and was responsible for many of the later photographs in the Locomotive Publishing Company collection (qv). He used a Thornton Pickard half-plate field camera before 1914 and a Thornton Pickard Reflex fitted with an f4.5 Cooke lens thereafter, obtaining results of a very high standard. Technically, Reynolds was a pioneer in his attempts to obtain a more accurate tonal rendering of the subject than had previously been achieved, using Ilford Chromatic plates to capture LBSCR 'improved engine green' and switching to panchromatic film as soon as it was available.

Number:	part of LPC collection
Date:	c 1900 - 1930
Finding aids:	Published prints and lists in the LPC collection, but Reynolds' photographs are not separately identified.

Bibliography

My Sixty Years of Railway Photography, Railway World, June to September, November to December 1956 and January to April 1957

Obituary, Stephenson Locomotive Society Journal, Volume 33, No 390, December 1957

H W H Richards

The Richards collection, acquired by the NRM in 1988, is composed of a small number of 35mm and 6cm film negatives, black and white and colour prints and lantern slides. These have originated from a variety of sources, including H Fayle, whose work is represented separately in the NRM Collection, and C J Mills. The collection features views of titled trains such as the 'Irish Mail', 'Bournemouth Belle' and 'The Capitals Ltd'; drivers in cabs or posed alongside locomotives; LNER engines and passing trains; locomotives trapped in snow drifts, and a number of postcards.

Number:	approx 90 negatives 240 prints 10 lantern slides
Date:	1909 - 1954
Finding Aids:	No list is available.

Rowsley to New Mills extension

This album records the construction of the Midland Railway's Derbyshire lines from Rowsley to Buxton, and the extension from Miller's Dale through the Peak Forest to New Mills. The albumen prints show navvies working on the construction of bridges, tunnels and viaducts and the result of a landslip at Chapel-en-le-Frith in 1865. There are also extracts from the 'Illustrated London News' and local newspapers describing progress on the lines.

Number: 36 prints in one album

Date: 1860 - 1865

Finding aids: Not listed, but the album is available for consultation by special request.

D L Rumble

These glass negatives featuring GWR, LSWR and Southern trains in the 1920s were acquired by the NRM as part of the Maurice Earley collection (qv).

Number: 10 negatives

Date: c 1920 - 1929

Finding aids: Listed

R T Russell

This collection features photographs of British industrial locomotives in the years after the Second World War and includes images of privately-built engines in service with the National Coal Board and private concerns. There are also negatives by Russell in the Potter and Nevett collections (qv).

Number: 205 negatives

Date: c 1948 - 1955

Finding Aids: Reference prints available for consultation in the Reading Room, ordered by manufacturer.

Bibliography

R Cartwright and R T Russell, *The Welshpool & Llanfair Light Railway*, (David & Charles, 1972)

J F Russell-Smith

John Russell-Smith was educated at Bryanston School and served in the Royal Navy Volunteer Reserve during the Second World War, before becoming a manager with a brewery. He had a long-standing interest in railways and although he began taking railway photographs somewhat late in life he soon achieved recognition for the high standard of his work when his images were published by the railway press in the 1950s.

A member of the Railway Photographic Society, Russell-Smith preferred to photograph the Great Western and its successor, British Railways' Western Region, although Eastern and Southern lines are also represented in his collection. There are also photographs of locomotives on GWR lines operating out of their normal area during the 1948 exchanges. Russell-Smith wrote that he took his photographs "primarily for the excitement of photographing moving trains and secondly with the object of recording the older classes of GWR engines at work. For my own enjoyment they were mostly taken in pleasant rural settings".

The NRM acquired the Russell-Smith collection in 1980. It is composed of high quality glass and film negatives, including some excellent photographs of country branch lines.

Number: 650 negatives

Date: 1947 - 1958

Finding Aids: A handwritten register, compiled by Russell-Smith, lists dates, places, classes of locomotive and types of train. There are also reference prints of some of these images in the Reading Room.

H J P Rutherford

This collection of photographs compiled by H J Patterson Rutherford, is mainly the work of E J Miller, former Secretary of the Railway Club. It covers the locomotives and stations of the Southern Railway and South Eastern Railway; Great Northern Railway trains and stations near London; the North Eastern Railway including locations at Scarborough and York; Metropolitan trains and stations; locomotives, stations and passing trains of the Great Eastern, GWR, LNWR, LNER, LMS, and North British Railway; Caledonian Railway stations and trains, Furness Railway stations and East Kent stations and trains.

Number:	approx 725 negatives
Date:	1909 - 1932 for Miller's photographs, although some copy images date back to about 1895.
Finding Aids:	Manuscript list ordered by company. South Eastern stations are listed alphabetically.

T B Sands

Tom Sands joined the Barry Railway just before it was absorbed by the GWR in 1923. He then worked for some time at the Chief Accountant's office at Paddington, before joining the Institute of Brewing in 1936. In 1950 he became Accountant of the Institute, which post he held until his retirement in 1968. Although he no longer worked for the railways, he maintained a lifelong interest in the subject. He seemed to have memorised the entire train timetable and was always able to advise colleagues planning a railway trip of the number of their train and the time of departure. Sands was an author as well as a photographer, writing a history of the Midland & South Western Junction Railway and several articles on Welsh topics for *Railway Magazine* in 1951 and 1952, using his photographs to illustrate them.

The NRM acquired the Sands collection shortly after his death in 1980. It is composed of prints and 35mm film negatives showing railways in Wales, the Midlands and southern England, particularly the Didcot, Newbury & Southampton line. There is also an archive of Sands' notes on these lines.

Number: approx 475 negatives
475 prints

Date: c 1949 - 56

Finding Aids: There are rudimentary notebooks, but no comprehensive lists. Sands captioned but did not number the prints in his albums, so it is difficult to match images with the appropriate negatives.

Bibliography

T.B. Sands & S.C. Jenkins, *The Midland & South West Junction Railway* (Oakwood Press, 1959)
LIB/17

T.B. Sands & S.C. Jenkins, *The Midland & South West Junction Railway*, 2nd edition, (Oakwood Press, 1990)

The Didcot, Newbury and Southampton Railway, (Oakwood Press, 1971) LIJ/6

Sealink

This collection covers the operation of British Railways' ferry services, with particular emphasis on the period from 1965 to 1978. There are photographs of docks, freight traffic, container handling and passengers, mainly taken for publicity or advertising purposes. Ships featured include the *Antrim Princess*, *Sarnia*, *Amsterdam*, *Vortigern*, *Avalon*, *Anselm*, *Maid of Kent*, *Hengist*, *Lord Warden* and *Caledonia Princess*. A small number of images feature earlier railway ferry services, and there are also photographs of the LNER's east coast ports, fish being landed at Grimsby and ferries which operated in the 1930s.

Number: approx 1,580 prints
185 colour transparencies
12 negatives, including 8 colour

Date: c 1910 - 1978

Finding aids: The prints are listed by vessel, location or date. The negatives are also listed, with brief descriptions of subject and date where known. However, negatives for the majority of images in this collection are not held by the NRM.

R J Sellick

This collection features railways in Wales, the south of England and the West Country, with particular emphasis on the GWR, Southern and LSWR, together with minor and independent railways. There is coverage, for example, of the Lynton & Barnstaple, Liskeard & Caradon, Oxford & Birmingham, Cambrian, Welshpool & Llanfair, Torrington & Marland Railways, together with LSWR lines into Devon and the railways of the Isle of Wight. Railways in Ireland and France also feature. Although Sellick took some of the photographs in this collection much is the work of other enthusiasts, including the Box family, Arthur Halls and the photographers of LGRP (qv).

