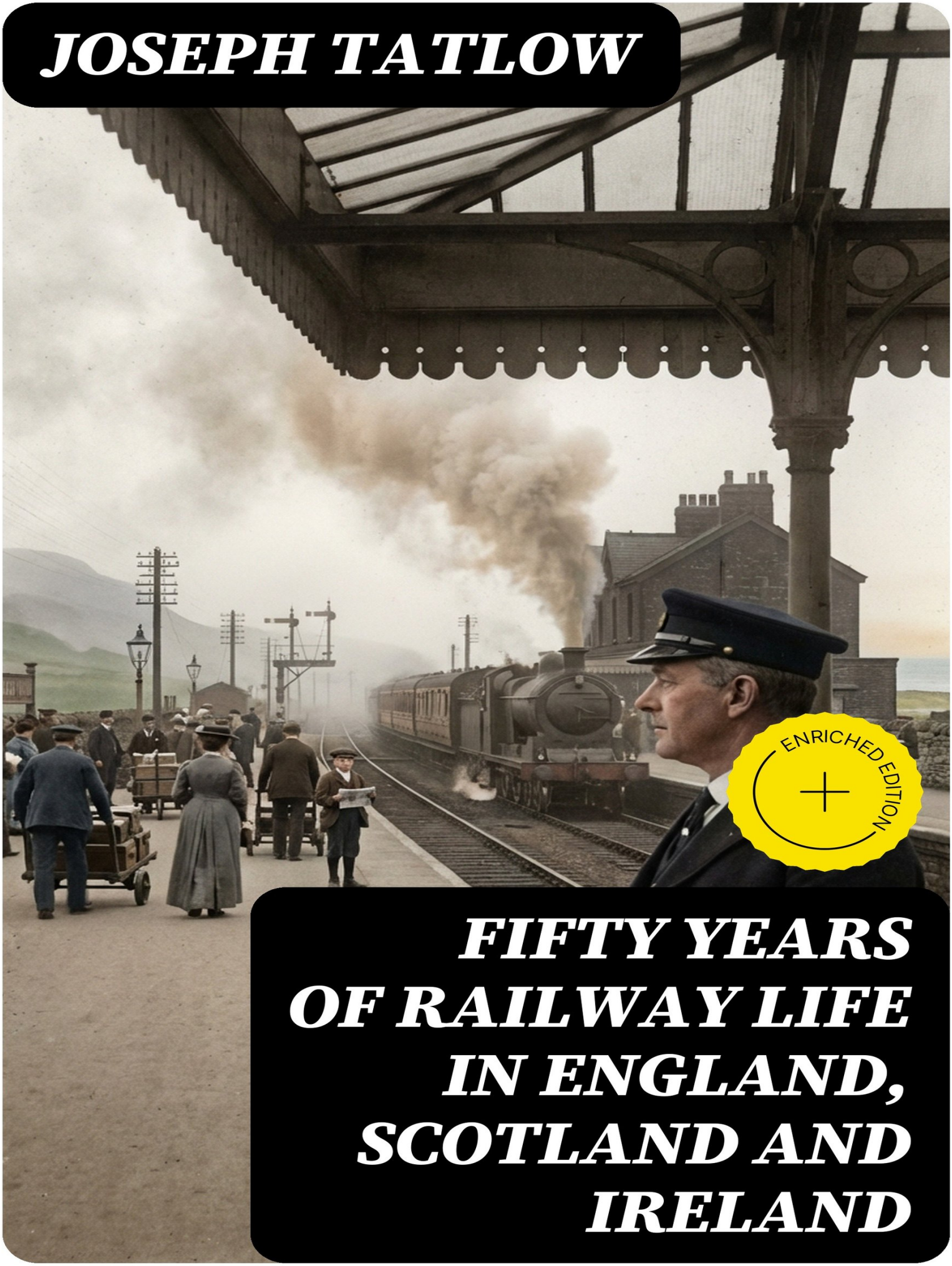
JOSEPH TATLOW



FIFTY YEARS OF RAILWAY LIFE IN ENGLAND, SCOTLAND AND IRELAND

Joseph Tatlow

Fifty Years of Railway Life in England, Scotland and Ireland

Enriched edition.

