

JERICO ECHO

EDITOR/Carole Guberman TYPING/Sue Hearne
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Editorial

The editor would like to take this opportunity of the first editorial to thank everyone who helped relaunch the Echo, especially the production team and within that team especially Denis Noble who as well as being a supportive and constructive critic also persuaded the advertisers to finance us again and collected the money.

To those people who failed to have a copy last time my apologies and it won't happen again, I hope, and if it does please phone Robin Whitworth, who will be pleased to deal with it for you.

Carole Guberman

CHANGES ALONG THE CANAL

John Power, one of our three West Ward City Councillors is presently engaged on trying to give the canal a face lift. The patio or canal garden in Mount Place and the bridge from there now come under the Parks Department who have assumed responsibility for maintenance.

There is another bridge projected to lead from nearer town to join the towpath near Worcester College. This bridge would necessitate another path, this time concrete, on our side of the canal leading behind Whitworth Place and through the boat yards.

The area of waste ground between the part of river that runs past Lucy's to join the part near the station has been included in the environmental improvement scheme run by the City and Mr. Power hopes it will be turned into a landscaped park with benches. A nice place to sit and drink one's cider.

Lastly the towpath from Jericho to town (and the rest of the towpath?). This path which it is true deteriorates during Winter to spread mud over the bridges and patio is due to be cleared up by the City Engineer in the near future. Will it be gravel we wonder. Cement hardly seems suitable. Perhaps the nettles could be cut back and the potholes filled in and a fine gravel track laid down.

Mr. Power can be contacted at the Town Hall by anyone with

ideas or objections to the plans for the canal.

THE OPENING OF THE NEW LINE AT OXFORD

Just to the west of the Oxford canal and the old river is the old trackbed of the former Bucks Railway, later the London and North Eastern Railway. Started in the early 1850s it was to provide a rival route to London via Bletchley and Euston. One of the first trains to leave the new Rewley Road station was on the 26th May, 1851 and was a special for the Great Exhibition in Hyde Park; it had ten coaches and some four hundred passengers. Special gratuitous parcels were offered to the workmen who had built the new line. The train left at 7.30 a.m., arrived at Bletchley some forty minutes later and got to Euston at 9.20 a.m. As well as railwaymen a large number from the Clarendon Press and three local newspapers made the journey. The new railway and the Clarendon Press were to play an important part in the development of Jericho in the years to come.

On the same day the customary banquet was held at the Star Hotel where Sir Henry Verney made the opening address thanking the university for their acquiescence in allowing the new line to come to Oxford.

Not all were pleased though at the arrival of the railway as the Oxford canal company were forced to reduce their tolls for carrying coal. Sir Harry made a wry comparison when he compared the charges on that commodity in the locality as being 29/6d (147½p) per ton by canal and 16/- (50p) per ton by the new railway; this was the beginning of the decline for most canal networks over the years to come.

About a mile from the new Rewley Road station at Port Meadow just north of Aristotle Lane was to be the scene on January 8th, 1853 of one of the first big railway accidents when a passenger train from Oxford ran head-on into a coal-train coming from the Wolvercote end of the line; however, this must be another story.

E. J. Harris

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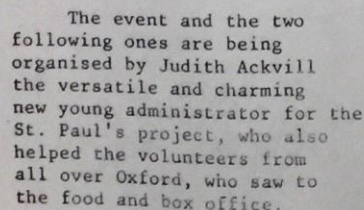
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STOP PRESS: Faulkners are applying for planning permission to close King. St. in order to build a motor cycle test bed. This has been objected to by the School, Grantham House and other residents on the grounds of noise, poisonous fumes and danger to the children from increased traffic.

Witor



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 18. ***. *****