Number: approx 2,700 negatives
approx 3,500 prints and postcards

Date: c 1900 - 1985

Finding Aids: The collection is listed, with prints available for consultation on request. It can prove difficult to match prints with the appropriate negatives, many of which are copies.

Bibliography

The West Somerset Mineral Railway And The Story Of The Brendon Hills Iron Mines, (David & Charles, 1970)

The Old Mineral Line, 2nd edition, (Exmoor Press, 1981)

R W Sheppard

The NRM acquired the Sheppard Collection in 1982. It is composed of medium format film negatives, prints and 35mm colour slides showing lines in and around Nottingham. There are photographs of static locomotives and passing trains, but large numbers of these images show only the permanent way or railway infrastructure. Typical locations featured in the collection are Nottingham Victoria station, Spalding, Pinxton, Basford, Bulwell Common, Bulwell North Junction, Babbington Junction, and Leamington Spa. Sheppard also went further afield, to Carlisle, in 1952.

Number:	approx 1,400 negatives 1,400 prints 260 slides
Date:	c 1950 - 1963
Finding Aids:	No list is available, but ten albums of prints which may be viewed on request provide a key to the collection.

R L Sherwood

The Sherwood collection is composed of 35mm to 6 x 4 ins film negatives, featuring steam locomotives and passing trains, mostly photographed after the creation of British Railways in 1948. Some of the earliest photographs in the collection feature the Lynton & Barnstaple Railway in the mid-1930s whilst the Southern section also features engines from the old LBSCR, SE&CR and LSWR. Sherwood also photographed stations on the Isle of Wight in the 1950s. The LMS portion features locomotives of the Caledonian, LNWR, Midland and Lancashire & Yorkshire Railways at locations such as Warrington, Leamington Spa, Manchester Victoria, Derby, Nottingham, Chester and Blackpool in the 1940s and 1950s. The LNER section shows engines of the defunct Great Central, Great Eastern, North Eastern Railways at Nottingham Victoria station and Liverpool Street stations. There are also images of Western Region locomotives, in Swindon, the West Country and Wales in the 1950s and 1960s.

Number: approx 2,480 negatives

Date: c 1934 - 1960

Finding Aids: No list is available.

Shildon Works

Shildon Works was built for the Stockton & Darlington Railway in 1833, and although initially used for locomotive construction was later converted to a wagon works. Following an extensive modernisation programme in the 1960s Shildon, British Rail's largest wagon works, constructed a range of new designs for British and overseas orders, including cement wagons and 'Merry-go-round' coal hoppers. However, increasing competition from road transport meant that orders dwindled, and the works closed in 1984.

This collection represents the work of Shildon's official photographers who were employed by the North Eastern Railway and its successors, the LNER and then British Railways. There are workshop scenes taken at Shildon and the nearby Walkergate Wagon Works, photographs of many types of newly completed wagons and a small number of images featuring people and events. The collection also contains photographs which clearly did not originate from Shildon Works, including views of railway stations in the north of England in the 1950s.

Number: 1,365 negatives
350 prints

Date: c 1910 - 1957

Finding aids: Handwritten register of 530 photographs, mainly featuring newly completed wagons, listed by broad themes in numerical sequence.

Small number of reference prints available in Reading Room.

F W Shuttleworth

This collection covers a variety of subjects, including the Midland Railway, LNWR, Furness Railway, Taff Vale Railway, GWR, Lancashire & Yorkshire Railway, Somerset & Dorset Joint Railway, the 'Big Four' and British Railways. There are images of locomotives, trains and stations and include some copies of official company photographs. The prints include images by Shuttleworth and other photographers, including official photographers employed at Derby Works and Charles Roberts Ltd.

Number: approx 490 negatives
approx 365 prints

Date: c 1880 - 1975

Finding aids: The negatives are not listed but the prints are available to view on request.

J E Simpson

Simpson began taking railway photographs at the age of ten, when he used a Box Brownie camera to capture an engine on the South Eastern & Chatham Railway. His hobby developed through several phases, and Simpson claims he adopted the methodical approach of a stamp collector. He began by deciding he would 'collect' LSWR locomotives and set himself the task of cycling throughout the company's operating area until he had achieved his object. In the 1930s he commenced a second wave of railway photography and continued until the Second World War, when he was posted to China. After the war family life kept him busy, but he still made time to photograph the Lyme Regis branch line using his Super Ikonta camera. Since the 1970s he has undertaken research in geophysical fluid mechanics at Cambridge University and in the early 1980s was awarded a PhD in Mathematics, but still retains an interest in railways.

The NRM acquired the Simpson Collection in 1988. It is composed of medium format negatives featuring locomotives and passing trains of the Southern, LNER and GWR. Welsh railways are also represented, as well as the Romney, Hythe & Dymchurch Railway, industrial lines and various light railways, such as the East Kent, Shropshire & Montgomeryshire, Easingwold Railway and Selsey Tramway. The collection also comprises a small body of archive material, including timetables and maps.

Number: approx 1,730 negatives

Date: c 1930 - 1960

Finding Aids: Typed list is available dividing photographs by railway company and giving details of engine type, number and name.

F G Smith

F G Smith, who was born in 1872, joined the North Eastern Railway at sixteen, serving as an apprentice under William Worsdell. He left the railways briefly in 1900, designing tramcars for G F Milnes & Co. He then became a partner in an iron foundry and subsequently worked as an electrical engineer at Crompton & Co where, in addition to his usual duties, he invented an electric blanket. In 1903 he was appointed Works Manager at the Lochgorm Works of the Highland Railway and was promoted to Locomotive Superintendent in 1912. However, Smith left the Highland under a cloud in 1915 following concern that his River class locomotives exceeded weight limits. He returned to the North East of England where he established his own steel business, but retired following the collapse of his company during the Depression. He died in 1956.

This album, which was compiled by Smith, contains official photographs of the Lochgorm workshops showing stages in the construction of locomotives, carriages and wagons, together with some family photographs.

Number:	40 prints in an album
Date:	c 1910
Finding Aids:	Album available to view on request, but there are no original negatives.

Bibliography

C P Atkins, *F G Smith - a biography*, Railway World, January 1977

G W Smith

The NRM acquired G W Smith's photographs as part of the F W Shuttleworth collection in 1980. With one exception, a Great Central Railway Class 6B 4-4-0, the photographs show London & North Western Railway locomotives. They include images of Precedent, Precursor, Prince of Wales, Experiment and George the Fifth Class locomotives hauling passenger trains and some photographs of ROD 2-8-0 goods engines.

Number: 30 negatives

Date: c 1920 - 1930

Finding Aids: Listed

J Smithson

The J Smithson collection, which was acquired by the NRM in 1979 is composed of two albums of prints featuring electric railways and tramways in Britain and overseas. The photographs show the vehicles in motion and at rest in yards and platforms. Engines and trains from the LNER, LNWR and GWR are shown, with some photographs taken from trains in motion. Railways and tramways from the USA, France, Austria and Switzerland also featured in the collection. The photographs of tramways often show them in use in the streets with passengers and passersby, which gives this collection an added 'social history' dimension, although the images themselves are not always of the highest quality.

Number: 157 prints

Date: c 1900 - 29

Finding Aids: Albums are available to view on request. No negatives survive.

G H Soole

Godfrey Soole was born in Derbyshire in 1913, and after attending Huddersfield Grammar School and St Catherine's College, Cambridge joined the GWR in 1938. Following service in the Royal Engineers during the Second World War he rejoined the railways, working as a traffic manager for the GWR and then British Railways until his death in 1970.