Introduction, Studies and Commentaries by Nora Caldwell

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Fifty Years of Railway Life in England, Scotland and Ireland

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CHAPTER I.
INTRODUCTORY

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North-West Donegal. A fine afternoon in September. The mountain ranges were bathed in sunshine and the scarred and seamy face of stern old Errigal[1] seemed almost to smile. A gentle breeze stirred the air and the surface of the lakes lay shimmering in the soft autumnal light. The blue sky, flecked with white cloudlets, the purple of the heather, the dark hues of the bogs, the varied greens of bracken, ferns and grass, the gold of ripening grain, and the grey of the mountain boulders, together formed a harmony of colour which charmed the eye and soothed the mind.

I had been travelling most of the day by railway through this delightful country, not by an express that rushed you through the scenery with breathless haste, but by an easy-going mixed train[2] which called at every station. Sometimes its speed reached twenty-five miles an hour, but never more, and because of numerous curves and gradients —for it was a narrow gauge[3] and more or less a surface line—the rate of progress was much less during the greater part of the journey.

The work of the day was over[1q]. My companion and I had dined at the Gweedore Hotel, where we were staying for the night. With the setting sun the breeze had died away. Perfect stillness and a silence deep, profound and all-pervading reigned. I had been talking, as an old pensioner will talk, of byegone times, of my experiences in a long railway career, and my companion, himself a rising railway

man, seemed greatly interested. As we sauntered along, the conversation now and again lapsing into a companionable silence, he suddenly said: “Why don’t you write your reminiscences? They would be very interesting, not only to us younger railway men, but to men of your own time too.” Until that moment I had never seriously thought of putting my reminiscences on record, but my friend’s words fell on favourable ground, and now, less than a month since that night in Donegal, I am sitting at my desk penning these opening lines.

That my undertaking will not be an easy one I know. My memory is well stored, but unfortunately I have never kept a diary or commonplace book of any kind. On the contrary a love of order and neatness, carried to absurd excess, has always led me to destroy accumulated letters or documents, and much that would be useful now has in the past, from time to time, been destroyed and “cast as rubbish to the void.”

Most autobiographies, I suppose, are undertaken to please the writers. That this is the case with me I frankly confess; but I hope that what I find much pleasure in writing my readers may, at least, find some satisfaction in reading. Vanity, perhaps, plays some part in this hope, for, “He that is pleased with himself easily imagines that he shall please others.”

Carlyle says, “A true delineation of the smallest man, and his scene of pilgrimage through life, is capable of interesting the greatest man; that all men are to an unspeakable degree brothers, each man’s life a strange emblem of every

man’s; and that human portraits, faithfully drawn, are of all pictures the welcomest on human walls.”

I am not sure that portraits of the artist by himself, though there are notable and noble instances to the contrary, are often successful. We rarely “see oursels as ithers see us,” and are inclined to regard our virtues and our vices with equal equanimity, and to paint ourselves in too alluring colours; but I will do my best to tell my tale with strict veracity, and with all the modesty I can muster.

An autobiographer, too, exposes himself to the charge of egotism, but I must run the risk of that, endeavouring to avoid the scathing criticism of him who wrote:—

“The egotist . . . . . .
Whose I’s and Me’s are scattered in his talk,
Thick as the pebbles on a gravel walk.”

Fifty years of railway life, passed in the service of various companies, large and small, in England, Scotland and Ireland, in divers’ capacities, from junior clerk to general manager, and ultimately to the ease and dignity of director, if faithfully presented, may perhaps, in spite of all drawbacks, be not entirely devoid of interest.

CHAPTER II.
BOYHOOD

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I was born at Sheffield, on Good Friday, in the year 1851, and my only sister was born on a Christmas Day.

My father was in the service of the Midland Railway, as also were two of his brothers, one of whom was the father of the present General Manager of the Midland. When I was but ten months old my father was promoted to the position of accountants' inspector at headquarters and removed from Sheffield to Derby. Afterwards, whilst I was still very young, he became Goods Agent at Birmingham, and lived there for a few years. He then returned to Derby, where he became head of the Mineral Office. He remained with the Midland until 1897, when he retired on superannuation at the age of seventy-six. Except, therefore, for an interval of about three years my childhood and youth were spent at Derby.

