

LNWR Research Guide

No.1 - Staff History

Contents

- 1 Introduction
- 2 General guidance
- 3 Availability of Records
- 4 Arrangement and Organisation of Records
- 5 Various Useful Archive Sources
- 6 Books
- 7 Magazine articles
- 8 Sources on the internet
- 9 Various repositories
 - 9.1 LNWR Society archives
 - 9.2 National Archive at Kew
 - 9.3 Cheshire Archives and other County Record Offices
 - 9.4 Museums
 - 9.5 University Libraries

1 Introduction

This guide is aimed at anyone wanting to research their family history where they think that a family member was employed by the LNWR or for researching staff employed in particular departments of the Company. Its scope covers primarily LNWR records, although mention is made of constituent and joint company records and those of the LMS after 1923, but it excludes census and other non-railway records.

The LNWR employed about 80,000 people at its peak, so over its existence from 1846 to 1923 must have employed several hundred thousand staff altogether. It is unlikely therefore that records of all of these employees still exist. See Section 3.

While most interest in staff records comes from people wanting to trace their family, they are also very useful for understanding the staffing levels at stations, depots, works and other locations, how such a large workforce was organised and administered, and how they changed over time. In conjunction with other LNWR records they can be used to reveal details of staffing levels, hours of work, shift patterns, grading, pay etc.

2 General Guidance

In order to trace a particular employee quickly, you need to know whether he (or she) was salaried or wages staff, and what department they worked for. Just knowing that they worked for the LNWR in Birmingham or in Manchester (for example) may lead to a lengthy and possibly fruitless search.

The LNWR also organised its larger departments (Traffic / Coaching, Goods, Locomotive and Permanent Way) into geographic Divisions and Districts. However, the divisional structures and areas were not the same in each department and also varied over time as the organisation developed. Appendix 3 attempts to provide a simplified view of these structures.

The upper echelons of LNWR staff were salaried, including senior officers, managers, superintendents, engineers and some inspectors. Some of the more responsible Station

Master posts were salaried, lesser ones waged. There was also an army of clerks employed in the headquarters and local offices of each department, in goods offices processing mountains of invoices, consignment notes and delivery notes and in booking offices and parcels offices. Stations also had booking clerks and parcel clerks. Most if not all clerks would be salaried staff. In this category were also a small number of professional and specialist staff such as doctors, vicars, matrons, teachers and chefs.

The majority of LNWR staff were wages staff, paid weekly, including all manual workers. These are best summarised by department. Only a few of the very large number of job titles used by the LNWR are given below as examples.

Station staff, such as stationmasters, porters, parcels porters and ticket collectors, were in the Traffic Department and classified as "coaching". Staff dealing with trains, such as passenger guards, breaksmen (ie goods guards) and shunters, were in the same department but classified as "traffic". Also included were signalmen, gatekeepers and police constables in the category of "police".

There were also many wages staff at goods depots, employed by the Goods Department. These included loaders, checkers, carters, foremen, numbertakers etc. - all the people who actually got their hands dirty with the goods.

Men working on or with engines were employed at engine shed by the Locomotive Department. They included drivers, firemen and cleaners as well as some labourers and staff maintaining the locomotives. There were also staff in many trades for manufacturing locomotives and many other things based at Crewe Works where the heavier maintenance and repairs were done. Some intermediate levels of repair were also carried out at Rugby. The Electrical Department (from 1910) was a section within the Loco Dept. dealing with all matters electrical.

The Carriage Department and the Wagon Department employed only manufacturing & maintenance staff at their works in Wolverton and Earlestown and some staff at the larger stations, carriage sheds/siding and larger goods yards to deal with cleaning, lubrication and maintenance and repairs to the rolling stock.

All men involved in maintaining and relaying the track, maintaining bridges and other structures were employed by the Permanent Way Department, which employed the platelayers, gangers and a range of building tradesmen. New works were designed and carried out or the contracts supervised by the Engineer's Department. Signal and Telegraph staff were in specialist sections of the Engineer's Department.

There were also smaller departments such as Hotels (Hotels, Refreshment Rooms, Dining Cars and Laundries), Marine, Rolling Stock (distribution), Detective and Stores which employed a mixture of salaried and wages staff. Others such as Secretary's, Cashiers', Accounts, Expenditure, Audit, Estate and Solicitor's employed very few wages staff apart from perhaps a few messengers and cleaners.

To make the best use of this Guide, you should establish which Department is most likely to have employed your ancestor, then check the availability of records in Section 3, how they were arranged in Section 4, and what sources might be most relevant in Section 5. If the records do seem to be available, the Schedule and Sections 8 and 9 should tell you exactly where to look. Do not overlook the more general sources in Sections 6 and 7.

3 Availability of Records

If your ancestor was a salaried employee, at any time between 1847 and 1917, then there is a very good chance that his records still survive. Similarly if he was a wages grade employee in the Traffic Departments, at a station between London and Crewe; or (in North Wales) between Chester and Holyhead (including branches) then records should also be available from 1847 until 1911 (although there are some gaps between 1860 and 1878).