Soole began taking railway photographs in about 1933, concentrating almost exclusively on GWR passenger and freight trains in the Bristol area. Soole used 4½ x 3½ ins and quarter plate cameras, and his work is usually of a high quality. All of the main GWR classes of locomotive are represented, generally hauling trains, at favoured locations such as Bristol Temple Meads, Patchway, Claverham, Filton and Stoke Gifford. The GWR, however, discouraged its employees from taking railway photographs so the collection ceases abruptly in 1938, the year Soole joined the company.

Soole visited Canada in 1934 and 1936, and his photographs include fine views of Canadian railways taken during these trips.

Number: approx 1,675 negatives

Date: 1933 - 1938

Finding aids: Part-listed, based on Soole's own notes, ordered in numerical sequence. The Canadian photographs are all listed. Entries in the lists, however, sometimes lack detail.

Photocopy of annotated album featuring about 300 captioned photographs taken in 1933.

Reference prints for much of the Soole collection, ordered by locomotive type, are available for consultation in the Reading Room.

Bibliography

"Field Hill" on the CPR, Railway Magazine, June 1936

David Fraser, David Geen, Barry Scott: *The Great Western Railway in the 1930s, Volume 1* (Kingfisher Railway Productions, 1985)

David Geen and Barry Scott: *The Great Western Railway in the 1930s, Volume 2* (Kingfisher Railway Productions, 1987)

Michael H C Baker, *Taking the Train, A tribute to Britain's greatest railway photographers* (Patrick Stephens, 1993)

G S Spooner

Gordon Spooner began photographing railways in the 1920s, but devoted most time to his hobby in the 1950s and 1960s, when he travelled the country recording the final days of steam.

This collection covers railways in southern England, mainly the London area, and includes steam locomotives built for the Big Four, together with Standard engines, in British Railways service. The majority of these photographs show passing passenger and freight trains, but static locomotives also feature, together with diesels.

Number: approx 880 negatives
approx 1,925 prints in twenty-nine albums

Date: c 1955 - 1968

Finding Aids: Handwritten list of negatives giving details of engine number, date, and occasionally location. There are reference prints in the albums, although for the majority of images there are no negatives.

St Pancras station construction

This superb collection of photographs was commissioned by the Midland Railway to record the construction of its London extension into St Pancras. Mainly the work of two local photographers, J B Pyne of Haverstock Hill and J Ward of Euston Road, it documents the civil engineering work. There are views of the cuttings, bridges, tunnels, the line crossing St Pancras cemetery and the building of the station, including the erection of the vaulted roof. There are also group photographs of contractors' staff, scenes showing navvies and industrial locomotives at work. The album also include contemporary cuttings from the 'Illustrated Times', featuring engravings based on some of the photographs.

Number: 69 prints in two albums

Date: 1867 - 1868

Finding aids: Not listed, but the albums are available for consultation on special request. There are no original negatives, but copies of many of these original albumen prints have been made and can be seen in reference binders in the Reading Room.

Bibliography

Geoff Goslin, *The London Extension of the Midland Railway, St Pancras to Bedford* (Irwell Press, 1994)

St Rollox Locomotive Works

The Caledonian Railway Company's St Rollox works was built in 1853, and the first engine was completed there a year later. There were facilities for locomotive and rolling stock repair and construction, and the works was extended in 1870 and 1884. Engines built there included the Dunalastairs, Cardeans and McIntosh passenger and freight locomotives. In 1923 the Caledonian was taken over the newly formed LMS, which ceased production at St Rollox in 1928. The works was still used for the repair of engines and rolling stock, and became British Railways main Scottish workshops, under the new name of Glasgow Works.

The collection comprises images of newly completed Caledonian Railway engines and rolling stock and views of Highland, Glasgow & South Western locomotives in LMS service. There are also photographs of engines under construction at St Rollox, signalling, goods depots, Grangemouth docks and places served by Caledonian lines.

Number:	725 negatives
Date:	c 1890 - 1938
Finding aids:	Listed, with some reference prints available for consultation in the Museum's Reading Room.

R D Stephen

The son of a Scottish minister, Ranald Stephen lived in the Manse in Inverkeithing, near the East Coast Main Line's approach to the Forth Bridge. He took his first railway photograph in 1919, concentrating initially on local lines but later travelling to photograph locomotives elsewhere in Scotland. He produced some spectacular views of the Forth Bridge and went on to photograph LMS and LNER locomotives after the grouping. He took his last Scottish railway photograph in 1934, and later moved to the Lake District. Some of the photographs in this collection were taken by Ranald's brother, W D M Stephen.

The Stephen Collection is composed of 4½ x 2¾ and 5½ x 3½ ins glass and film negatives, which typically feature locomotive engines and stations of the North British Railway, Highland Railway, Midland Railway, Great North of Scotland Railway, Glasgow & South Western Railway, Caledonian Railway and the LMS. The photographs mainly show engines at Inverkeithing Central Station, Aberdeen, Perth, Kittybrewster, Dunfermline, Inverness, Stirling and Edinburgh Haymarket. There are also views of locomotives at Nottingham Victoria and at Glasgow St Enochs stations as well as the renewal of Townhill Road bridge at Dunfermline. The collection also includes posed photographs of LNER locomotives on turntables and a few in motion.

Number:	approx 2,280 negatives
Date:	c 1910 - 1939
Finding Aids:	Six photograph albums containing prints produced from negatives. Most captioned. There are also reference prints in the binders. Part listed.

Bibliography

- Scottish Steam In The 1920s* (David Bradford Barton, 1975)
Scottish Steam Miscellany (David Bradford Barton, 1977)
Steam Supreme: Recollections Of Scottish Railways In The 1920s, (David Bradford Barton, 1980)
Michael H C Baker, *Taking the Train, A tribute to Britain's greatest railway photographers* (Patrick Stephens, 1993)

F C Steward

F C Steward was a Premium Apprentice at Brighton Works and later became an engineer with Gold Coast Railways in modern day Ghana.

These photographs, which form part of the England collection (qv) cover the 'Big Four' - the LNER, LMS, GWR and Southern - together with some of their forerunners, including the Lancashire & Yorkshire, LNWR, LBSCR and the South Eastern & Chatham Railway. Light and industrial railways are also featured, together with railways in Ireland and the Gold Coast.

Number: approx 900 negatives

Date: c 1920 - 1955

Finding Aids: Handwritten list of part of the collection, with some reference prints in binders in the Reading Room.

Stratford Locomotive Works

The Eastern Counties Railway's Stratford Locomotive Works opened in 1847 on the outskirts of London, and the first locomotives were completed four years later. In 1862 the ECR became part of the Great Eastern Railway, and in the years that followed engines built at Stratford included the Clauds, B12s and T19s. In 1891 Stratford Works set a new world record for locomotive erection, the workforce assembling an 0-6-0 freight engine in just 9½ hours.

In 1923 the GER was absorbed into the LNER, which ceased production of new locomotives at the works the following year. Locomotives were still serviced at Stratford, however, and during the Second World War the works also built aircraft components and artillery parts. The works continued to repair British Railways vehicles on nationalisation, but was closed in 1962.

This collection includes images of newly completed locomotives and rolling stock, stations, depots and staff at work with views of the workshops at Stratford and Temple Mills Wagon Works.

Number: approx 2,525 negatives
approx 1,800 prints

Date: c 1890 - 1952

Finding aids: Handwritten register ordered alphabetically and numerically. Large numbers of cyanotype reference prints are available for consultation by special request.

Swindon Locomotive Works

In 1840 the Great Western Railway took the decision to site its works at Swindon, on the main line from London to Bristol, and by 1843 the works was already in operation. The first locomotive built entirely at the works, appropriately named the 'Great Western', was completed in 1846 to be followed over the years by famous GWR designs which have included the City, Saint, Star, Castle, Hall and King classes. At its peak the works employed over 10,000 people and to serve their needs the GWR constructed a new town, with company houses, a school, church, library, hospital, swimming pool and Mechanics Institute. Expansion of the Swindon site saw the construction of a carriage and wagon works in 1869, followed by a gasworks and chemical laboratory.