My earliest recollection in connection with railways is my first railway journey, which took place when I was four years of age. I recollect it well. It was from Derby to Birmingham. How the wonder of it all impressed me**[2q]**! The huge engine, the wonderful carriages, the imposing guard, the busy porters and the bustling station. The engine, no doubt, was a pigmy, compared with the giants of to-day; the carriages were small, modest four-wheelers, with low roofs, and diminutive windows after the manner of old stage coaches, but to me they were palatial. I travelled first-class on a pass with my father, and great was my juvenile pride.

Our luggage, I remember, was carried on the roof of the carriage in the good old-fashioned coaching style. Four-wheeled railway carriages are, I was going to say, a thing of the past; but that is not so. Though gradually disappearing, many are running still, mainly on branch lines—in England nearly five thousand; in Scotland over four hundred; and in poor backward Ireland (where, by the way, railways are undeservedly abused) how many? Will it be believed—practically none, not more than twenty in the whole island! All but those twenty have been scrapped long ago. Well done Ireland!

From the earliest time I can remember, and until well-advanced in manhood, I was delicate in health, troubled with a constant cough, thin and pale. In consequence I was often absent from school; and prevented also from sharing, as I should, and as every child should, in out-door games and exercises, to my great disadvantage then and since, for proficiency is only gained by early training, and unfortunate is he whose circumstances have deprived him of that advantage. How often, since those early days, have I looked with envious eyes on pastimes in which I could not engage, or only engage with the consciousness of inferiority.

I have known men who, handicapped in this way, have in after life, by strong will and great application, overcome their disabilities and become good cricketers, great at tennis, proficient at golf, strong swimmers, skilful shots; but they have been exceptional men with a strong natural inclination to athletics.

The only active physical recreations in which I have engaged with any degree of pleasure are walking, riding,

bicycling and skating. Riding I took to readily enough as soon as I was able to afford it; and, if my means had ever allowed indulgence in the splendid pastime of hunting, I would have followed the hounds, not, I believe, without some spirit and boldness. My natural disposition I know inclined me to sedentary pursuits: reading, writing, drawing, painting, though, happily, the tendency was corrected to some extent by a healthy love of Nature's fair features, and a great liking for country walks.

In drawing and painting, though I had a certain natural aptitude for both, I never attained much proficiency in either, partly for lack of instruction, partly from want of application, but more especially, I believe, because another, more alluring, more mentally exciting occupation beguiled me. It was not music, though to music close allied. This new-found joy I long pursued in secret, afraid lest it should be discovered and despised as a folly. It was not until I lived in Scotland, where poetical taste and business talent thrive side by side, and where, as Mr. Spurgeon said, "no country in the world produced so many poets," that I became courageous, and ventured to avow my dear delight. It was there that I sought, with some success, publication in various papers and magazines of my attempts at versification, for versification it was that so possessed my fancy. Of the spacious times of great Elizabeth it has been written, "the power of action and the gift of song did not exclude each other," but in England, in mid-Victorian days, it was looked upon differently, or so at least I believed.

After a time I had the distinction of being included in a new edition of *Recent and Living Scottish Poets*, by

Alexander Murdoch, published in 1883. My inclusion was explained on the ground that, “His muse first awoke to conscious effort on Scottish soil,” which, though not quite in accordance with fact, was not so wide of the mark that I felt in the least concerned to criticise the statement. I was too much enamoured of the honour to question the foundation on which it rested. Perhaps it was as well deserved as are some others of this world’s distinctions! At any rate it was neither begged nor bought, but came “Like Dian’s kiss, unasked, unsought.” In the same year (1883) I also appeared in *Edwards*’ Sixth Series of *Modern Scottish Poets*; and in 1885, more legitimately, in William Andrews’ book on *Modern Yorkshire Poets*. My claim for this latter distinction was not, however, any greater, if as great, as my right to inclusion in the collection of *Scottish Poets*. If I “lisped in numbers,” it was not in Yorkshire, for Yorkshire I left for ever before even the first babblings of babyhood began. However, “kissing goes by favour,” and I was happy in the favour I enjoyed.