Records also survive for employees at the Locomotive works in Crewe and the Carriage works in Wolverton, and these are understood to be reasonably complete.

Unfortunately records are very scarce for wages grade employees north of Crewe, and for all other employees in the Goods, Locomotive or Engineer's Departments.

4 Arrangement and Organization of Staff Records

4.1 Salaried Staff Registers were kept centrally for the whole line. Until 1863 all Departments were in a single volume, with books commencing in 1847, 1851 and 1857. Later Registers had 3, 4 and then 8 separate concurrent volumes for Coaching, Goods and Miscellaneous Departments. These were started afresh in 1861/2, 1878 and 1897. From 1917 all currently employed staff were transferred to a card index, which has largely been lost.

4.2 Wages Staff Registers for the Traffic or Coaching Dept were also kept centrally for the whole line until 1878, with books commencing in 1847, 1852/3, 1860 and 1865 (some of these are now missing). From around 1860 there were also separate books for each Division, with the Chester & Holyhead Division one (and probably Southern Division) commencing around that date. The Central District was formed in 1860 and the NN&P District in 1870 (see Appendix 3) and the Registers are continuous from these dates until 1911. (In the period 1860-78 there seem to be two concurrent systems for recording the same information). After 1911 they were in a card index, but only a few cards for supervisory grades have survived. For more specific details see the Schedule.

4.3 Wages Staff Registers for the Locomotive Dept seem to have been kept in one or more separate volumes for each engine shed. Only a very few of these have survived – see the Schedule.

4.4 Wages Staff employee records for Crewe Works were kept in several concurrent Registers, including Alphabetical (AR), Manager's Register (MR), Foreman's Register (FR), New and Leaving Men (AL) etc. The records for Wolverton Works seem to have been arranged in a similar way. Good sets of all of these have survived – see the Schedule.

4.5 The arrangement of Wages Staff Registers for the Engineer's (or Permanent Way) Dept is unknown.

The above is the original arrangement of the records when in LNWR ownership. The current arrangement is rather fragmented – see the Schedule,

5 Various Other Useful Archival Sources Relating to Staff

The most useful series of records is the LNWR Staff Registers. Alongside these are some Salary Increase Books and Caution Books. Most of these are held at TNA in Kew, although there are some significant holdings at Cheshire Archives, Buckinghamshire Archives and Milton Keynes Museum (see Sections 8 and 9 below, and the Schedule).

These are complemented by numerous references to individuals in the various minute books of LNWR Committees and Conferences. Some of these refer to appointments and promotions (cross referenced in the Staff Registers) and others to accidents, incidents or exemplary service. Currently there is no index or searchable compilation of these, but if you have a date and Department then you may be able to do a useful search. The books themselves are at TNA, with just a few copies elsewhere.

LNWR Circulars give details of employment conditions, rates of pay and so on, but rarely of individuals. There are books of these at TNA (not fully indexed) and at LNWR Study Centre (catalogued individually).

The LNWR Gazette was published monthly from 1912 and contains many references to staff – see Section 7.

Other sources cover all railway companies, not just the LNWR. The most significant of these are the Reports of “Movement Accidents” published by the Board of Trade Railway Department from 1900 (as Parliamentary Papers), and normally included in the quarterly bound sets of such reports; also the records of the trades unions, specifically referring to membership and to accidents. A project to create digital searchable versions of these is known as “Railway Life, Work & Death”, and led by Dr Mike Esbester of the University of Portsmouth, with the results published by FindMyPast.

The House of Commons Parliamentary Papers contain reports relating to major and especially fatal accidents and are usually to be found printed in an annual return to Parliament. These may be read in a set of House of Commons' papers in any large reference library and the National Archive library. There is also an incomplete set at the LNWR Study Centre in Kenilworth.

6 Books

The main books on the subject are general guides to researching family history in railway records.

Railway Ancestors. A Guide to Staff Records of Railway Cos. of England & Wales 1822-1947 by D.A.Hawkins published by Alan Sutton Publishing in 1995. ISBN 0-7509-0883-1. This includes a section on the LNWR.

Good for listing locations of documents, but little general guidance as to use.

Was Your Grandfather a Railwayman? Directory of archive sources. 4th Ed. by T.Richards published by the Federation of Family History Societies in 2002. ISBN 1-86006-161-3

More useful as a general guide.

Railway Records by Cliff Edwards. *Contains details of sources of railway history as well as those relating to employees.* Available from The National Archives (TNA). ISBN: 1-900336-510-4.

The LNWR Society Bibliography of Books can be used to search for books on specific well known LNWR personalities. (available through the website, see below)

Bradshaw published a series of annual 'Handbooks for Railway Shareholders' which list the directors and senior officers.

7 Magazine Articles

In general unless an employee has done something exceptional or was a senior railway officer, railway magazines will not be a useful source.

