



October 2016

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

**Next meeting - Wednesday 19th October 2016
at St. Paul's Church Hall, 8.00 to 9.30pm**

***'Samuel Saunders
of Saunders-Roe
from boats to flying boats'***

By Mike Hurst

(NB This talk was previously listed as 'Sanders of the River')

Committee Notes:

Jim West has made very good progress in putting together next year's programme of talks. The provisional list is interesting and varied, starting in January with 'History minus the Boring Bits'.

*Comments, queries and suggestions to Richard Brown (0118) 9700100,
e-mail: richard@ilexind.plus.com or Carol Stevens (0118) 9701578*

www.tadshistory.com

TADS Meeting 16th November 2016
‘The Death of King Rufus’
By Gordon Lewis

TADS Meeting 21st September 2016

The London Underground
by Tony King

First yet again! Often we Brits are too modest to admit to inventing anything. Because of London's crowded streets and massive population explosion, engineer Charles Pearson and some of his contemporaries had the brainchild – let's go underground and, build an underground railway. Two of the engineers became rivals and bickered for 30 years over routes etc. James Stott-Forkes an 'easy-going spin doctor and master of the art of bunkum' and rival Edward Watkins, made up by the time the Inner Circle Line opened..... Before the London Underground's opening in 1863, London streets were milling with 70,000 pedestrians and a melee of 3,700 horse-drawn omnibuses carrying 44,000 people daily.

By 1850, London's $\frac{3}{4}$ million people were overwhelmed by an influx of persecuted Jews arriving from Eastern Europe and Irish labourers leaving Ireland because of the Potato Famine, etc. Horse-drawn trams were banned from the West End. The tons of horse excrement were also a problem...

By 1860, London had a bigger population than Greece. We know from old photos and records of 40-50 families crowded into tenements, plus their pigs and chickens indoors as well. We can guess that the 'Disinfectors' sent to rid the slum flats of the awful stench, were ineffectual.

Then when the underground railways thrust into London, down came some tenements almost overnight and 76,000 dwellers had nowhere to go. People were nervous and sceptical about travelling underground – a waste of money, they said.

Marc Brunel (dad of Isambard Kingdom) came from France. He built the Thames Tunnel, the first Tunnel in the world, using a tunnelling-shield to shift the sticky London Clay. The Tunnel was 1,506 feet long (502 m) and 35 feet (11m) wide, enough to take 2 passing carriages. Many workers tunnelled

away, achieving 4 metres max. per week, with the sad deaths of 18 plus workers on the project. The overall death toll for the London Underground is not recorded.

The 1843 celebratory dinner and opera at the opening of the Thames Tunnel included the Duke of Wellington – who asked 'Why not build an underground railway?' So they did.

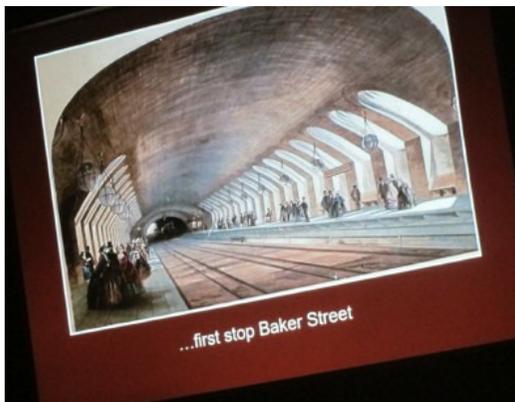
The first one was completed in 1863, The Metropolitan, and was engineered by Charles Pearson, who sadly died before its completion. The line went from Paddington to Farringdon Road via Euston and was a magnificent 4 miles long..... Navvies from Ireland dug the railway and the soil went to Chelsea Football Club to build their terraces!

The railway was in a big trench under the road but NOT under the City of London. It was a cut-and-cover system and very near to the surface of the road above..... Timber was used for shoring-up. Sadly 12,000 more people became homeless as 1,000 houses were razed to the ground. The work also paralysed traffic, gas, sewage and water systems. The Fleet Sewer was punctured, which flooded the area to 10 feet (3m) deep.

Ventilation shafts were installed later because of the smoke from the large engines e.g. 'Nellie' which ran on coke, then coal.