During both World Wars Swindon Works manufactured munitions and components for weapons and military hardware, including gun mountings, submarine and aircraft parts, bombs and landing craft. In 1939 Swindon had built its first diesel railcar, and following nationalisation in 1948 construction of diesel shunters began. The first main line diesel-hydraulic locomotive was built at Swindon in 1958 and then in 1960 the works produced British Railway's last steam locomotive, 'Evening Star'. Production of diesels for British Railways ceased in 1965 and the works then turned to maintenance and refurbishment of existing stock. The works gradually contracted in the 1960s and 1970s and although an order, in 1979, for the construction of twenty diesel-hydraulic locomotives for Kenya Railways gave Swindon a brief respite in 1986 the works was closed. The work has been redeveloped as a commercial and heritage centre. It already houses the Monuments Record Centre and business units, and will soon become the site of a massive retail park and the new GWR Museum.

The Swindon collections include the E1 to E5 series, featuring newly completed locomotives, usually in 'works grey' paint; the C-C series of carriages, the S-series images of workshops and the Swindon 5x4 series showing construction and maintenance of steam and diesel locomotives in the 1950s and 1960s. The ED-series concentrates mainly on detailed views of locomotive components, while the EO-series covers engine sheds.

Some of the negatives relating to Welsh subjects are currently on loan to the National Museum & Gallery of Wales, Cathays Park Cardiff, CFI 3NP which provides a print service.

Number:	approx 11,000 negatives
Date:	c 1896 - 1972
Finding aids:	Registers, ordered chronologically and part listed by the Railprint Joint Venture scheme which marketed these images in the late 1970s and early 1980s - see Railprint list P2, P3, P6 and P11-13..

Bibliography

T Bryan, *Return to Swindon, An Account of Swindon and its Works in the Golden Age of the Great Western Railway* (Avon Anglia, 1990)

F Fuller, *The Railway Works and Church in New Swindon*, Red Brick Publishing, 1987

Colin G Maggs, *Rail Centres: Swindon* (Ian Allan, 1983)

A S Peck, *The Great Western at Swindon Works* (OPC, 1983)

P W Swinger

The material in this collection is a compilation of work by various photographers and primarily covers British locomotives, with images of the 'Big Four' - the LNER, LMS, GWR and Southern - and engines of earlier companies, including the Great Northern and LBSCR. There are also photographs of light, narrow gauge and industrial railways, and a small number which feature East African Railways and railways in South Africa.

Number: 385 negatives
65 prints

Date: 1910 - 1970

Finding Aids: Listed by locomotive type, operating company or builder.

Bibliography

Railway History In Pictures (David & Charles, 1983)
The Power Of The B17s And B2s (OPC, 1988)
BR Standard Pacifics In Colour (Ian Allan, 1994)
Britannia No. 70000 (Ian Allan, 1987)
The Power Of The B1 (OPC, 1992)

P Tatlow

This collection of Southern Railway official civil engineering photographs includes detailed views of railway bridge construction and work undertaken to extend docking facilities at Dover and Folkestone harbours.

Number: 64 prints in one album

Date: 1936 - 1937

Finding aids: Album is available for consultation on request, but few images are captioned and there are no negatives.

Bibliography

A Pictorial Record Of LNER Wagons (OPC, 1976)

A History Of Highland Locomotives: Based On The Original Book By F C V Allchin (OPC, 1979)

Highland Railway Miscellany: A Pictorial Record Of The Company's Activities In The Public Eye And Behind The Scenes (OPC, 1985)

S E Teasdale

Sidney Teasdale was born in Rugby in 1912, but was educated in Dover, where he served an apprenticeship as an electrical engineer. He began his career with the North Eastern Electricity Supply Company in County Durham and remained in the electricity industry throughout his working life.

He took his earliest railway photographs, of main line and industrial views in the north of England, in about 1950. Many of Teasdale's photographs were published in the railway press and although in 1960 he moved to London he maintained his links with the north-east. In later life, ill health curtailed his photographic expeditions, but he was still able to explore his new-found interest in railway inn signs. Teasdale was a member of the Railway Photographic Society, and ran its Northern Circle for some years. There are examples of his exhibition prints, complete with critical comments by other members of the Society, in the collection. He was also a member of the Stephenson Locomotive Society, and the North Eastern Railway Association.

Sydney Teasdale died in 1981 and the NRM acquired his collection the following year. It is composed of glass and film negatives, 35mm colour slides and prints, with extensive coverage of British Railways' Southern, Eastern and London Midland regions. The Western Region and locomotives built for the GWR are represented to a lesser degree. There are also photographs of light and industrial railways, Irish and French railways, shipping and railway-related inn signs.

Number: approx 5,000 negatives,
approx 2,250 prints
approx 1,840 transparencies

Date: c 1949 - 1980

Finding Aids: GWR locomotives, industrial, Irish and French negatives part listed. Transparencies and prints may be viewed on request.

J Templeton

Jack Templeton worked as a marine engineer, then as a boiler plant supervisor and research engineer at ICI's Ardeer plant. His technical background led him to an interest in railways, and he was a founder member of the Ardeer Model Engineering Club, to which he was able to lend his practical experience. He was a well-known figure amongst Scottish railway enthusiasts and created a large archive of photographs which he used to illustrate his popular talks. He died in 1976.

The Templeton collection comprises both colour and black and white negatives of British Railways steam locomotives, particularly in Scotland. Templeton had a special interest in breakdown cranes, and these feature strongly, with large numbers of photographs of derailments and minor accidents. There are also images of industrial locomotives and preserved engines, including photographs taken on railtours organised by the Stephenson Locomotive Society.

Number:	approx 4,100 negatives 104 prints
Date:	c 1950 - 1975
Finding Aids:	A handwritten notebook records details of derailments between 1950 and 1970, but it is difficult to match the scenes described to Templeton's photographs.

N Thompson

Norman Thompson is believed to have trained as an engineer and then worked as a signalman on the LBSC's Oxted line, before emigrating to the American mid-west. This personal archive was acquired in two portions. Some of Thompson's photographs were included in the Adams collection (qv), whilst others were acquired with the Millbrook House archive in 1994. This section was known as the 'Brighton' Collection but although it includes images of the LBSC it also comprises photographs of all the main English railway companies, particularly lines in Bedfordshire and Cambridgeshire. These include static views of locomotives and their crews, together with photographs of moving trains dating back to the 1890s.

Number: 131 negatives in Millbrook House
104 negatives in Adams collection

Date: c1890 - 1923

Finding Aids: A handwritten list is available. There are also reference prints from the Millbrook House collection available to view on request.

H Gordon Tidey

H Gordon Tidey was described by the editor of *Railways* as "one of the fathers of railway photography", and Tidey himself proudly wrote in 1957, "of all railway photographers ... I am the only one who, starting in the 1890s, is still carrying on as actively as ever". He was born in 1879 and from 1900 onwards he devoted a week a year to railway photography, favouring no particular company or area, but covering a large part of England and Scotland. From Webb Compounds and Stirling Singles to 'Kings', 'Duchesses', 'Princes' and 'Princesses', Tidey photographed them all. For him, the happiest days were during the pre-grouping era when he could "experience the thrill of spending a day on Carlisle Citadel Station in the 1900s, when one could see the engines of no less than seven different companies in spick and span condition".