The LNWR Society Bibliography of Periodicals on the web site can be used to identify magazine and newspaper articles on specific events or senior staff and it has complete sets of 'Railway Magazine' and 'Railway and Travel Monthly'.

However the staff magazines of the railways do contain considerable amounts of information about staff activities, primarily in recreational clubs and at other social events but also on retiring staff and promotions. In the case of the LNWR there is the LNWR Gazette (started as the Premier Railway Athletic Gazette in 1912) which was published between 1913 and 1923.

The Society has an almost complete set of LNWR Gazettes in its collection, all articles and notes from which are listed in the Society Bibliography of Periodicals with many names. During WW1 the Gazette included a monthly Roll of Honour of those killed, wounded, missing and decorated. Scanned images of most of these should be found in the digital bookshelf in the DMS section of the website.

The Gazette was followed by the LMS Magazine which continued to report on ex-LNWR employees. From 1948 this became the BR (London Midland) Magazine and latterly "Railnews". These are good for retirements and deaths, but there are no details of new appointments or job transfers. There are no indices to help locate specific names.

More recently, the Journal of the LNWR Society has published occasional articles relating to staff at specific stations, eg Nuneaton.

8 Sources on the Internet

The foremost source is the LNWR Staff Registers which have almost all been digitized and thus made searchable by Ancestry. You will need a subscription. From their home page www.ancestry.co.uk go to the Railway Employment Records at [UK, Railway Employment Records, 1833-1956 | Ancestry®](http://www.ancestry.co.uk/UK/Railway%20Employment%20Records%2C%201833-1956). If you are only interested in LNWR staff put "London north western" in the "company" field and tick the "exact" box.

The LNWR Society web site www.lnwrs.org.uk has a section on Staff with a database of names and information gleaned from various sources including information on individuals, supplied by non-members who have researched their own family history. We are always grateful to receive such information to add to the database. There is also the separate Bibliography of Periodicals mentioned above (Section 7) and the catalogue of the Society Archive - including correspondence, Circulars etc.

~~Some of the LNWR records at the National Archives (see later section) are now available online by joining:~~

~~www.ancestry.co.uk~~

Cheshire Record Office has an LNWR staff database (see Section 9.3 and Appendix 1) on its site at:-

www.cheshire.gov.uk/Recordoffice/recordofficehome.htm

Railway staff accident reports (all companies) are on FindMyPast as part of the "Railway Life, Work and Death" project at:

[This unique project sheds light on our ancestors' railway accidents | Blog | findmypast.co.uk](http://www.findmypast.co.uk)

And another part of the same project covers T U membership which can be searched at:

[Britain, Trade Union Membership Registers | findmypast.co.uk](http://findmypast.co.uk)

While you can read more about the project at: [Home - Railway Work, Life & Death \(port.ac.uk\)](http://port.ac.uk)

Railway Ancestors Family History Society at:

www.railwayancestors.org.uk

Railway Index of major and minor accident reports of railwaymen at:

www.lightage.demon.co.uk/railway.htm

At many LNWR locations - engine sheds, goods sheds etc. there were memorials to those who lost their lives in WW1. The names and locations of such memorials can be found at:-

www.ukniwm.org.uk

See also Appendix 1 for online catalogues

9 Overview of Various Repositories with LNWR staff records

9.1 LNWR Society Archives

The Society does not have a lot of staff records but there are a number of LNWR books containing records of particular groups of employees at specific locations as well as some items on accidents, pay and conditions, insurance societies and schemes for staff travel at reduced cost.

The specific items currently held in the archive are:-

Roll of Honour - staff killed, decorated or mentioned in dispatches in WW1. Information provided is name, forces rank, work location and job. The names can be searched on the Society web site. Copies of pages of the Roll of Honour can be purchased from the Archivist, who also holds a database containing the information from the Roll of Honour which is fully searchable by name, location etc.

Ramsbottom Testimonial - a collection of over 7000 signatures of Locomotive Department employees of the LNWR in 1871. It covers Crewe Works and all Steam (Engine) Sheds throughout the system. The names are grouped by location or in the case of Crewe Works, by the shop they worked in. The information is searchable in a database and copies of the pages can be purchased.

Liverpool District Goods Dept staff (salaried and wages)- Waterloo, Park Lane, Canada Dock, Crown St, Manchester Basin, Birkenhead, Earlestown and Rainhill 1868-1873. The staff is listed by depot for each year with Name/ By whom recommended/ Occupation/ Date of appointment/ Salary or wages/ Date of increase or reduction and amount/ Age/ Single or married/ No. Children/ Home address/ Promotions/ Dismissals with reasons/ Resignations and leaving with reasons.

Warwick and Leamington Steam Shed employees register 1910s to early LMS period.

Speke Junction Steam Shed employees register, 1890s to 1910s. Lists the names, start dates, ages, grades, promotion dates, leaving dates and remarks for Enginemen, Firemen and Cleaners.