I may as well say it here: with my poetical productions I was never satisfied any more than with my attempts at drawing. My verses seemed mere farthing dips compared with the resplendent poetry of our country which I read and loved, but my efforts employed and brightened many an hour in my youth that otherwise would have been tedious and dreary.

Ours was a large family, nine children in all; nothing unusual in those days. “A quiver full” was then a matter of parental pride. Woman was more satisfied with home life then than now. The pursuit of pleasure was not so keen. Our

parents and our grandparents were simpler in their tastes, more easily amused, more readily impressed with the wonderful and the strange. Things that would leave us unmoved were to them matters of moment. Railways were new and railway travelling was, to most people, an event**[3q]**.

Our fathers talked of their last journey to London, their visit to the Tower, to Westminster Abbey, the Monument, Madame Tussauds; how they mistook the waxwork policeman for a real member of the force; how they shuddered in the *Chamber of Horrors*; how they travelled on the new Underground Railway; and saw the wonders of the Crystal Palace, especially on fireworks night. They told us of their visit to the *Great Eastern*, what a gigantic ship it was, what a marvel, and described its every feature. They talked of General Tom Thumb, of Blondin, of Pepper's Ghost, of the Christy Minstrels. Nowadays, a father will return from London and not even mention the Tubes to his children. Why should he? They know all about them and are surprised at nothing. The picture books and the cinemas have familiarised them with every aspect of modern life.

In those days our pleasures and our amusements were fewer, but impressed us more. I remember how eagerly the coloured pictures of the Christmas numbers of the pictorial papers were looked forward to, talked of, criticised, admired, framed and hung up. I remember too, the excitements of Saint Valentine's Day, Shrove Tuesday, April Fool's Day, May Day and the Morris (Molly) dancers; and the Fifth of November, Guy Fawkes Day. I remember also the peripatetic knife grinder and his trundling machine, the muffin man, the

pedlar and his wares, the furmity wheat vendor, who trudged along with his welcome cry of “Frummitty!” from door to door. Those were pleasant and innocent excitements. We have other things to engage us now, but I sometimes think all is not *gain* that the march of progress brings.

Young people then had fewer books to read, but read them thoroughly. What excitement and discussion attended the monthly instalments of Dickens’ novels in *All the Year Round*; how eagerly they were looked for. Lucky he or she who had heard the great *master* read himself in public. His books were read in our homes, often aloud to the family circle by paterfamilias, and moved us to laughter or tears. I never now see our young people, or their elders either, affected by an author as we were then by the power of Dickens. He was a new force and his pages kindled in our hearts a vivid feeling for the poor and their wrongs.

Scott’s *Waverley Novels*, too, aroused our enthusiasm. In the early sixties a cheap edition appeared, and cheap editions were rare things then. It was published, if I remember aright, at two shillings per volume; an event that stirred the country. My father brought each volume home as it came out. I remember it well; a pale, creamy-coloured paper cover, good type, good paper. What treasures they were, and only two shillings! I was a little child when an important movement for the cheapening of books began. In 1852 Charles Dickens presided at a meeting of authors and others against the coercive regulations of the Booksellers’ Association which maintained their excessive profits. Herbert Spencer and Miss Evans (George Eliot) took a

prominent part in this meeting and drafted the resolutions which were passed. The ultimate effect of this meeting was that the question between the authors and the booksellers was referred to Lord Campbell as arbitrator. He gave a decision against the booksellers; and there were consequently abolished such of the trade regulations as had interdicted the sale of books at lower rates of profit than those authorised by the Booksellers' Association.