His execution of his photography was no less individual. He eschewed the more conventional 30 degree angle shot of a train in motion, taken from a platform or embankment, often choosing instead a high viewpoint, such as an overbridge, in order to photograph the entire train, "though the exhaust [could] cause complications". He felt that he was "practically alone amongst photographers in operating so frequently from the side on which the sun is not shining, which to me gives a very pleasing effect".

During the course of his long life Tidey sold most of his railway photographs to the various companies established to market images to railway enthusiasts, and his work features extensively in the LPC and Real collections, which the NRM purchased from Ian Allan Ltd in 1992.

Tidey, who spent his working life in the family estate agents business on the Pentonville Road in Islington, died in 1971.

Number:	approx 4,600 negatives
Date:	c 1905 - 1959
Finding aids:	Listed by locomotive type and company, and in numerical order, identified by 'T' prefix. Reference prints for much of the collection available for consultation in the Reading Room.

Bibliography

My Best Railway Photographs, No 14, ABC Locomotive Series (Ian Allan, 1949)

Those Were The Trains (Ian Allan, 1957)

Michael H C Baker, *Taking the Train, A tribute to Britain's greatest railway photographers* (Patrick Stephens, 1993)

Stanley J Rhodes, *The 'Real Photographs' Story*, British Railway Journal, Volume 62

G Tod

One of the earliest private collections acquired by the NRM was created by a Victorian schoolboy, George Tod, the youngest photographer to be represented in the Museum archives. He was probably about twelve or thirteen years of age at the time he took the photographs and although we know very little about him he is brought to life by a series of letters written to his brother James in 1894. In these George describes his adventures at London sheds and relates his attempts to obtain permission to take photographs from various locomotive superintendents, notably the Midland's Robert Weatherburn. He also tells how he made friends with drivers and firemen, who obligingly moved engines to suit his poses.

The Tod collection is composed of 6½ x 4¾ ins glass plate negatives which, considering their age, are still in good condition, while the technical quality of the images attest to George's photographic skill. They typically feature static views of locomotives in London sheds and stations, with the crews occasionally making an appearance. Robert Weatherburn himself appears in some of the views of Midland locomotives at St Pancras. The railway companies most strongly featured are the Midland, Great Eastern, GWR, Great Northern and the London, Chatham & Dover Railway. George also took a small number of photographs of Scottish railways, probably whilst on holiday.

Number:	80 negatives
Date:	c 1894 - 1899
Finding Aids:	List available giving details of locomotive, location, and occasionally dates.

Bibliography

Amba Kumar, *Gems from the collection* in *FNRM Newsletter*, February 1997

H Townley

On leaving school Harry Townley gained a Premium Apprenticeship at Crewe Works, and also attended night school. A brilliant pupil, he left the railways and set up an engineering consultancy in Manchester, but his business collapsed in the economic depression of 1926. He then went to work for ICI at Buxton, where he rose to the position of Chief Development Engineer.

Townley, who was born in the 1890s, began railway photography relatively late in life, in about 1933, and continued until the late 1960s. Life to him was a series of fascinating engineering problems which he took delighted in solving. His experimentation, however, meant that some of his early photography was not of a high technical standard as he liked to work out settings for himself rather than reading instructions. Townley was also a talented and enthusiastic modeller who is remembered for his beautifully crafted LNWR engines and his 0-gauge railway. Unfortunately, towards the end of his life blindness put an end to his inventive engineering pursuits. He died in 1981.

The NRM acquired a portion of Townley's collection in 1979. It is composed mainly of medium format film negatives covering the Southern Railway and its successor, British Railways' Southern Region. There are some posed images of locomotives, photographs of steam, diesel and electric trains in service, stations, electricity substations and views seen from trains.

Further images by Townley are owned by the 'Steam Railways Photographic Library' in Buxton.

Number:	approx 575 negatives
Date:	1937 - 1966
Finding Aids:	The collection is catalogued in its entirety and a small number of reference prints are available in the Reading Room.

E Treacy

Eric Treacy once commented that he would like to found a 'Society of Ecclesiastical Enthusiasts', since so many of the clergy appeared to be railway fanatics. Born in 1907 and educated at Haberdasher's Aske's School in Hampstead, after a false start as an insurance salesman he began a clerical career as a deacon in Liverpool in 1932. His interest in railways was sparked soon afterwards when he made friends with the railwaymen of Edge Hill sheds who became "willing co-operators" in his photographic pursuits.

His approach to railway photography was to plan the desired shot well in advance, paying particular attention to the scenic setting, the performance of the locomotive, the weather and the position of the sun. Treacy then went straight to the chosen vantage point, resisting all temptations to take his photograph unless the scene met his exact requirements. Although he started with a 35mm Leica, Treacy preferred to go "plodding along with sweating brow laden with cases and tripods" and used a quarter-plate Soho Reflex, a 9 x 12cm Zeiss Contessa Press camera and a 3¼ x 2¼ ins Zeiss Super Ikonta rollfilm camera. In the 1960s he conceded to new technology, and his studies of modern trains were made on film with a Rolleiflex and a Super Ikonta. Later in life he also returned to 35mm film.

In 1935 Treacy joined the prestigious Railway Photographic Society, which favoured a standard three-quarter front view of a locomotive and train. Initially, he subscribed to this credo, and certainly his early photographs show his conformity to their ideals. However, he began to question the value of this uncompromising approach to railway photography, describing it as "rather tedious". Instead, he praised the efforts of his fellow members, such as C C B Herbert (qv) and Stephen Townroe, who opted for images which attempted to capture the spirit of the railways. Treacy believed that "it should be possible to place the train in relation to the landscape so that the result is a picture rather than a mere photographic record". He certainly achieved that aim, and his superb collection of railway images stands comparison with the work of top landscape photographers as well as those of locomotive enthusiasts.

In 1940 Treacy joined the Royal Artillery as a chaplain, and was awarded the MBE for his services in North-West Europe. On demobilisation he became Rector of Keighley, and in 1949 Archdeacon of Halifax, both locations providing Treacy ample opportunity to photograph trains on the old LMS and LNER routes in the north of England. In 1961 he became Suffragan Bishop of Pontefract, and then Bishop of Wakefield, posts he served in until his retirement in 1976.

Treacy's photographic career lasted for forty years and it was while he was photographing the last BR steam locomotive 'Evening Star' at Appleby Station in 1978 that he collapsed and died. His contribution to railway photography was recognised when his name was given to a British Rail Class 86 electric and a preserved Class 5MT.

The NRM acquired Treacy's collection of glass plate and film negatives from the publisher Millbrook House in 1994. They mainly feature LNER, LMS and British Railways Standard locomotives hauling passenger and freight trains in the Midlands and north of England. Static shed scenes, diesels and electrics are also well represented and there are small numbers of photographs of GWR and Southern Railway engines.