Liverpool and Birkenhead Area training records of Capstan operators, Shunters and Crane Drivers from about 1900 into LMS and BR periods. Gives date of birth, date of employment, date into current position and training records.

Accident Record Book for a large area centred on Crewe giving the name, location, position and accident details for dates between June 1913 and May 1922.

List of Senior staff, station masters and good agents March 1921.

Pay sheets for Carnarvon (sic) Station, July to December 1920.

Some minute books of the LNWR Officers' Conference. As described in Section 5, these monthly meetings include lists of serious and fatal accidents, with names. It is intended to digitize these.

A few items on particular individuals can be found in the Society Archive database.

The Archivist is building up a database, primarily of more senior staff and directors, for future addition to the web site. This can be searched for specific names on request.

The Society has a number of photographs of groups of LNWR staff, most of whom are unfortunately unidentified, and a few individuals whose names we know.

The archive is continually being expanded so please check with the Archivist for any recent additions.

9.2 National Archive at Kew

A large number of LNWR Staff Records can be found in the LNWR series RAIL 410/1797 to 1986. These comprise the greater part of all surviving LNWR staff records. A substantial number of these records are now available via www.ancestry.co.uk - see Section 8.

The minute books of various Committees (of Directors) and Conferences (of Officers) described in Section 5 are held here as RAIL 410 /1 to xxx

Constituent companies and Joint company records can also be found under the relevant references in the catalogue on line or listed in the book 'Railway Ancestors' mentioned previously (Section 6).

The salaried staff - company officers, engineers, draughtsmen, accountants and clerks have their records listed by department giving, generally, date of birth, date of employment, dates and salary changes and date of leaving employment with reasons in a number of volumes. There are frequently references to the Committee minute numbers recording decisions on promotions and salaries (which can be hard to locate otherwise).

The wages staff records are similarly organised by Department and then location.

The table below shows the various pieces numbers at the TNA organised by Monthly paid (M) and Weekly paid (W) and then generally in Departmental and date range order. Some of the date ranges have been verified by looking at the volumes concerned but others are just the catalogue entries which give the earliest date of birth rather than the start of the employment period covered by that volume. Most volumes seem to record a period of ten years or so. See Appendix 3 for outline of the Divisional structures.

Work on the coverage of each volume is ongoing and updates to this guide will be included as more information becomes available. Contributions to this are always welcome.

To see how these documents relate to the totality of LNWR staff records, including those held at other repositories, refer to the Schedule.

Date Range Approx.	TNA Piece RAIL 410/	Monthly /Wages	Index Piece	Departments	Locations
1846-51	1855	M	1865	All. See Appendix 2	All
1851-57	1857	M	1866	All. See Appendix 2	SD, ND, NED
1857-63	1856	M	1867	All. See Appendix 2	All
1863-78	1854	M	(none)	Misc. See Appendix 2	All
1878-1897	1850	M	1853	Misc. See Appendix 2	All
1897-1914	1848	M	1851/2	Misc. See Appendix 2	All
1897-1915	1849	M	1851/2	Misc. See Appendix 2	All
1851-56	1869	M		All (annual salary lists)	Southern Division
1851-56	1870	M		All (annual salary lists)	North Eastern Div.
1857-63	1871	M	1872	Goods & Misc (annual salary lists)	S, N, & NE Divs.
1866-74	1900	M		All?	Northampton Dist
1874-78	1901	M		All?	Northampton Dist
1863-78	1837	M	(none)	Goods Dept	All
1878-97	1842	M	1853	Goods Dept	(southern part)
1878-97	1843	M	1853	Goods Dept	(northern part)
1897-1918	1838	M	1851-52	Goods Dept	London, Northampton & Nottingham
1897-1917	1839	M	1851-52	Goods Dept	Rugby, Birmingham, Crewe
1897-1918	1840	M	1851-52	Goods Dept	Swansea & S Wales, Stoke, Liverpool, Sheffield, Hull
1897-1917	1841	M	1851-52	Goods Dept	Manchester, Leeds, Chester, Holyhead, Dublin
1863-78	1844	M	(none)	Coaching Dept	All
1878-97	1847	M	1853	Coaching Dept	All
1897-1920	1845	M	1851-52	Coaching Dept	S, NNP, Central, Shrop, SWales,