Practically all my school days were spent at Derby. As I have said, ours was a large family. I have referred to an only sister, but I had step-sisters and step-brothers too. My father married twice and the second family was numerous. His salary was never more than £300 a year, and though a prudent enough man, he was not of the frugal economical sort who makes the most of every shilling. It may be imagined, then, that all the income was needed for a family that, parents included, but excluding the one servant, numbered eleven. The consequence was that the education I received could not be described as liberal. I attended a day school at Derby, connected with the Wesleyans; why I do not know, as we belonged to the Anglican Church; but I believe it was because the school, while cheap as to fees, had the reputation of giving a good, plain education suitable for boys destined for railway work. It was a good sized school of about a hundred boys. Not long ago I met one day in London a business man who, it turned out, was at this school with me. We had not met for fifty years. "Well," said he, "I think old Jessie, if he did not teach us a great variety of things, what he did he taught well." My new-found old schoolmate had become the financial manager of a great

business house having ramifications throughout the world. He had attained to position and wealth and, which successful men sometimes are not, was quite unspoiled. We revived our schooldays with mutual pleasure, and lunched together as befitted the occasion.

“Jessie” was the name by which our old schoolmaster was endeared to his boys; a kindly, simple-minded, worthy man, teaching, as well as scholastic subjects, behaviour, morals, truth, loyalty; and these as much by example as by precept, impressing ever upon us the virtue of thoroughness in all we did and of truth in all we said. Since those days I have seen many youths, educated at much finer and more pretentious schools, who have benefited by modern educational methods, and on whose education much money has been expended, and who, when candidates for clerkships, have, in the simple matters of reading, writing, arithmetic, composition and spelling, shown up very poorly compared to what almost any boy from “old Jessie’s” unambitious establishment would have done. But, plain and substantial as my schooling was, I have ever felt that I was defrauded of the better part of education—the classics, languages, literature and modern science, which furnish the mind and extend the boundaries of thought.

“Jessie” continued his interest in his boys long after they left school. He was proud of those who made their way. I remember well the warmth of his greeting and the kind look of his mild blue eyes when, after I had gone out into the world, I sometimes revisited him.

But my school life was not all happiness. In the school there was an almost brutal element of roughness, and fights

were frequent; not only in our own, but between ours and neighbouring schools. Regular pitched battles were fought with sticks and staves and stones. I shrunk from fighting but could not escape it. Twice in our own playground I was forced to fight. Every new boy had to do it, sooner or later. Fortunately on the second occasion I came off victor, much to my surprise. How I managed to beat my opponent I never could understand. Anyhow the victory gave me a better standing in the school, though it did not lessen in the least my hatred of the battles that raged periodically with other schools. I never had to fight again except as an unwilling participant in our foreign warfare.

CHAPTER III.
THE MIDLAND RAILWAY AND “KING HUDSON”

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In the year 1851 the Midland Railway was 521 miles long; it is now 2,063. Then its capital was £15,800,000, against £130,000,000 to-day. Then the gross revenue was £1,186,000 and now it has reached £15,960,000. When I say *now*, I refer to 1913, the year prior to the war, as since then, owing to Government control, non-division of through traffic and curtailment of accounts, the actual receipts earned by individual companies are not published, and, indeed, are not known.

Eighteen hundred and fifty-one was a period of anxiety to the Midland and to railway companies generally. Financial depression had succeeded a time of wild excitement, and the Midland dividend had fallen from seven to two per cent.! It was the year of the great Exhibition, which Lord Cholmondeley considered *the* event of modern times and many over-sanguine people expected it to inaugurate a universal peace. On the other hand Carlyle uttered fierce denunciations against it. It certainly excited far more interest than has any exhibition since. Then, nothing of the kind had ever before been seen. Railway expectations ran high; immense traffic receipts, sorely needed, ought to have swelled the coffers of the companies. But no! vast numbers of people certainly travelled to London, but a mad competition, as foolish almost as the preceding *mania*, set

in, and passenger fares were again and again reduced, till expected profits disappeared and loss and disappointment were the only result. The policy of Parliament in encouraging the construction of rival railway routes and in fostering competition in the supposed interest of the public was, even in those early days, bearing fruit—dead sea fruit, as many a luckless holder of railway stock learned to his cost.

Railway shareholders throughout the kingdom were growing angry. In the case of the Midland—they appointed a committee of inquiry, and the directors assented to the appointment. This committee was to examine and report upon the general and financial conditions of the company, and was invested with large powers.