Number: approx 12,000 negatives

Date: c 1935 - 1978

Finding aids: Typewritten lists giving the class, number and name of locomotive, location and approximate date

Bibliography

Steam Up (Ian Allan Ltd, 1948)

Lure of Steam (Ian Allan Ltd, 1966)

Spell of Steam (Ian Allan Ltd, 1973)

Roaming the Northern Rails (Ian Allan Ltd, 1976)

Roaming the East Coast Route ((Ian Allan Ltd, 1977)

Glory of Steam (Ian Allan Ltd, 1969)

Portrait of Steam (Ian Allan Ltd, 1967)

Best of Eric Treacy (Thomas & Lochar, 1994)

My Best Railway Photographs No. 1 LMS, ABC Locomotive Series (Ian Allan 1946)

More of My Best Railway Photographs No. 5 LMS, ABC Locomotive Series (Ian Allan 1947)

Still More of My Best Railway Photographs No. 13 LM Region, ABC Locomotive Series (Ian Allan 1948)

OS Nock & E. Treacy, *Main Lines Across The Border*
(Thomas Nelson & Sons Ltd, 1960)

G Heiron & E. Treacy, *Steam's Indian Summer* (George Allen & Unwin, 1979)

GF Allen & PB Whitehouse (ed): *Eric Treacy Railway Photographer* (David & Charles, 1982)

D Jenkinson & Patrick Whitehouse, *Eric Treacy's LMS* (OPC, 1988)

John Peart Binns, *Eric Treacy*, (Ian Allan 1980)

Michael H C Baker, *Taking the Train, A tribute to Britain's greatest railway photographers*
(Patrick Stephens, 1993)

A Trevena

Arthur Trevena, who was born in 1918, had a wide-ranging interest in railways with a special enthusiasm for the GWR. A renowned modelmaker, he was also the author of five books, many articles and was recognised as an expert on Cornish tin mining. He died in 1981.

The bulk of this collection was compiled in about 1908 and features major railway accidents, including the disasters at the Tay Bridge, Dunachton, Thirsk, Welshampton, Wellingborough, Aylesbury, Llanelli, Goswick, Lewes, Preston and Norton Fitzwarren. There are also views of accidents overseas, mostly cuttings taken from contemporary magazines. Trevena used many of these photographs in his two 'Trains in Trouble' albums.

Number: approx 200 prints

Date: c 1858 - 1947

Finding Aids: A typed schedule is available, but no original negatives accompany the collection.

Bibliography

Trains in Trouble, Railway Accidents in Pictures (Atlantic, 1980)

Trains in Trouble, Railway Accidents in Pictures, Volume 2 (Atlantic, 1981)

G W Tripp

George Tripp, who was born in 1882, graduated from the City & Guilds Engineering College, London in 1906 with a qualification in civil and mechanical engineering. He took up a career at the Royal Arsenal, Woolwich, was awarded an OBE in 1943 and finally retired as the Director of Ammunition Production with the Ministry of Supply in 1946. His engineering background led him to photograph locomotives, and although Tripp's interest swung from railways to ships in later years, he continued his photographic pursuits, concentrating on maritime subjects. He died in 1966.

This collection comprises only Tripp's railway photographs and includes images of locomotives and trains of the Great Northern, Great Eastern, North Eastern, LNWR, London Tilbury & Southend, Midland & Great Northern Joint, South Eastern & Chatham Railway, Southern, LSWR, and some independent railways. There are also photographs of the Forth Bridge, railways on the Isle of Wight and a small number of negatives featuring locomotives in Belgium and France.

Number: approx 140 negatives

Date: c 1900 - 1932

Finding Aids: Typed list recording 107 negatives giving details of railway company, engine type, locomotive number, location and date. There are some reference prints, ordered by subject, available for consultation in the Reading Room.

W A Tuplin

A consultant engineer and Professor of Applied Mechanics at Sheffield University, W A Tuplin was the author of a forthright series of books on British locomotive design and performance. His photographic collection, acquired as part of the Millbrook House archive in 1994, is composed of medium format film negatives and features static locomotives and trains of the 'Big Four' companies and their forerunners.

Number: 109 negatives

Date: 1929 - 1947

Finding Aids: A manuscript list is available detailing engines by company, type and wheel arrangement, name and number, location and date.

Bibliography

- British Steam since 1900* (David & Charles, 1969)
- The Steam Locomotive, Its Form and function* (Adams & Dart, 1974)
- Great Central Steam* (George Allen & Unwin, 1967)
- Great Northern Steam* (Ian Allan, 1971)
- Great Western Steam* (George Allen & Unwin, 1958)
- Great Western Power* (George Allen & Unwin, 1975)
- North Western Steam* (George Allen & Unwin, 1963)
- North Eastern Steam* (George Allen & Unwin, 1970)
- Midland Steam* (David & Charles, 1973)
- Great Western Saints and Sinners* (George Allen & Unwin, 1971)

L D J Turnbull

L D J Turnbull qualified as a civil engineer and then worked for the Great Eastern Railway, before leaving to take up a post with the East India Railway where during the Second World War he was in charge of an armoured train. In 1980 the NRM acquired this collection of four albums and prints featuring the GER, East India Railway, general Indian scenes and the armoured train.

Number: 175 prints in four albums

Date: c 1920 - 1945

Finding Aids: The albums are available to view on request, but there are no lists or original negatives.

H Vivian

Vivian's small collection is composed of 2¾ x 1¾ ins film negatives which featuring French railways and Iberian lines, including the Minho & Douro, Povoá and the Salamanca Railway.

Number: 36 negatives
37 prints

Date: c 1920 - 1938

Finding Aids: None available, but prints can be consulted on request.

S V Walton

This collection of colour transparencies by Sydney Walton mainly features preserved steam locomotive operations, including the Keighley & Worth Valley Railway, 'Evening Star', 'Mallard' and 'Flying Scotsman'. There are also images of diesel hauled trains in British Railways service.

Number: 380 35mm transparencies

Date: c 1970 - 1976

Finding Aids: none available

L Ward

The NRM acquired the Laurie Ward Collection in 1993. It is composed of albums of prints and postcards featuring views of locomotives, carriages, wagons, stations and locations mostly on the North London Railway. They also feature the Metropolitan Railway and London Transport. Ward compiled his collection from a wide variety of sources, some of which are now held by the NRM, such as the LPC, LGRP and official company collections.

Number: approx 1,140 prints

Date: c 1850 - 1955

Finding Aids: Albums available to view on request. These are broadly divided by subject. Negatives are available for some of the company, LGRP and LPC images.

D Watkins

The NRM acquired Denys Watkins' collection in 1986. It is composed of medium format film negatives featuring static views of locomotives, primarily of the LNER, LMS, GWR, Southern, and British Railways. The Isle of Wight and Welsh railways such as Tal-y-llyn and Festiniog are also featured. The majority are static views, but there are also photographs of passing trains. Although Watkins was himself a photographer a small number of these images, particularly those of the London, Brighton & South Coast Railway, are probably the work of other enthusiasts, including Frank Burt (qv).

The NRM also holds Watkins' collection of postcards showing railway subjects.

Number: approx 1,585 negatives

Date: c 1934 - 1962

Finding Aids: none available

Weh-Lyn collection

This collection of official lantern slides features scenic publicity photographs of places served by the railways. There are images of Yorkshire, East Anglia, Lincolnshire, Scotland, Northumberland, Durham and the Isle of Man. A lantern slide lecture on York includes views of the original Queen Street Railway Museum founded by the North Eastern Railway. There are also images of Horwich Works, Germany and Switzerland. The collection received its unusual name through a combination of the donor, W E Hayward's, initials and the name of his house, 'Lyn'.

Number: approx 2,265

Date: c 1920 - 1950

Finding aids: The lantern slides are accompanied by scripts used in lectures. They are available for consultation by special request. A small number of the Horwich slides may also be held as negatives in the official works collections.

E R Wethersett

Ernest Wethersett lived near Willesden Junction and worked in the Royal Courts of Justice. He commenced serious railway photography after the First World War, concentrating especially on the southern end of the East Coast Main Line. In the 1930s friendship with the shed foreman at King's Cross gave him access to the depot, and also enabled Wethersett to acquire a lineside pass, which he used to good effect. He was a friend of another great railway photographer, J E Kite, who accompanied him on his shed visits, and in the 1950s Wethersett often spent holidays at Kite's home in Hove, photographing former LBSCR locomotives. The majority of Wethersett's photographs, however, were taken in the London area. GWR engines feature hardly at all in this collection and the best photographs are typically threequarters views of moving LNER and LMS trains, usually hauled by the latest and most powerful engines.