					NLR Divs
1897-1917	1846	M	1851-52	Coaching Dept	N, NE, N Wales, Ireland, L&C, West Cumb. Div
1897-1917	1861	M	?	Engineering, Traffic, Coaching	Inc NLR and Joint lines inc N&SWJ
1914-21	1875	M		Hotel & Refreshment rooms	All?
1917-26	1890	M		Record cards.	Various
1917-26	1891	M		Record cards.	Various
1847-52	1858	W	1863	Most /all	All?
1852-60	1859	W	1864	Coaching, Goods; Police?	ND
1866-78	1860	W?	1868#	Telegraph, Traffic	Most/all
1848-62	1862	M+W		Coaching Police Goods	C&H, L&C
1870-76	1798	W		Coaching, Traffic, Police	Southern Division
1875-90	1797	W		Coaching, Traffic, Police	Southern Division
1890-1901	1799	W		Coaching, Traffic, Police	Southern Division
1902-1911	1800	W		Coaching	Southern Division
1902-1911	1801	W		Traffic & Police	Southern Division
1879-97	1812-1813	W		Superintendent's Register	NN&P Dist No1/2
1897-1912	1814	W		Coaching, Traffic, Police	NN&P Dist No.3
1912-1914	1815	W		Coaching, Traffic, Police	NN&P Dist No.4
1860-71	1805	W		Coaching, Traffic, Police	Central District
1871-78	1806	W		Coaching, Traffic, Police	Central District
1878-85	1807	W		Coaching, Traffic, Police	Central District
1886-93	1808	W		Coaching, Traffic, Police	Central District
1894-1902	1803	W		Coaching, Traffic, Police	Central District

1903-1910	1804	W		Coaching, Traffic, Police	Central District
1876-1923	1828			Traffic - Guards	Central District
1907-11	1802	W		Coaching, Traffic, Police	Northern Division
1803-23	1809-10	W		Supt of The Lime	Euston - Crewe
1863-1904	1873	?		"Staff Register"	?
1864-1907	1874	M+W?		"Staff Book"	MSJ&A (Joint)
1911?-1926	1892	W		Record cards.	All?
1852-1923	1811			Rolling Stock Section	Crewe
1861-1913	1883-4			Marine Dept.	List of Ships Crews
1872-1911	1905-14			Locomotive Dept. Crewe Works AR series	Chronological list for each surname
1872-98	1915-17			Locomotive Dept. Crewe Works AL series	Chronological Arrivals & departures by alphabet
1870s on	1918-28			Locomotive Dept. Crewe Works FR series	Chronological arrivals and departures by Foreman
1870s on	1929-45			Locomotive Dept. Crewe Works MR series	Chronological arrivals & departures with weekly totals
18??-1919	1946-51			Locomotive Dept. Crewe Works (AL series cont'd?)	Men engaged and left
	1952-1953			Locomotive Dept.	Outstations
	1954-1958			Locomotive Dept.	Staff under Foremen
1913-25	1959-1962			Locomotive Dept.	Crewe. Weekly staff statistics
1908-?	1963-1970			Locomotive Dept.	Inc. temporary
1847-1927	1971			Locomotive Dept.	Chester Shed
1854-1922	1834			Locomotive Dept	Bushbury Shed
	1873-1882			Goods Dept.	Liverpool

	1831			Goods Dept?	Broad St. London
	1830			Goods Dept?	London Rd. Mchr
	1835-1836			?	New St. B'ham
?	1832-1833			Police Dept.	?
1898-1908	1816-1827	M+W		Central District? (1818-20/26 are)	Caution, suspension and punishment books
	1902-1903			Loco Dept?	Engagement Agreements
	1872			?	Register of fines
	1986			?	Accident pay
	1893-99			?	Various funds, gradings & bonuses
	1889	M		?	Allowances & gratuities
	1875-1886	M		?	Salary changes
	1829	?		?	Conditions of service
1898	2213			Locomotive Dept. Crewe Works. Vol.M	Appointments
1899	2214			Locomotive Dept. Crewe Works. Vol.N	Appointments
C1904-13	2215-21			Locomotive Dept. Crewe Works. Vols.R-X	New entrants
1918-23	2222			Locomotive Dept. Crewe Works. Vol.Z	Appointments

Appendix 2 gives a page index to some of the registers by department.

There is a set of annual LNWR publications 'Roll of Directors and Principal Officers' in two volumes

1852 to 1876 - RAIL 410/1267

1877 to 1923 - RAIL 410/1268

These two volumes contain a series of papers, later in the form of small diaries, listing the Directors with the committees they attended and Principal Officers in each department.

The minutes of various Committees of Directors, each of which managed one or more of the operating departments of the LNWR, frequently contain lists of staff salary changes, promotions and disciplinary actions (Section 5 above). The index volumes to the Passenger Traffic Committee and Goods Traffic Committee have references to names. However, the indexes to other Committees, where provided, may not give references to staff names so it is

a case of searching the minutes for the names required. These minutes can be found in the RAIL 410 series.

There are also similar records for the LNWR constituent and joint companies catalogued under separate RAIL number references. For example the Grand Junction documents are catalogued in the RAIL 210 series.

Such staff records as exist for the LMS period (post 1923) are contained in pieces RAIL 426/1 to 15 with Management and Correspondence files mentioning staff in pieces RAIL 1172/176 to 467. These mostly relate to senior Salaried Offices (over £400 pa).

Other references which include LNWR staff, at the TNA

The Railway Inspector's Reports on accidents to trains, passengers and railway staff (see Section 5) are held in series RAIL 1053. Other records created by the Railway Inspectorate of the Board of Trade and Ministry of Transport are held in series MT 114. Correspondence and papers relating to railway accidents can be found in series MT 6. RAIL 1053/69 contains Returns of Railway Accidents and casualties and another register of accidents can be found at MT 7/85.