About the same time also interviews took place between the Midland and the London and North-Western, with the object of arranging an amalgamation of the two systems. Some progress was made, but no formal *engagement* resulted, and so a very desirable union, between an aristocratic bridegroom and a democratic bride, remained unaccomplished.

Mr. Ellis was chairman of the Midland at this time and Mr. George Carr Glyn, afterwards the first Lord Wolverton, occupied a similar position on the Board of the London and North-Western. Mr. Ellis had succeeded Mr. Hudson—the "*Railway King*," so christened by Sydney Smith. Mr. Hudson in 1844 was chairman of the first shareholders' meeting of the Midland Railway. Prior to that date the Midland consisted of three separate railways. In 1849 Mr. Hudson presided for the last time at a Midland meeting, and in the following year resigned his office of chairman of the company.

The story of the meteoric reign of the "*Railway King*" excited much interest when I was young, and it may not be out of place to touch upon some of the incidents of his career.

George Hudson**[4]** was born in 1800, served his apprenticeship in the cathedral city of York and subsequently became a linendraper there and a man of property.

Many years afterwards he is reported to have said that the happiest days of his life passed while he stood behind his counter using the yardstick, a statement which should perhaps only be accepted under reservation. He was undoubtedly a man of a bold and adventurous spirit, possessed of an ambition which soared far above the measuring of calicoes or the retailing of ribbons; but perhaps the observation was tinged by the environment of later and less happy days when his star had set, his kingly reign come to an end, and when possibly vain regrets had embittered his existence. It was, I should imagine, midst the fierceness of the strife and fury of the *mania* times, when his powerful personality counted for so much, that he reached the zenith of his happiness.

George Hudson,
the "Railway King"

Whilst conducting in York his linendraper business, a relation died and left him money. The railway boom had then begun. He flung his yardstick behind him and entered the railway fray. The Liverpool and Manchester line and its wonderful success—it paid ten per cent.—greatly impressed the public mind, and the good people of York determined they would have a railway to London.

A committee was appointed to carry out the project. On this committee Mr. Hudson was placed, and it was mainly owing to his energy and skill that the scheme came to a successful issue. He was rewarded by being made chairman of the company.

This was his entrance into the railway world where, for a time, he was monarch. He must have been a man of shrewdness and capacity. It is recorded that he acquired the

land for the York to London railway at an average cost of £1,750 per mile whilst that of the North Midland cost over £5,000.

On the 1st July, 1840, this linendraper of York had the proud pleasure of seeing the first train from York to London start on its journey.

From this achievement he advanced to others. He and his friends obtained the lease, for thirty-one years, of a rival line, which turned out a great financial success. His enterprise and energy were boundless.

It is said that his bold spirit, his capacity for work and his great influence daunted his most determined opponents. For instance, the North Midland railway, part predecessor of *the* Midland, was involved in difficulty. He appeared before the shareholders, offered, if his advice and methods were adopted, to guarantee double the then dividend. His offer was accepted and he was made chairman, and from that position became chairman, and for a time dictator, of the amalgamated Midland system. Clearly his business abilities were great; his reforms were bold and drastic, and success attended his efforts. He soon became the greatest railway authority in England. For a time the entire railway system in the north was under his control, and the confidence reposed in him was unbounded. He was the lion of the day: princes, peers and prelates, capitalists and fine ladies sought his society, paid homage to his power, besought his advice and lavished upon him unstinted adulation.

In 1845 the railway mania was at its height. It is said that during two or three months of that year as much as £100,000 per week were expended in advertisements in

connection with railway promotions, railway meetings and railway matters generally. Scarcely credible this, but so it is seriously stated. Huge sums were wasted in the promotion and construction of British railways in early days, from which, in their excessive capital cost, they suffer now. In the *mania* period railways sprang into existence so quickly that, to use the words of Robert Stephenson, they “appeared like the realisation of fabled powers or the magician’s wand.” The *Illustrated London News* of the day said: “Railway speculation has become the sole object of the world—cupidity is aroused and roguery shields itself under its name, as a more safe and rapid way of gaining its ends. Abroad, as well as at home, has it proved the rallying point of all rascality—the honest man is carried away by the current and becomes absorbed in the vortex; the timid, the quiet, the moral are, after some hesitation, caught in the whirlpool and follow those whom they have watched with pity and derision.”