Wethersett ceased railway photography in 1960, disillusioned with the demise of steam as he had no interest in diesels or electrics. He died in 1987, aged 94.

In the early 1960s part of Wethersett's collection was passed to Ian Allan Ltd and marketed to railway enthusiasts. Later, some of his photographs were also acquired by the publishing company, Millbrook House. In 1992 the NRM purchased the Ian Allan component as part of that company's railway archive, and in 1994 virtually all of his negatives were reunited through the Museum's acquisition of the Millbrook House collection.

Number: approx 2,500 negatives

Date: c 1920 - 1960

Finding Aids: Ian Allan portion: printed lists giving details of railway company, engine number, wheel arrangement, angle of view, location and date. Images are not always credited to Wethersett. Some reference prints are available for consultation in the Reading Room.

Millbrook House portion: a handwritten list divided by railway company giving details of engine, type, location and date. Some reference prints are available to view on request.

Bibliography

Colin Garratt, *Great Railway Photographers, E R Wethersett* (Milepost 92½, 1996)

Michael H C Baker, *Taking the Train, A tribute to Britain's greatest railway photographers* (Patrick Stephens, 1993)

P B Whitehouse

Patrick Whitehouse, who took up railway photography in the 1930s, soon abandoned the traditional threequarters front view of the passing train and began to favour the 'pictorial' shot, in which setting was as important as the subject. Encouraged by 'Cam' Camwell he also photographed what were then considered unusual subjects: branch lines and narrow gauge railways. Initially, the equipment Whitehouse used was rudimentary, but a simple Coronet box camera was soon replaced by a folding Kodak, a gift from his grandmother. In later years he progressed to increasingly sophisticated apparatus, culminating in a 35mm Leica and a medium format Rolleiflex.

Whitehouse served as a navigator in the RAF during the Second World War and on demobilisation a Kodak BB Junior cine camera, left to him in his grandmother's will, widened his interest to encompass moving film. In the late 1950s and 1960s he partnered a fellow member of the Railway Photographic Society, John Adams (qv), in the BBC television series 'Railway Roundabout' and together they began to publish railway books illustrated by their own photographs. Patrick Whitehouse is perhaps best remembered, however, as a pioneer of the railway preservation movement, a founder member of both the Tall-y-llyn Railway and the Birmingham Railway Museum and the first Chairman of the Dart Valley Railway.

A chartered surveyor by profession, Patrick Whitehouse also found time to serve as a magistrate in his native Birmingham, wrote forty-seven books and eventually founded his own publishing company, Millbrook House. He died in 1993, aged seventy-one.

The Millbrook House archive (qv) was acquired by the NRM in 1994. This collection, which represents only a small proportion of Whitehouse's work, is composed of mainly static views of steam locomotives originally built for the 'Big Four', together with Standards, in British Railways service in and around Shrewsbury.

The Adams & Whitehouse film collection is also held by the NRM and may be viewed by special arrangement.

Number: 271 negatives

Date: c 1956 - 1968

Finding Aids: A manuscript list is available, divided by railway company, and giving details of engine name and number, wheel arrangement, location and date. Reference prints are also available to view on request.

Bibliography

- J Adams and P B Whitehouse, *Railway Roundabout*, (Ian Allan, 1960)
- J Adams and P B Whitehouse, *BR Scrapbook 1948*, (Ian Allan, 1976)
- J Adams and P B Whitehouse, *BR Scrapbook 1950*, (Ian Allan, 1978)
- J Adams and P B Whitehouse, *BR Scrapbook 1953*, (Ian Allan, 1978)

J Adams and P B Whitehouse, *BR Scrapbook 1955*, (Ian Allan, 1976)
J Adams and P Elkin, *Isambard Kingdom Brunel*, (Jarrold Colour Publication, 1958)
J Adams and P B Whitehouse, *Vintage Engines*, (New English Library, 1975)
J Adams and P B Whitehouse, *Railway Picture Gallery*, (Ian Allan, 1962)
J Adams and P B Whitehouse, *Eastern Steam in Camera*, (Ian Allan, 1977)
J Adams and P B Whitehouse, *London Midland Steam in Camera*, (Ian Allan, 1976)
J Adams and P B Whitehouse, *Western Steam in Camera*, (Ian Allan, 1976)
J Adams and P B Whitehouse, *Southern Steam in Camera*, (Ian Allan, 1977)
Michael H C Baker, *Taking the Train, A tribute to Britain's greatest railway photographers*
(Patrick Stephens, 1993)

W H Whitworth

A Manchester dentist, William Henry Whitworth set himself the task of photographing every locomotive operated by Britain's major railway companies. Although he never achieved this virtually impossible objective, Whitworth photographed large numbers of pre-grouping and Big Four engines. These are characteristically images of static locomotives, with little attempt to capture the engine's surroundings and there are few views of moving trains. Born in 1891, Whitworth was an active member of the Stephenson Locomotive Society and was for many years Secretary and Treasurer for the North Western area, becoming Vice President in 1946. He died in 1957. Whitworth's negatives were sold to Real Photographs, and were acquired by the NRM in 1992 as part of the Ian Allan collection.

Number: approx 9,985 negatives

Date: c 1920 - 1955

Finding Aids: Whitworth's negatives feature on the Real Photographs lists and can be identified by their 'W' prefix. A small number of these photographs were taken by P J Cooke. There are reference prints for most of the negatives available for consultation in the Reading Room.

Bibliography

Obituary, Stephenson Locomotive Society Journal, Volume 33 No 385, July 1957
Stanley J Rhodes, *The 'Real Photographs' Story*, British Railway Journal, Volume 62

T E Williams

Tom Williams was born in Stratford-upon-Avon and like many others first became interested in railways as a schoolboy, taking his first railway photograph in 1947. To begin with he used a variety of second-hand cameras, concentrating initially on Western Region trains on the main Birmingham to Bristol line. Williams, who worked in the wine trade, expanded his interest to the whole of the British Railways network in the 1950s, but his favourite locations remained the Midlands and West Country. Here he photographed every class of GWR steam engine still in service, together with the British Railways Standard designs and new diesels.

Tom Williams died in 1980, and the NRM acquired his collection the following year. It is composed of 35mm and medium format black and white negatives, generally of high technical quality, featuring passing trains set in the context of the surrounding landscape.

Number: approx 11,585 negatives

Date: 1948 - 1979

Finding Aids: Williams' own handwritten registers list each negative in numerical sequence, with brief details of the engine number, date and location. There is also a list ordered by engine number, and the following reference binders are available for consultation in the Reading Room:

GW - locos '2251' 0-6-0
GW - locos 10xx 'County' 4-6-0
GW - locos 'Castle' 4-6-0
GW - locos 'King' 4-6-0
GW - locos 28xx 2-8-0
GW - locos 47xx 2-8-0
GW - locos 0-6-0T/PT/ST
GW - 2-8-0T, 2-8-2T
GW - locos 43xx 2-6-0
GW - locos 2-6-2T classes
The Central Line, early 1960s
East Coast Main Line late 1950s - 1962
S.Devon holiday traffic in 1950s
Swindon Works c1952 - 62

A G Williamson

The A G Williamson collection is composed of glass and film negatives, primarily featuring views of static LBSCR locomotives. Although there are original negatives, some are copies of photographs taken by Frank Burt (qv). There are also photographs of Southern, LMS and LNER engines, including a small number of images of passing trains. A collection of lantern slides covers the history of railways in Britain, with copies of historic prints, works views of newly completed locomotives of the main operating companies, electric units, signalling and ferries.