The House of Commons Parliamentary Papers contain reports relating to major and especially fatal accidents and are usually to be found printed in an annual return to Parliament. These may be read in a set of House of Commons' papers in any large reference library and the National Archive library.

[transferred to Section 5]

A member of the North London Railway Historical Society has been cataloguing North London Railway Staff records held at Kew. The first register has now been indexed and is shown in the catalogue – RAIL 529/130 Staff Register (new entrants). To find a name go to the Catalogue <http://www.nationalarchives.gov.uk/catalogue/>, click 'Search The Catalogue', in 'Word or phrase' type in the name of the person you wish to find and in 'Department or Series Code' type in RAIL 529. Do not try to be helpful by typing in RAIL 529/130, it doesn't work. Post 1909, when the LNWR took over, there is a volume RAIL 410/1861 that contains some NLR salaried staff records – and possibly wages staff also.

RAIL 529/130 is not something that can be browsed quickly. With about five hundred and sixty names and only about fifteen names to a page that is upward of forty pages to go through.

RAIL 529/131 Staff Register (Coaching & Police Depts) has been completed and should now be included in the catalogue. RAIL 529/132 Staff Register No 1 is currently being indexed.

9.3 Cheshire Archives and other County Record Offices

Street directories for towns list the name of each householder and their occupation.

Cheshire Record Office holds 12 volumes (B to E – alpha list of staff in service at Crewe c1890, G to K – chronological appointments, O and P new entrants Sep 1900 to Nov 1902) of staff records for Crewe Works 1854-1902 (it appears that there were five other volumes from that series that they do not have. (M and N are thought to be at Kew as RAIL 410/2213 & 2214, R thru X as RAIL 410/2215 to 2221 and Z RAIL 410/2222), 4 volumes from another series on Crewe Works staff from c1919 to 1928, a volume for Carlisle 1873-1927 and a volume for Rugby 1874-1928. See the Schedule.

Also here are the three volumes on the Chester & Holyhead Division (Crewe - Chester - Holyhead and branches) for Wages staff in the Coaching, Traffic and Police categories, ~~which departments and staff are covered has not been established.~~ (similar to the volumes at TNA for other Divisions and Districts)

NPR2/27 c1870-91

NPR2/10 1891-1904
 NPR2/11 1904-12

The Cheshire RO online database is excellent for finding who was where and when, but for full details, dates of transfer, reasons etc. the actual registers need to be consulted.

Buckinghamshire RO has a card index of staff at Wolverton Works, complementing the records at Milton Keynes Museum (below).

9.4 Museums

Milton Keynes Museum (McConnell Drive, Wolverton, Milton Keynes, MK12 5EL) holds many records of Wolverton Works employees. See the Schedule.

9.5 University Libraries

The Modern Records Centre at the University of Warwick (near Coventry) holds many Trade Union records, including those of membership and reports of accidents, as mentioned in Section 5.

Brunel University (in Uxbridge) hold **anything useful?**

Appendix 1 On-Line Catalogues

National Archives Kew <http://www.discovery.nationalarchives.gov.uk/>

Archives Network Wales <http://www.archivesnetworkwales.info>

National Archives of Ireland <http://www.nationalarchives.ie>

Access to Archives <http://www.a2a.org.uk/>

Tracking Railway Archives Project <http://www.trap.org.uk> - **I think this s now defunct**

County Record Offices in the LNWR area with on-line catalogues

England (South to North)

Surrey <http://www1.surreycc.gov.uk/shssearch/content/search.asp> **[is this correct?]**

Hertfordshire

Bedfordshire <http://www.bedfordshire.gov.uk/archive>

Buckinghamshire

Cambridgeshire

Northamptonshire

Warwickshire

Staffordshire <http://www.staffordshire.gov.uk/live/welcome.asp?id=2836>

Cheshire <http://www.cheshire.gov.uk/Recordoffice/recordofficehome.htm>

Liverpool <http://archive.liverpool.gov.uk/home.html>

East Riding of Yorkshire <http://www.eastriding.gov.uk/libraries/archives/welcome.html>

West Yorkshire <http://www.dswebhosting.info/WYAS/>

Wales

Ceredigion <http://archifdy-credigion.org.uk/index.html>

Gwynedd <http://hen.gwynedd.gov.uk/adrannau/addysg/archifau/index.english.htm>

Appendix 2 Department Page Indices to some Salaried **and Waged** Staff Registers, Miscellaneous Departments, in TNA (Kew)

Note that from 1863 the Registers are in groups with pagination continuous across those in the group. There are three sets - 1863-78; 1878-97; 1897-1918

RAIL 410/1848 (pages 3089 to 3568) 1897-1915 [No.2]

Engineering (Civil & Permanent Way) 3089 - 3135,
Estate 3146 - 3167,
Signalling, Telegraph, Electrical, 3136 - 3145, 3168-3292,
Locomotive 3313 - 3424,
Carriage 3425-3435,
Wagon 3438 - 3440,
Marine 3444 - 3461,
Stores 3462 - 3468,
General Manager 3468 - 3475, 3476 - 3489, 3526 - 3529,
Secretary 3429-3496,
Superintendent of the Line 3476 - 3489, 3520 - 3525,
Cashiers 3502 - 3512,
Transfer 3492 - 3496, 3497 - 3500,
Agents in Paris, Brussels and New York 3490 - 3491.