Powers were granted by Parliament in the year 1845 to construct no less than 2,883 miles of new railway at an expenditure of about £44,000,000; and in the next year (1846) applications were made to Parliament for authority to raise £389,000,000 for the construction of further lines. These powers were granted to the extent of 4,790 miles at a cost of about £120,000,000.

Soon there came a change; disaster followed success; securities fell; dividends diminished or disappeared altogether or, as was in some cases discovered, were paid out of capital, and disappointment and ruin followed. King Hudson’s methods came under a fierce fire of criticism;

adulation was succeeded by abuse and he was disgraced and dethroned. A writer of the day said, “Mr. Hudson is neither better nor worse than the morality of his time.” From affluence he came to want, and in his old age a fund was raised sufficient to purchase him an annuity of £600 a year.

About this time, that most useful Institution the Railway Clearing House[5] received Parliamentary sanction. The *Railway Clearing System Act* 1850 gave it statutory recognition. Its functions have been defined thus: “To settle and adjust the receipts arising from railway traffic within, or partly within, the United Kingdom, and passing over more than one railway within the United Kingdom, booked or invoiced at throughout rates of fares.” The system had then been in existence, in a more or less informal way, for about eight years. Mr. Allport, on one occasion, said that whilst he was with the Birmingham and Derby railway (before he became general manager of the Midland) the process of settlement of receipts for through traffic was tedious and difficult, and it occurred to him that a system should be adopted similar to that which existed in London and was known as the Bankers’ Clearing House. It was also said that Mr. Kenneth Morrison, Auditor of the London and Birmingham line, was the first to see and proclaim the necessity for a Clearing House. Be that as it may, the Railway Clearing House, as a practical entity, came into being in 1842. In the beginning it only embraced nine companies, and six people were enough to do its work. The companies were:—

London and Birmingham, Midland Counties, Birmingham and Derby, North Midland, Leeds and Selby,

York and North Midland, Hull and Selby, Great North of England, Manchester and Leeds.

Not one of these has preserved its original name. All have been merged in either the London and North-Western, the North-Eastern, the Midland or the Lancashire and Yorkshire.

At the present day the Clearing House consists of practically the whole of the railway companies in the United Kingdom, though some of the small and unimportant lines are outside its sphere. Ireland has a Railway Clearing House of its own—established in the year 1848—to which practically all Irish railway companies, and they are numerous, belong; and the six principal Irish railways are members of the London Clearing House.

The English house, situated in Seymour Street, Euston Square, is an extensive establishment, and accommodates 2,500 clerks. As I write, the number under its roof is, by war conditions, reduced to about 900. Serving with His Majesty's Forces are nearly 1,200, and about 400 have been temporarily transferred to the railway companies, to the Government service and to munition factories.

In 1842, when the Clearing House first began, the staff, as I have said, numbered six, and the companies nine. Fifty-eight railway companies now belong to the House, and the amount of money dealt with by way of division and apportionment in the year before the war was £31,071,910. In 1842 it was £193,246.

Glasgow and South-Western headquarters in the Victorian period.

14 The Clearing House refers to the Railway Clearing House, an industry body where different railway companies met to agree through rates, divide receipts and settle inter-company traffic arrangements.

15 The Railway Benevolent Institution was a charitable organisation for railway employees that administered subscriptions and provided financial aid to needy railway workers, widows and orphans.

16 Lord Pirrie refers to William Pirrie, a leading Belfast shipbuilder and businessman (later Viscount Pirrie) who was a director of local enterprises such as shipyards and an influential figure on Belfast company boards.

17 The Railway and Canal Traffic Act (1888) was a major UK statute to regulate railway and canal companies, addressing rates, carriage duties and preventing undue preference, and strengthening official oversight of traffic and charges.

18 The City of Glasgow Bank was a Scottish bank whose spectacular failure in 1878 imposed heavy losses on depositors and shareholders; the collapse is repeatedly cited in 19th-century accounts as a major financial disaster.