Number:	238 negatives 168 lantern slides
Date:	c 1890 (copies) - 1948
Finding Aids:	None available. Burt photographs separately listed with reference prints available.

G L Wilson

Work at the LMS's Perth Locomotive Depot during breaks from studying Mechanical Engineering at St Andrew's University sparked an interest railways that stayed with Gavin Wilson throughout his life. He took his first railway photograph in the 1930s, and was one of the earliest enthusiasts to use a 35mm film camera. Wilson lived at an ideal location for railway photography, in a house in Dundee overlooking the south end of the Tay Bridge. From here he could watch trains tackling the gradient as they left Tay Station, crossed the bridge and then wound their way around the Fife shore.

Wilson was a member of the prestigious Railway Photographic Society founded by Maurice Earley (qv), was an accomplished modelmaker, and an author who produced many articles for the railway press. He died in 1976.

Wilson's photographs comprise 35mm and medium format negatives, prints and albums which show railways in Scotland, particularly LNER and LMS lines in Fife, with coverage of lines in southern England.

Number: approx 3,000 negatives
approx 2,500 prints, kept individually and in albums

Date: c1935 - 1955

Finding Aids: Wilson's own handwritten registers are available on request but these are somewhat idiosyncratic. The prints are not numbered, and it is very difficult to match some these with the relevant negatives. The collection has also been partially listed by the NRM.

Windwood collection

These official photographs cover Great Eastern Railway lines in East Anglia and London, and although they concentrate on the permanent way they also show bridges, stations, lineside features and occasionally locomotives and rolling stock. Most were taken from high vantage points, usually signal boxes or signal posts, but the reason why the photographs were produced is unclear. It is possible that the GER's District Locomotive Superintendent at Cambridge, H F Hilton, commissioned the photographs, as it is known that he possessed his own set and some of these survive in the collection of the Historical Model Railway Society.

Number: 1,100 negatives

Date: 1910 - 1911

Finding aids: The entire collection has been listed with the co-operation of the Great Eastern Railway Society. Reference prints are also available for consultation in the Reading Room.

Wolverton Carriage & Wagon Works

Wolverton Carriage & Wagon Works was built as a locomotive repair shop for the London & Birmingham Railway in 1838. The company, renamed the London & North Western Railway in 1846, transferred all locomotive production to Crewe in 1877 and the Wolverton site was from then on used for the construction and refurbishment of carriages, wagons and road vehicles. Following the 1923 grouping this role continued under the London, Midland & Scottish Railway and during the Second World War the works also built aircraft components, assault craft and armoured vehicles. Wolverton subsequently produced rolling stock for British Railways, together with Post Office sorting vans and saloons for Queen Elizabeth II's royal train.

There are two main Wolverton collections. The first, comprising some 850 negatives, primarily covers the LNWR period, with images of newly completed carriages, including Travelling Post Offices, kitchen cars and First World War ambulance trains. Road vehicles also feature, with views of buses operated by the LNWR. The second component, about 485 negatives, is similar, but dates from a slightly later period, comprising posed photographs of LMS carriages and wagons at the works.

Number: 1,340 negatives

Date: c 1904 - 1925 ('LNWR' collection)
1928 - 1936 ('LMS' collection)

Finding aids: The LNWR component is listed and a catalogue was also published by the Railprint Joint Venture, which marketed the collection in the late 1970s and early 1980s. Photographs once sold by Railprint appear on their list P14. The LMS collection is listed in a handwritten register, with reference prints available for consultation in the Reading Room.

G Woodcock

George Woodcock trained as a premium apprentice with one of the constituents of the London, Midland & Scottish Railway, receiving a thorough grounding in locomotive design and construction. On completion of his apprenticeship he worked for the LMS, then for a general engineering company, before joining the LNER at Stratford Works. He put his training to good use through his hobby, the manufacture of 10¼ ins gauge model live steam locomotives and traction engines, and sold his first model in the 1930s for £40. Later he built models of a GNR 'Stirling Single', the Lynton & Barnstaple locomotive 'Lyn', Metropolitan 4-4-0T and Bury's 1837 locomotive built for the London to Birmingham Railway. Woodcock also built miniature locomotives which ran at Lowestoft pier and Paignton Zoo.

The NRM acquired the George Woodcock collection in 1980, shortly after his death. It is composed of 35mm and medium format film negatives and a small number of prints, mainly showing Woodcock's models of working locomotives, but also including narrow gauge and industrial engines. Locomotives from a wide range of companies are represented, including the GWR, Great Eastern, Festiniog Railway. The collection also includes some papers, including drawings of locomotives and manuscripts of Woodcock's books on industrial locomotives, traction engines and the industries of Essex.

Number: 89 negatives
47 prints

Date: c 1930 - 1973

Finding Aids: No list is available. Prints may be viewed on request, but they are not numbered and include the work of other photographers, so the NRM does not always hold the negatives and rights.

Bibliography

Miniature Steam Locomotives (David & Charles, 1954)

Minor Railways of England and their Locomotives, 1900 - 1939 (Goose & Son, 1970)

J H Wright

John Harold Wright, who was born in 1884, was prominent in public life in Airedale for over fifty years. He was a member of Keighley Town Council for twenty-one years, becoming an Alderman and Mayor from 1947 to 1949, a time when Eric Treacy (qv) was Rector of the town. He served as a magistrate and became Chairman of the Bingley bench. A director of the Bingley Building Society, he became its Vice President and from 1949 to 1951, President. When, in 1964, the Society merged with its Bradford neighbour to form the Bradford & Bingley Building Society he remained as a director, a post he served in until 1970.

Besides railways, Wright's other passion was music, and for many years he played the french horn with the Keighley & District Orchestral Society. He was an active member of the Railway Club and was a friend of other photographers, such as Cecil Laundry (qv). He took photographs mainly of solo locomotives, but some trains and stations were also covered. While much of his work centred on the Midland, Great Northern and North Eastern Railways that dominated his home area he went on visits with other Railway Club members to more distant locations and other companies feature in his work.

Wright's negatives were passed to the LGRP in the late 1950s, and 327 of his photographs appear in the collection held by the NRM. A collection of 115 prints was also acquired from H L Overend (qv) in 1984. These images feature Midland Railway locomotives and stations in the Leeds and Bradford area and on the Settle to Carlisle line, together with scenes showing LNWR and Lancashire & Yorkshire engines. There are also photographs of the Furness Railway.

Number:	327 negatives in the LGRP collection 115 prints
Date:	c 1903 - 1907
Finding aids:	Reference prints of the LGRP negatives and the prints acquired from Overend can be viewed on request. The LGRP negatives are listed within the sequence 28000 to 28327 and can be identified by reference to the register.

York Carriage Works

The first railway workshops were established in York in 1842 and in 1865 York Wagon Works was built by the North Eastern Railway company for vehicle repair. In 1884 a new carriage works was opened on the Holgate Road site and here vehicles were built for the NER and, eventually, the LNER and British Railways. The works was extensively modernised in the 1980s, producing carriages and both diesel and electric multiple units for British Rail and overseas orders. These included vehicles for the Docklands Light Railway, the South East Region 'Networkers', the Strasbourg Eurotram and electrics for Taiwan. The works became part of BREL and was then sold to ABB, but closed in 1996 through a lack of orders following the privatisation of British Rail. The American Thrall Car Manufacturing Company now plans to re-open the works for wagon construction.

This collection features posed photographs of newly completed carriages and wagons, together with interior views.

Number:	952 negatives
Date:	c 1904 - 1946
Finding aids:	Part listed, by carriage type, with reference prints of most of the collection available for consultation in the Reading Room.

Bibliography

The Life and Times of York Carriage Works, 1884 - 1995 (ABB Ltd, 1995)