RAIL 410/1849 (pages 3569 - 4048) 1897-1915 [No.2 continued]

Audit Office 3569 - 3641,
Accounts and Expenditure 3663 - 3671 and 3673 - 3686,
Solicitor 3689 - 3695,
Euston Rates and Fares 3696 - 3697,
Medical, Churches, Schools and Savings Bank 3698 - 3712,
Hotel Accounts 3736, 3748 - 3749,
Retiring Allowances 3745 - 3747,
Hotel Superintendent, Hotels, Refreshment Rooms, Dining Cars, Laundries and stores 3750 - 4012, 4038 - 4039, 4041, 4043,
Euston National Insurance and Insurance, Provident and Pension Societies, and Superannuation 4016 - 4018, 4023,
Shrewsbury GW, North London and Birmingham Canal Navigation 4020 - 4022,
Secretary and General Manager 4024,
Library and Literary Association 4025,
Widows and Orphans Fund 4026,
Allowances for North London services 4028 - 4029,

RAIL 410/1850 (pages 1601 - 2139) 1878-97 [No.1]

Engineering (Civil & Permanent Way) 1601 - 1670, 1997,
Signal 1671 - 1673,
Estate 1677 - 1686,
Telegraph 1687 - 1772,
Locomotive 1773 - 1812, 2122 - 2128,
Medical 1807, 1995,
Carriage 1813 - 1818,
Wagon 1819 - 1821,
Holyhead Steamboat 1822 - 1836,
PW, General and Oil & Grease Stores 1837 - 1843, 1981, 1996, 2119,
General Manager 1844 - 1860, 2080,
Secretary 1861 - 1866, 1884, 2080,
Transfer 1867 - 1870,
Cashier 1872 - 1875, 1877 - 1883,
Audit 1888 - 1963,

Accounts and Expenditure 1965 - 1969, 1971 - 1980,
 Solicitor 1982 - 1989,
 Rates and Taxes 1990,
 Land and Estate 1992 - 1944, 1996, 1998 - 2000,
 Birmingham Canal Navigation 1995
 Superannuation 1997,
 Goods 1997,
 Hotels, Refreshment Rooms and Laundries 1997, 2001 - 2076, 2083, 2086 - 2111,
 Insurance and Provident Societies and Pension Fund 2077 - 2078,
 Churches and Schools 2081 - 2082, 2084, 2113 - 2118, 2120,
 North London 2079,
 Preston Joint Parcels & Coaching 2083,
 Euston Library and Savings Bank 2112,
 Retiring Allowances 2138.

RAIL 410/1854 1863-78 [no number]

General Manager and Traffic Manager 1-2, 37 - 39, 104,
 Secretary including Transfer, Cashier and Messengers 3 - 14,
 Audit 15 - 29, 40, 132 -139, 115,
 Accounts and Expenditure 30 - 31, 139 - 140,
 Stores 32, 105 - 107,
 Estate and Land 33 - 36, 127,
 Engineering (Civil and Permanent Way) 41 - 64,
 Locomotive 65 - 90,
 Carriage 95 - 99,
 Wagon 101 - 103,
 Steamboat 109 - 113,
 Telegraph and Advertising 115, 141 - 186,
 Rates and Taxes 116,
 Solicitor 117 - 119,
 Medical, Churches and Schools 121, 125 - 126,
 Signals 128, 131,
 Lancaster and Preston Canal 129,
 Insurance and Pension Fund 130,
 Hotels, Refreshment Rooms and Laundries 187 - 250,
 Coaching Joint staff Kensington, Chelsea and Battersea 241- 244.

RAIL 410/1855 1846-51, includes all Departments,
 whole line

Manager (Euston & Liverpool) 1 - 2,
 Secretary 3 -8,
 Superintendent 9,
 Branch Lines 10,
 Audit and Treasurer 11 - 14,
 Engineering (Civil and Permanent Way) 15 - 23,
 Camden Coke Ovens 26,
 Locomotive 27 - 32,
 Coach and Wagon Repairs 33 - 35, 37,
 Estate 39 - 40,
 Goods 41 - 102
 Police 102
 Coaching 109 - 206,
 Churches, Schools and Town 207.