19 A coordinating organisation where Irish railway managers met to settle inter-company accounts, discuss through traffic and agree operational arrangements; it performed functions similar to the Railway Clearing House in Britain and was based in Dublin.

20 A prominent 19th-century railway manager, described here as manager of the Belfast and Northern Counties

Railway and long-serving chairman of the Irish managers' conference (from 1864 until 1890), influential in Irish railway affairs.

21 A UK parliamentary Act (referred to here as the 1889 Act) that gave the Board of Trade power to require safety measures on railways, including block working, interlocking of points and signals, and the fitting of automatic continuous brakes on passenger trains.

22 A railway signalling/operational system that divides a line into sections or 'blocks' and permits only one train in a block at a time, controlled by signals and communication between signalmen to reduce the risk of collisions.

23 A form of train braking in which the brake is fitted continuously to all vehicles and can be applied from the locomotive so that the entire train is slowed or stopped together (examples in the period include vacuum or Westinghouse air brakes).

24 Legislation passed in 1889 to ease construction of lower-cost rural railways in Ireland, including provisions for government grants and lighter regulatory requirements so that lines could be built and worked where full-scale railways were uneconomic.

25 A familiar name for the Light Railways (Ireland) Act, after Mr. Balfour (then Chief Secretary for Ireland), who sponsored the measure that provided Treasury grants and other concessions to promote light railway construction.

26 A market town in County Galway, Ireland, known for the Ballinasloe Horse Fair, one of the island's oldest and historically largest annual fairs for livestock and trade.

27 A traditional nickname for Galway referring to the fourteen merchant families (the 'Tribes of Galway') who dominated the city in the medieval and early modern period.

28 The branch railway from Galway to Clifden referenced in the text, begun in 1891 and completed in 1895; it is commonly called the Balfour extension and served remote parts of Connemara.

29 A 19th-century British railway linking Shrewsbury and Ludlow that was later absorbed into the larger London and North-Western Railway network.

30 A fictional, interminable legal case in Charles Dickens’s novel Bleak House (1852–53), often used in the 19th century as a proverb for endless chancery litigation.

31 A railway legal right permitting one company to operate trains over another company's track; such rights were commonly contested and negotiated in 19th- and early-20th-century British and Irish railway politics.

32 Refers to the UK Parcel Post measures (notably the introduction of parcel post from 1882) that regulated carriage of parcels by post and included provisions about dividing receipts and how railways participated in the parcel service.

33 Abbreviated from 'first instant', a dated phrase meaning 'the first day of the current month'; commonly used in 19th- and early 20th-century official correspondence and notices.

34 A dragoman was an interpreter, guide and intermediary for foreign travellers and diplomats in the Ottoman Empire and neighbouring regions; the term was

widely used in 19th-century travel accounts for locally employed guides/translators.

35 A historic Istanbul hotel in the Pera (Beyoğlu) district opened in the 1890s to serve European visitors and Orient Express passengers, noted in late 19th–early 20th-century travel literature.

36 The selamlik (from Ottoman Turkish) denotes the male or public reception sphere and in this context refers to the Sultan's formal public visit/ceremonial appearance (often to a mosque) accompanied by officials and guards.

37 A Victorian/Western label for certain Sufi devotional groups noted for loud chanting or ecstatic practices; the phrase can conflate different orders (e.g. Bektashi or Mevlevi) and was used in 19th-century travel descriptions.

38 The Light Railway Act of 1896 (United Kingdom) established a simplified legal framework and appointed commissioners to authorize lighter, lower-cost rural railways, including powers for land acquisition and financial assistance.

39 A 19th-century experimental propulsion method in which stationary pumps created a vacuum in a continuous pipe alongside the track and atmospheric pressure pushed a piston attached to the train; it was trialled in Britain and France but proved impractical largely because maintaining an airtight seal was difficult.

40 Refers to the extension of the Dublin and Kingstown Railway toward Dalkey (near Dublin), where an atmospheric railway was trialled in the mid-19th century and later abandoned because of technical and maintenance problems.