Ironically at the Underground Railway Private Viewing Day, 10th January 1863, Prime Minister Palmerston was afraid to go, so he sent William Gladstone instead!

All were pleased. At the 2013 150th anniversary, our Queen visited and Platform 5 at Baker Street Station was restored to its 1863 image – and it was only the 87 year old Queen's second time on an Underground train.... She was gifted an Oyster Card travelling ticket while the Duchess of Cambridge got a brooch.....



Tony King

Engine weight was important: Bo-Bo weighed 43 tons, too much for a multi-layered underground system. In 1903 electric power was installed, generated by Chelsea Power Station. The lighting improved too.

The London Underground was a marvellous advertising medium: in 1887 Colonel W.F. 'Bill' Cody came from the USA to London; as did the fastest gun in the West, Annie Oakley. Passengers were also aware of Earls Court; the Victoria and Albert Museum; the Natural History Museum and later Wembley Stadium, etc. etc.

By 1911 escalators were used. In 1933 London Transport took on the Underground. St. Pancras Station was built on columns, alongside which a beer company stacked and stored its barrels. The busiest station was Waterloo. Tube trains run over a million miles each year. Beck designed the famous Underground Map which is still used in the 21st Century and is plastered all over the carriages and stations and in people's diaries, often.

Many countries copied our Underground: USA, Russia (Moscow), France (Paris); etc. 1882 saw the first attempt at the Channel Tunnel – which was bored for just half a mile under the sea at Dover.

The 20th Century had seen the completion of the 1994 'Chunnel' linking Britain and France, while the 21st Century tunnelling excitement is the boring, as we speak, from West to East, of the Crossrail Link. This is a master class in engineering underground while life goes on as normal on London's streets, ONLY A FEW CENTIMETRES above!

Tony, your talk was superbly interesting and factual, and a big thank you from us all.

Rosemary Bond.

NB. Photos by Derek Heath

The Point is the new Tadley Youth Centre which has been built behind the Community Centre in Newchurch Road and opened last month. It is a very fine, modern building which has a lot of facilities, including a small recording studio. It is available to hire, all or part, during the day.



A Montage of Photos from Ian Burn of a visit to Reading Goal.
Open until 30 Oct. (There may be an extension). Tickets may be available from this website: www.readingarts.com/whatson/inside-artistsandwritersreadingprison



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

Milestones Museum. For coming events: Tel. 01256 477766 or see:
<http://hampshireculturaltrust.org.uk/milestones-museum>

19th July to 30th Oct. 'The Mystery of the Vanishing Queen'
This brand new, interactive experience is perfect for curious kids aged 7yrs+.

Willis Museum - The museum is running an ever changing series of special exhibitions in the Sainsbury Gallery. The Museum also hold workshops on assorted topics. *For information tel 01256 465902 or see*
<http://hampshireculturaltrust.org.uk/venue-events/52>

3rd Sept to 29th Oct. - 'Births, Battles and Beheadings'. This exhibition looks at the story of royalty as reflected in Hampshire, from the time of the Late Iron Age kings to the dark days of the English Civil War.

Friends of the Willis Museum (7.30pm at the museum - booking essential for non-members. Book through the museum telephone number above)

20th October - 'Reading's Abbey Quarter' – Its place in the making of a town by John Mullaney, local historian and writer.

Basingstoke Archaeological & History Society (7.30 at Church Cottage)

10th November - 'Aethelred the Unready' and 'Cnut the Great' by Dr Ryan Lavell – University of Winchester

Some Photos of 'New' Tadley have appeared on Ancestry.co.uk.

There are 13 photos of the Bishopswood area and the new churches taken in 1965. If you have access to Ancestry, they can be found at:

http://search.ancestry.co.uk/cgi-bin/sse.dll?db=UKHistoricPhotos&gss=sfs28_ms_db&new=1&rank=1&msT=1&msypn_ftp=Tadley%2C%20Hampshire%2C%20England&msypn=84165&msypn_PInfo=8-%7C0%7C0%7C3257%7C3251%7C0%7C0%7C0%7C5266%7C84165%7C0%7C0%7C&MSAV=1&uidh=l01

***TADS annual membership is £12 per person.
Correspondence to Tadley and District History Society,
c/o 5 Church Road Pamber Heath Tadley. RG26 3DP
Email: tadshistory@googlemail.com***