RAIL 410/1856 1857-63, includes all Departments
The first and last pages provide a more detailed index of departments and locations.
General Manager 1 - 3,
Solicitor 4,
Secretary, Transfer and Cashier 5 - 12,
Church and Schools 14,
Superintendent (inc. Police) 14 - 17,
Audit 19,
Accounts 27,
Engineering and Permanent Way 29 - 31, 35 - 44,
Estate and Rating 34,
Rail Works Crewe 49,
Locomotive 51 - 73,
Coke - Darlington 75,
Coach and Wagon Repairs 78 - 88,
Coaching and Goods 83 - 246,
Canals 248 - 250.

RAIL 410/1857 1851-56, includes all Departments
An index to departments and stations is provided at the front of the volume.
Managers Euston and Liverpool 1-2,
Secretary/Transfer/Cashier/Branch Lines 3-7,
Superintendent 9-10,
Audit and Accounts 11-14,
Engineering 15,
Engineering Chester, Edge Hill, Warrington & Liverpool 17,
Engineering Manchester, Stafford and Tamworth 18,
Rail Works Crewe 20,
Coach Repairs Euston, Saltley and Crewe 31, 37,
Wagon Repairs Camden and Manchester 33-34,
Permanent Way 39,
Locomotive various sites 27-30,
Estate & Rating Euston & Liverpool 35-36,
Church & Schools Wolverton & Crewe 38,
Coaching various locations 41-96,
Police 98,
Huddersfield Canal 139,
Livestock 97,
Goods 99-136.

Appendix 3- Outline of Divisional Structures.

In 1846 when the company was formed there were three Divisions based on the main constituent companies, which were the same for all departments (Traffic, Locomotive and Engineering).

Southern - ex London & Birmingham, basically everything south of Birmingham.

Northern - ex Grand Junction/Liverpool & Manchester and up to Preston.

North Eastern - ex Manchester & Birmingham and lines east of Manchester.

In 1859 the Chester & Holyhead and the Lancaster & Carlisle Railways were acquired, and these became two more divisions of the LNWR.

As the organisation grew the various department organisations diverged. The following is a much simplified description.

The traffic part of the business grew by 1880 into five Divisions and three Districts, generally dealing with timetabling, passenger traffic and stations:

- Southern - lines south of Stafford and to east of the WCML
- Northampton, Nottingham & Peterborough - east of Rugby (created c1870 from SD)
- Central - Birmingham area (created 1860 from parts of SD and CD plus new lines)
- Northern - Stafford to Preston, Liverpool, Liverpool-Manchester
- North Eastern - Crewe-Manchester and lines to the east and south of Manchester
- Chester & Holyhead - all LNWR lines in North Wales
- Lancaster & Carlisle - Preston to Carlisle and Cumbria area
- Shropshire Union & South Wales - Crewe-Shrewsbury, Central and South Wales

By 1880 the Goods Department was also organized into Districts at the larger traffic centres dealing with goods traffic. e.g. Garston and Leeds. Each was in charge of a District Goods Manager, who had a Goods Agent at each major goods station. Subsequently some were abolished and extra ones added. By 1897:

London (Broad Street),

Northampton,

Nottingham - transferred to Sheffield 1903

Rugby, Birmingham (Curzon St), Crewe, Stoke (on the N S Railway)

Swansea, S Wales (Abergavenny), Warrington, Liverpool,

Sheffield, Hull (on the N E Rly). Both abolished as Districts 1901. A new Sheffield District transferred from Nottingham 1903.

Manchester, Leeds,

Chester - abolished as a District 1901, Holyhead, Dublin (North Wall)

(it should be remembered that the Goods Department only administered individual goods stations, not the lines or trains connecting them. The LNWR owned several goods depots situated on the network of another railway company, including Dublin (North Wall))

The Permanent Way Department was re-organised gradually into ten divisions by 1909.

- Southern - lines south of Rugby
- Rugby - Rugby, Northampton and lines to the east and the LNWR & GNR Joint
- Birmingham - Birmingham area
- Central - Stafford-Crewe, Crewe- Shrewsbury, Crewe-Stockport, Crewe-Warrington
- Chester & Holyhead - Crewe-Chester and all of North Wales
- Western - Liverpool, Liverpool-Manchester, Warrington-Boars Head, Bolton area
- Eastern - Stockport-Manchester, Stockport-Buxton and east of Manchester
- Northern - Boars Head-Carlisle and lines in Cumbria
- South Wales - Central Wales line and all of South Wales
- London - ex North London Railway lines after 1909

The Locomotive Department was based at Crewe but had two divisions for running purposes, Northern based at Crewe and Southern at Rugby. Within these, the Departmental organization was based around locomotive sheds.

Within the Loco Dept (until 1912) and Engineer's Dept (from 1912) the Signal Department had 10 Districts by 1880, each headed by an Inspector with his own staff for maintenance. By

1900 there were 15 Districts. A good account of these is given in "LNWR Signalling" by R D Foster (OPC 1982)

To appreciate the extent of these Divisions and Districts, and to understand in which one any particular station might be situated, it may be helpful to consult maps such as:
Pre-Grouping Atlas and Gazetteer - Ian Allan Publishing, various editions
Jowett's Railway Atlas - [details needed]